



VOL. 15, NO. 4
DECEMBER '89

CAPTAIN'S LOG

Airline and Airliner quarterly



An era in commercial air transport came to an end this year, when McDonnell Douglas delivered the last "DC", a DC-10-30 for Ghana Airways. The DC series goes back to 1932, when Donald Douglas began work on his

DC-1. Our cover photo shows a Lufthansa DC-10-30, seconds before its touchdown at Kai-tak Airport, Hong Kong. Our next issue will feature a photographic "Tribute to the Douglas Commercial". -Lufthansa Photo



World Airline
Historical Society

President & Membership co-ordinator
Paul F. Collins
3781 Apple Tree Lane
ERLANGER, KY 41018 USA

Editorial addresses - see below

European Section

Fred J. Hems
Secretary/Treasurer
Triskele
7A Hatton Road
BEDFONT, Middlesex
England TW14 8JR

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

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CAPTAIN'S LOG EDITORIAL TEAM

Editor JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
Tel. (416) 735-1036

Associate Editors/Department Heads:

- International JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Labels DON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
- Schedules GEORGE W. CEARLEY Jr., P.O. Box 12312, Dallas, TX 75225
- Postcards WILLIAM M. DEMAREST, 28 I Brandywine Drive, Shrewsbury, MA 01545
- Book Reviews JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Model News GERRY COLE, 504 Harvard St., Vestal, NY 13850
- Slide Collecting RICHARD J. FEDORCO II, 53 Carteret Ave., Carteret, NJ 07008-2515
- Playing Cards THOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
- Dining Service RICHARD W. LUCKIN, 621 Cascade Ct., Golden, CO 80403-1581
- Wings and Things RICHARD KORAN, 1051 Woodlea Road, Birmingham, MI 48009
- Safety Cards CARL REESE, P.O. Box 610, Cecilton, MD 21913
- Airport Histories JIM (JET) THOMPSON, 37 N. Everett Ave., Columbus, OH 43213
- Cocktail Items AL S. TASCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
- Staff Artist TOM KALINA, 118 N. Vincennes Circle, North Bay, WI 53402
- Junior Crew Insignia ... STAN BAUMWALD, 2430 N.E. 35th Street, Lighthouse Point, FL 33064

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

Thank you



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EDITORIAL ADDRESS

P.O. Box 776
WELLAND, Ont.
Canada L3B 5R5
PHONE: (416) 735-1036

EDITOR: Joop Gerritsma

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A reminder - as if any is needed - that Piedmont Airlines, one of America's most-successful post-WW2 air carriers, has disappeared. This Fokker F28 Fellowship bears witness to the carrier's merger into US Air. Photographed at Buffalo, N.Y., on 09 AUG 89, it was still in the basic PI livery, but the name had been painted over to reflect the new ownership. (F28/4000 N484US, c/n 11234 was delivered to PI new by Fokker on 09 JUL 86 as N209P. PI previously had swallowed Empire Airlines and Altair and also operated F28s formerly with these carriers.) - Joop Gerritsma photo



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TAKE-OFF TALK

As a life-long aviation enthusiast and a newspaper journalist by profession for 20 years I sometimes feel outraged at, and at the same time saddened by, the poor level of aviation reporting in many "newspapers of record".

We all have seen examples of ignorance, such as "Boeing DC-10". Irritating as these mistakes may be to aviation enthusiasts, they are really harmless. Some of us may even have had trouble suppressing a feeling of superiority when reading this kind of nonsense. After all, it is proof we know better than the poor sap who, facing a deadline five minutes away, pounded out his story about a new air service.

It gets worse when, after the crash of an airliner, the press pretends they instantly have all the answers. You will probably remember the PANAM 747 downed by a terrorist's bomb over Lockerbie, Scotland, a year ago.

Barely had the wreckage fallen to earth or the press in England and elsewhere "knew" all what had happened. Newspapers, television and radio were falling over each other presenting "experts" ready to pronounce their intimate knowledge of what had happened there in the pre-Christmas sky over Scotland and about who was responsible. They "knew", long before the aviation safety investigators and the police had finished their investigation. I call this irresponsible journalism.

Yes, I know very well how it happens. There is a major disaster of any kind and as a journalist, you instantly face four issues: getting as much information as possible as fast as possible, your deadline, the demand of the readers to know all the details immediately, and your editor. I am not sure which is the worst of these four, but my vote goes to the editor breathing down your neck.

Irreponsible journalism! That is how IATA was put into an embarrassing situation.

Formed right after World War 2, the International Air Transport Association is an organization of airlines from around the world. It has 154 active members and 33 associate members. Even Aeroflot of the Soviet Union is a member.

One of IATA's aims is "to promote safe, regular and economical air transport for the benefit of the peoples of the world, to foster air commerce and to study the problems connected therewith." Monitoring of airports around the world is one activity by which IATA tries to carry out its mandate. In its 1989 annual report, it says a task force has identified 35 congested airports in Europe, of which seven required urgent action. Action aimed at accommodating European air traffic through to the year 2010 "in the light of potential demand."

The conclusion is that without action, several airports in Europe may soon face capacity limitations if they don't already.

How did this appear in the 30 OCT 89 national edition and the 31 OCT 89 international edition of the newspaper USA Today? Under the headline "7 airports abroad need 'urgent' fixes" on page

1, the paper says in the opening paragraph: "Seven European airports are so dangerous due to congestion that 'urgent action' must be taken to make them safe, says an international group."

It then goes on to say IATA's "red flag list" names at least five airports served by U.S. airlines.

As I am typing this, I have in a copy of the IATA 1989 annual report in front of me. For the life of me, I cannot find anything in it which says the airports mentioned are unsafe.

USA Today's interpretation of the IATA findings was considered serious enough to prompt an angry response by Gunter O. Eser, IATA's Director General. On 03 NOV 89 he wrote Peter S. Pritchard, Editor of USA Today, and told him the paper's statements are "gross inaccuracies."

"No connection whatever exists between congestion and air safety at international airports in Spain, Italy and Greece. The connection implied by your staff writer in the article is without foundation in the context of the work IATA is undertaking with the full co-operation of the authorities in these countries and elsewhere to improve airport and airspace capacity. The seven airports identified in the 1989 IATA annual report as requiring urgent action on congestion are not, as your paper claimed, 'dangerous due to congestion'. The delays now experienced on the ground due to airspace congestion are, in part, a result of the air carriers', airports' and air traffic control authorities' firm commitment to maintaining high safety standards in the air - on this, there is no compromise."

Mr. Eser says IATA has been inundated by requests from airlines and governments for clarification as a result of the article. "I demand that you now print, in both your domestic and international editions, a retraction and correction in as prominent a position (front page) in your paper as was the inaccurate and inflammatory article in question."

So far Mr. Eser, Director-General of IATA. As the editor of an aviation hobby magazine with a world-wide distribution and as a newspaper journalist who cares deeply about his chosen profession, I strongly agree with Mr. Eser's position. It seems to me USA Today not only owes IATA, the airlines and its readers a retraction, but also an apology for its irresponsible reporting.

Perhaps, by the time you read this, the newspaper has done both. I wouldn't know, because I read it only irregularly. For instance, I missed the original article of 30 and 31 OCT and did not become aware of it until someone sent me a copy. If anyone of our readers has a copy of the retraction and/or apology, please send me a copy of it so I can mention it in our next issue. Thank you!

That's all for now.

Compliments of the Season and see you again in the spring.

Joop

AIRLINE PROFILE

by JOOP GERRITSM

Muse Air

MUSE AIR WAS ONE OF THE FIRST MAJOR NEW AIRLINES IN THE USA TO BEGIN SERVICE AFTER DEREGULATION CAME INTO EFFECT MORE THAN 10 YEARS AGO. SADLY, IT WAS ALSO ONE OF THE FIRST TO FAIL AS A RESULT OF DEREGULATION. EVEN A NEW NAME AND A NEW IMAGE COULD NOT SAVE IT.

Muse Air was the brainchild of M. Lamar Muse and his son Michael. Lamar Muse was formerly president and chief executive officer of Southwest Airlines and Michael was its chief financial officer.

Lamar Muse had helped start up Southwest in 1967 and had been a major power in building it into a very successful intrastate airline, operating low-fare, one-class, high-frequency scheduled services within the State of Texas. But in 1978 he lost a boardroom power struggle and resigned from the airline. Michael left Southwest with him. Both signed an agreement not to compete with Southwest for three years.

That agreement ran out in JUL 81, but long before that time father and son Muse were making plans to start their own airline. On 27 OCT 80 Michael Muse

announced the formation of Muse Air Corporation. He would be president and chief operating officer, and his father, Lamar Muse would be chairman of the board.

In JAN 80 Muse Air received authority by the CAB for service to 24 cities in the central USA and six months later father and son Muse had raised \$35.3 million through a public stock offering.

Muse Air was ready to take off.

The airline planned to oper-

ate a fleet of McDonnell Douglas MD-80s in a 3-2 all first-class configuration with leather-covered seats.

Muse Air was based at Houston Hobby Airport and aimed at operating services within the State of Texas, in direct competition with Southwest. Because of this, some industry insiders jokingly called the new airline "Revenge Air." Services outside the state were also being planned.

Two DC-9 Super 80s (now the MD-80) were leased pending delivery of four on order and on 12 JUL 81 a pre-inaugural V.I.P. flight was operated from Dallas and Houston to New Orleans. With the appropriate fanfare, the first scheduled service was operated between Dallas Love Field and Houston Hobby Airport three days later.

The choice of Love Field and Hobby Airport had been deliberate: Both are a lot closer to their downtown centers than the main airports in those cities. Love Field, for instance, is

McDonnell Douglas MD-81, one of two leased from the manufacturer by Muse Air in 1981 to start its services. -Muse Air via Tim Kincaid



only six miles (9 km) from downtown.

Muse Air had already made airline history (some would say controversy) even before its first flight took off. On 25 JUN 81 an airline spokesman had announced Muse Air would be the industry's first "no smoking" airline. Publicity photos released by the airline showed Lamar Muse, standing in front of a map of the eastern U.S., butting out a cigarette in an ashtray. The policy went against the advice of industry experts, but passengers apparently liked it and Muse Air reported a 38.1% passenger load factor during its first 17 days of operation. Three years later, Michael Muse said in an interview that the no-smoking decision was as much an effort to get attention as a following of a trend, in which fewer and fewer people were smoking.

Incidentally, the portion of the map that is visible behind Lamar Muse in the no-smoking publicity shot, showed Muse Air routes to Nashville, Louisville, Cincinnati, Pittsburgh, Cleveland, Detroit and Chicago. Big plans, indeed!

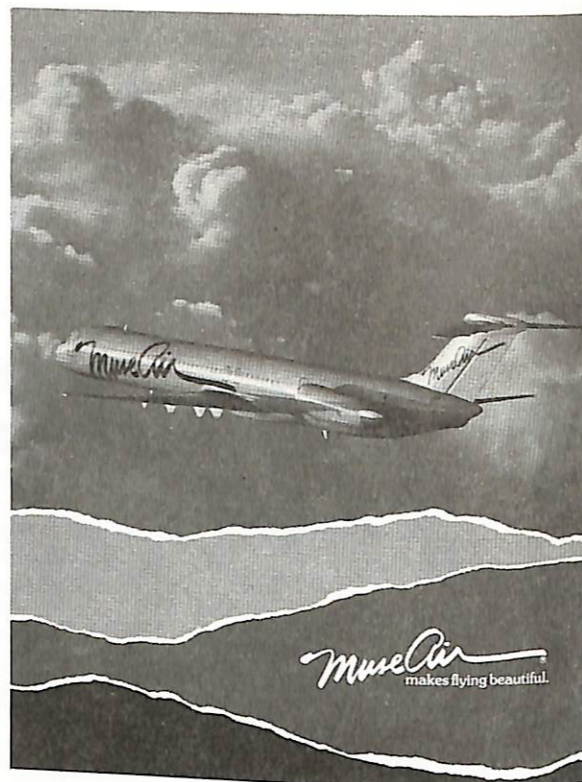
On 15 SEP 81 the airline announced a "satisfaction or money back" guarantee and on 18 JAN 82 it placed a \$40-million order for two additional MD-80s for a new service to Tulsa and to Midland/Odessa. The \$40 million was backed by the FAA with a government-guaranteed loan. More than half a million passengers had been carried by 15 JUL 82, the airline's first anniversary.

The first long-haul route, between Houston Hobby Airport and Los Angeles, was inaugurated on 01 OCT 82 and on 26 DEC 82 the airline carried its one-millionth passenger.

Daily nonstop service between Los Angeles and Midland/Odessa and between Houston Hobby Airport and Midland/Odessa started on 01 JAN 83. An interline agreement was signed with AirCal, whereby the two airlines exchanged passengers at Ontario and LAX. In NOV 83 Muse Air moved into the newly-completed C-concourse at Hobby Airport (officially the William P. Hobby Airport). C-concourse had four gates dedicated to Muse Air service.

Other route inaugurals followed throughout 1983 and into 1984: Lubbock, TX in late AUG 83; Austin, TX with daily nonstop flights to Dallas, Houston and Los Angeles on 13 NOV 83; New Orleans on 05 FEB 84 and Las Vegas on 29 APR 84. Plans were also made to start service to

Muse Air postcard showing "Super 80" MD-81



THE SUPER 80 — This "stretch" model of the McDonnell Douglas DC-9 series carries 154 passengers in complete comfort. It is recognized as the quietest and most advanced commercial aircraft flying today, and has the lowest fuel consumption level of any aircraft in its class. Average cruising speed is 450 mph. Combined with Muse Air's great low fares, convenient scheduling and superior in-flight service, the Super 80 helps to fulfill Muse Air's promise for a more beautiful way to fly.

Little Rock, AK, in 1984, but that was shelved after Southwest entered the Little Rock-Dallas-Houston market three days before the planned Muse Air inaugural.

Lamar Muse retired from the airline in MAY 84 and Michael became chairman while retaining the presidency. In OCT 84 he was joined in the executive suite by Sam Coats, most-recently a senior officer with Southwest Airlines. Coats became president and chief operations officer.

Michael Muse remained Chief Executive Officer.

Record revenue passenger-mile levels were reported for JUN 84 and on 06 SEP the airline recorded a 240% increase in air freight business for the year. It then launched door-to-door service over the entire network. In mid-1984 a spokesman confidently predicted that the Muse Air fleet of six MD-80 and five DC-9-51 would "double in three years and triple by 1988." Not

Artist's rendering of the Muse Air terminal, in the C Concourse of William P. Hobby Airport, Houston, TX. Terminal was completed in NOV 83. —Muse Air via Tim Kincaid



long after, Michael Muse was even more specific: he talked of having a fleet of 24 aircraft by the summer of 1987, including 12 DC-9-80 and 12 DC-9-51, serving 15-20 cities. He said the airline was considering longer routes, to Chicago, New York and Washington.

At the end of 1984 Muse Air reported it had carried 1.98 million passengers to nine cities, 37.6% more passengers than it had carried in 1983. There were an average of 104 operations per day in 1984.

Lamar Muse returned to the airline when he was elected chairman and chief executive officer on 18 DEC 84.

McAllen and Brownsville/South Padre Island, all in Texas, were added on 15 JAN 85.

But all was not well. After having operated for nearly four years, Muse Air was still losing millions of money every month.

Instead of taking delivery of new aircraft, the airline had to negotiate with McDonnell Douglas

to cancel orders for four MD-80 valued at \$100 million, a debt it could not afford. By November the airline was out of money and an infusion of capital was badly needed. Michael Muse resigned and on 11 MAR 85 Southwest Airlines announced it would acquire Muse Air for \$60 million. Muse Air would continue to operate as a wholly-owned subsidiary of Southwest.

The airlines had fought each other with ever-lower fares but established Southwest had proved to be financially stronger than upstart Muse Air and came out the winner.

In an effort to improve load factors, Muse Air abandoned its all-first class service and began a Business Class service. It featured extra-wide leather seats in a 2-2 configuration and first-class style service, all for just a small premium over coach class fares. Coach class also featured leather seats, but in a 3-2 seating arrangement.

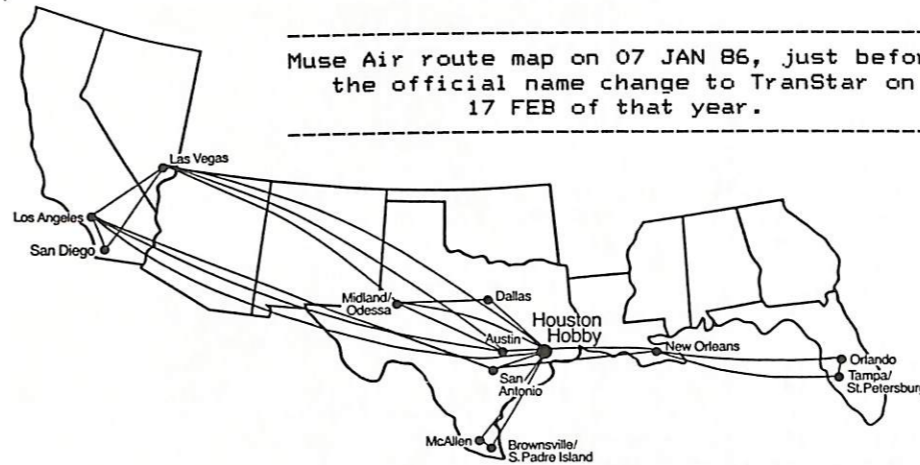
On 04 JUN 85 Houston Hobby

Airport operations increased by 42%, making it Muse Air's main hub. Three weeks later, on 25 JUN, Southwest and Muse Air formally completed their merger. Southwest executives quickly took over the key management posts in Muse Air and Lamar Muse became vice-chairman.

Service to San Antonio was added on 20 JUL 85 and on 03 SEP the on-board no-smoking policy was scrapped to allow smoking on all flights in designated sections of the cabin. There would also be more emphasis on longer-haul flights, which were not competing with Southwest.

Service to San Diego started on 27 OCT 85, but by now the writing was on the wall. Word was getting around in the business community that Muse Air was still losing large amounts of money. Travellers stayed away from the airline, afraid they might get stuck with tickets that would not be honored if the airline were to fail. A change of image was called for.

Muse Air route map on 07 JAN 86, just before the official name change to TranStar on 17 FEB of that year.



TranStar

On 11 NOV 85 Muse Air announced it would change its name to TranStar Airlines Corp. effective 17 FEB 86. In the months prior to 11 NOV, an employee contest had been held to come up with a new name. More than 4,000 unduplicated entries were submitted and among the top 10 names considered were Air America, Eagle, Spirit, Liberty, Gulf Pacific and Success. All were eliminated for various reasons, including legal ones.

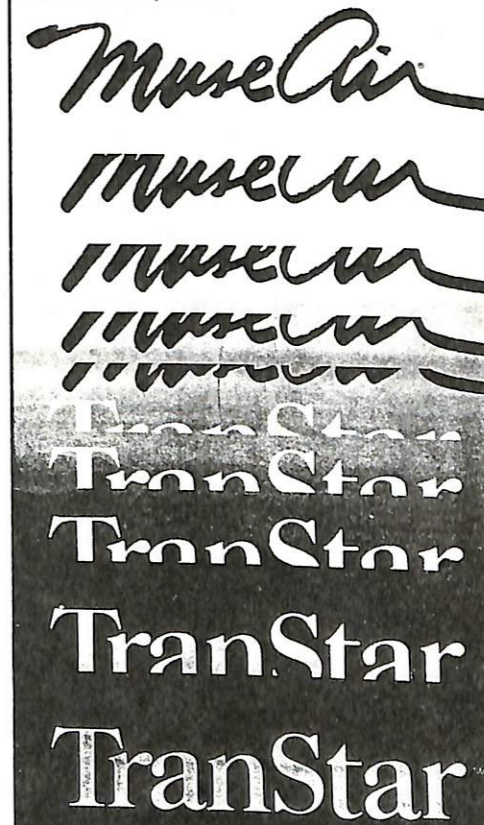
In the end, the new name was arrived at in talks between Muse

Air management and the airline's advertising agency, GSD&M of Austin, TX. The name TranStar, was to reflect the geographic sweep of 'trans' plus the shining quality of 'star'.

The first MD-80 in the new colors and with the new name was rolled out on 13 JAN 86 and on 14 MAR 86 the airline started service to Miami. TranStar now operated to 14 cities in five states from coast to coast in the southern U.S. Its fleet comprised of six MD-80 and eight DC-9-51. These destinations in-

We're Changing Our Name From Muse Air to TranStar.

Muse Air Flight Schedule Effective January 7, 1986





The first Muse Air aircraft to be repainted in the new TranStar colors was this MD-81 (DC-9-81) N933MC. It was first rolled out the the new colors on 13 JAN 86. -Transtar, via Tim Kincaid

"Remarkable things happen when you change your name."

Just look at Frances Gumm, Joe Yule, Jr., or Fred Austerlitz and Virginia McMath*

In February, we're changing our name from Muse Air to TranStar.

Not so remarkably, we're *not* changing the things that made Muse Air so popular: Assigned leather seats with extra legroom. Business Class for just a few dollars extra. Complimentary cocktails and deluxe snacks on most flights. Sensible schedules designed to fit your schedule.

But we *are* changing a few things, including the look of our entire fleet of McDonnell Douglas Super 80 and Super 50 jets.

Will flying you at the lowest unrestricted coach fares to cities coast-to-coast make us a star?

Stranger things have happened.



TranStar™

*Judy Garland, Mickey Rooney, Fred Astaire and Ginger Rogers

Promotional advertisement in support of the name change, in the 07 JAN 86 time table.

cluded: Austin, Brownsville/South Padre Island, Dallas, Houston, McAllen, Midland/Odessa and San Antonio, TX; Miami, Orlando and Tampa/St.Petersburg, FL; Las Vegas, NV; Los Angeles and San Diego, CA; New Orleans, LA. The airline had 1,100 employees.

Never made a profit

Muse Air/TranStar never made any net profit in the six years of its existence. 1982 was the only year in which a profit was reported and this was only as a result of selling federal tax credits on its aircraft to other airlines.

The airline lost almost \$4 million in 1981, mainly because of start-up costs. There was an operating profit of \$4.6 million on an operating revenue \$73 million in 1983, but the airline still suffered a net loss of just under \$2 million in that year. In 1984 it had an operating loss of \$3.3 million on operating revenue \$102 million. Overall, however, the net loss was more than \$17 million.

1985 was even worse. There

was a net profit of \$303,000 on operating revenue of \$74 million in the first six months of the year, but TranStar ended the year with a net loss of \$8.7 million on operating revenue of \$131.8 million.

The losses continued under Southwest ownership. For the first six months of 1987 alone TranStar lost nearly \$20 million and on 09 AUG 87 Southwest had had enough. On that day TranStar ceased all operations and was liquidated.

Credits, with thanks.

Photos and most information for this history were provided by Tim Kincaid, formerly Manager of Public Relations of TranStar and Assistant Manager of Public Relations of Muse Air before that. Additional details and most of the financial data came from issues of AIRLINE EXECUTIVE of 1980 thru 86. The no-smoking publicity photo mentioned in the text is published in George Cearley's latest book, A Pictorial History of Airline Service at DALLAS LOVE FIELD, 1989.

The fleet

The Muse Air fleet really stood out on the ramp. Their most-obvious feature was the company name, emblazoned in large, blue script running back from the leading edge of the cabin door behind the cockpit along the all-white fuselage forward of the wing. It also stood on the vertical tail. The name looked as if the president had placed his signature on each aircraft. The wings and tail

feathers were also painted all-white.

Muse Air began operations in 1981 with two leased DC-9 Super 81, (now the MD-81). Early in 1982, it ordered two of its own Super 82s, followed not long after by an order for four -81 models.

But McDonnell Douglas could not deliver MD-80s fast enough for the needs of rapidly-expanding Muse Air. And since the Su-



DC-9-33RF/-33RC, N502MD at Dallas Love Field, Summer 83.

per 80s would be too big for some of the new Muse Air routes in any case, the airline purchased five second-hand DC-9-51 and leased another five for delivery between OCT 83 and DEC 85 to meet the demand for capacity.

For the Lubbock service, Muse Air leased a DC-9-33F, N502MD, from McDonnell Douglas for eight months. DC-9-51 deliveries were still several months away and the airline needed the capacity. This -33F had operated as a

freighter with charter airline Martinair Holland, but had been replaced by an MD-82. It was converted into a -33RC by McDonnell Douglas before delivery to Muse Air.

Because the -33RC was much shorter than the -80, and even the -51, the Muse Air name had to be reduced in size by some 20% for the proper proportion. As a result, the "r" at the end was shortened appreciably.

In MAY 82 Muse Air took de-

livery of the two -82s it had ordered, followed in the second half of the year by the four -81 models.

An order for another four -81 models was cancelled in JAN 85, saving the airline about \$100 million in new debt. The four -81s went to Swissair instead.

The leases of four DC-9-83 aircraft also were not consummated, because by this time, Muse Air was in deep financial trouble.

TranStar

TranStar's paint scheme had "Empyrean Blue", a dark blue, as the base color for the fuselage and tail surfaces of its fleet. The wings retained their white color. The logo (the name TranStar doubled as the logo) stood in a lighter blue below the cabin windows on the forward fuselage, running back from the first cabin window. There were five thin, angled stripes of cerise, green and light blue alternately wrapped around the fuselage, engine nacelles and up the vertical tail. Each stripe had an adjacent dark-blue shadow stripe for accent.

The first aircraft in the new colors, MD-80 N933MC, was rolled out on 13 JAN 86.

REMARKABLE THINGS HAPPEN WHEN YOU CHANGE YOUR NAME

MUSE AIR IS NOW TRANSTAR.

MUSE AIR/TRANSTAR FLEET 1981-1987

TYPE/RGN.	C/N	EX-	IN SERVICE
DC-9-33RC			
N502MD	47363/445	PH-MAD	31 JUL 83-29 MAR 84 (1sf MDC)
DC-9-51			
N670MC	47659/807	HB-ISP	03 OCT 83 - 09 AUG 87
N671MC	47660/810	HB-ISR	13 OCT 83 - 09 AUG 87
N672MC	47661/812	HB-ISS	06 FEB 84 - 09 AUG 87
N673MC	47726/849	DE-LDM	20 MAR 84 - 09 AUG 87
N674MC	47735/869	OE-LDN	26 MAR 84 - 09 AUG 87
N675MC	47651/780	OE-LDK	DEC 85 - 09 AUG 87 (1)
N676MC	47662/798	OE-LDL	DEC 85 - 09 AUG 87 (1)
N677MC	47662/850	HB-IST	
N678MC	47663/851	HB-ISU	
N679MC	47756/873	OE-LDD	DEC 85 - 09 AUG 87 (1)
(1) Leased from Polaris Leasing			
DC-9-81			
N1002B	48026/960		29 JUN 81 - JUN 82 (2)
N10029	48049/983		02 JUL 81 - 21 DEC 82 (2)
N932MC	49120/1071		28 SEP 82 - 09 AUG 87
N933MC	49121/1072		28 SEP 82 - 09 AUG 87
N934MC	49122/1073		14 DEC 82 - 09 AUG 87
N935MC	49125/1074		29 NOV 82 - 09 AUG 87
N	49356/	>	
N	49357/	>	Sched. for del. MAY 87.
N	49358/	>	Not del. To Swissair instead
N	49359/	>	
(2) Leased from McDonnell Douglas			
DC-9-82			
N930MC	48056/1012		07 MAY 82 - 09 AUG 87
N931MC	48057/1023		07 MAY 82 - 09 AUG 87
DC-9-83			
N9806F	49444/1323	>	Lease from Frontier A.L. (N936MC Ntu)
N9807F	49450/1324	>	Lease from Frontier A.L. (N937MC Ntu)
N938MC	49525/1340	>	To be leased from Transpacific
N939MC	49526/1342	>	Enterprises Ntu.
N940MC	49662/	>	To be leased from Polaris Leasing Ntu.
N940MC	49663/	>	To be leased from Polaris Leasing Ntu.

WINGS & THINGS

by RICHARD KORAN

"Where in the dickens did the summer go? I don't know if more is going on, or I'm just losing my touch of budgeting time. All I know is that it's almost October and everyone is back in school and off in their own directions."

Those are the words of friend and fellow wing collector Charlie Dolan and they pretty well sum up my feelings as well. It is in fact October as I write this and I am still in my annual post-vacation funk. It wasn't too long ago that I was sitting on the lanai of Hale Kimo, overlooking Sunset Beach and the Pacific Ocean. This was our second year at this beautiful Hawaiian-style home along the North Shore of Oahu, which made it even harder to leave.

Dreaming of bathing beauties and sunsets while I am sitting at my Smith-Corona makes it a little difficult to crank up something interesting for you wing and badge aficionados.

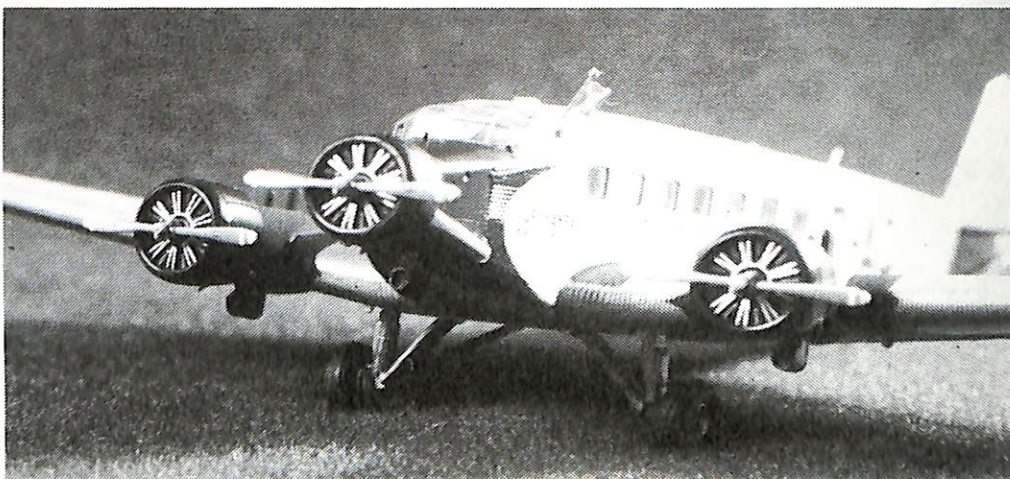
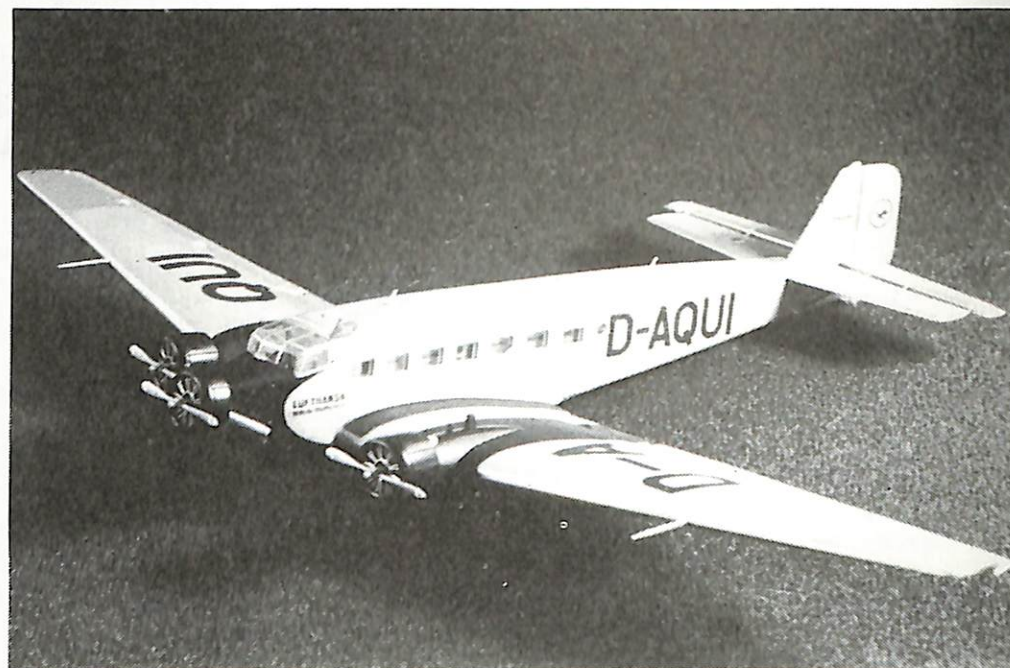
In his letter to all LOG editors Joop wrote, "Well, that was a great bash we had in Toronto this summer, wasn't it? Those of you who were there will probably agree and those who were not, you missed a great convention." I enjoyed myself greatly and was happy to see and talk with all the folks who we usually see only once a year. Time flies when you're having a good time and when I was driving back home on the King's Highway 401, I found myself wishing for another day at the Skyline. My thanks to all the Toronto AI '89 team for a great time.

As for wings, the tables were there and most of us were able to add to our collections. Not too many different wings, but enough to keep one's appetite whetted and make the wallet a little lighter. My friend Warren Carroll was able to make it to the convention from his home in Thornhill, north of Toronto, twice! Both Days! That is great for a military wing collector ... and he brought me some very nice traders.

Warren authored a fine book about military wings of Canada and Great Britain a few years ago and he is quite an authority on the subject from 1913 to 1945. I have quoted him from time to time as regards production and the like and about collecting tips.

Many of my fine Canadian airline

(Continued on next page)



← Lufthansa Modell Edition Junkers JU-52/3m scale model which has incredible detail for its size (wingspan is only 7.5 in/18.4 cm). The historical registration, D-AQUI, and exterior markings take us back to the 1930s. The current registration of the aircraft is D-CDHL. It is located below the horizontal tail surfaces and allow the aircraft to be flown at air shows around West-Germany and Western Europe.

The close-up shows the detail at the front of the model, including propellers that can rotate, a wind deflector, engine exhausts corrugated metal skin on fuselage and wings, undercarriage and Lufthansa flag that can actually be removed.

Photos taken with Micro-Nikkor 105 lens.

(Livery is accurate for DLH JU-52/3m of the late 1930s, except that the red band with black swastika in a white ball is missing from the tail. Use of the Nazi symbol was banned in West-Germany after World War 2. The aircraft's individual name of "Berlin Tempelhof" as painted under LUFTHANSA below the cockpit windows, is not original. DLH's 52/3m aircraft carried the names of German aviation pioneers and other famous Germans. Name of the real D-AQUI has not survived, or even if it had one. The real aircraft went to Norway before WW2 - JG)

wings were located by Warren, including the old bullion TCA wing illustrated here. According to sources, the wing pattern was in use in 1949 when TCA had suspended relations with BOAC in England and replaced the "Speedbird" with a maple leaf. The red maple leaf appears at the top of the wreath on both the wing and hat badge. In a few years the "Speedbird" reappeared.

I was also able to get the jacket wings of Maritime Central Airways from Warren. These go back to the late 1950s and early 1960s. These wings do not have an actual "wing" pattern per se, but have distinctive "pointed wings" - for lack of a better description. The photograph shows they extend from the "MCA" center. He also traded me the wings from a small air freight operator, Jet All. The company flies out of YYZ (Toronto) to points in and around Ontario. Others I required still need identification ... as usual.

For those of you who were not at the Toronto AI, I had a small display of Canadian airline wings in four Riker mounts - about 80 wings in all - on one of Walt Relling's tables. My thanks to Walt and his family for watching over them when I was out, prowling around.

Hector Cabezas, from Frankfurt am Main, West-Germany, made it to another convention on this side of the Atlantic. Hector and I traded some pieces and spent considerable time together comparing notes and discussing various wing patterns and whatever else entered the conversation. His ability to gather up so many unusual wings astounds me and Hector is always ready to share his knowledge. A great time ... again.

Hector gave me a Junkers JU-52/3m model. As the photos show, it has very fine detail. The scale of D-AQUI (the historical registration) is 1/160. The wing span measures 7.5 in



American Airlines Flagship flag used in the 1930s. The flag is the older version. The red borders are sewn to the basic blue pennant, as are the white circle and the four stars. The red border of the circle, red letters AA, blue eagle and blue top of globe are all sewn onto the circle. These flags were flown outside the co-pilot's window on the DC-3 during taxiing. It flew from flag staff and was held in place by two two pins and eyelets so it wouldn't get away. Minor tattering at the end tells me it actually "flew" during taxiing.



American Airlines kiddie wing from some years back. Overall in silver, the paint in the center logo has been worn away with time and handling. Scroll below the shield reads "Junior Pilot". It is a pin-back without markings. Judging by the logo, the pin dates back to 1930s and probably 1940s. Help me, Stan!



American Airlines hot air balloon pin produced in Albuquerque, New Mexico, by AAers to commemorate the annual balloon festival held in the fall of the year. This 1986 red, white and blue AA pin joins three others in my collection.

(18.4 cm). Manufactured by Fritz Wagner, the Junkers is a Lufthansa Modell Edition and has to be seen to be believed. Some of the detail can be seen in the photographs. They include rotating propellers, exhaust pipes, wind deflector, oil coolers, removable company flag, pitoheads, VHF communications and NAV antennas, anti-collision light, current registration D-COLH under the horizontal tail surface, pilot seats and control wheels (you really have to squint to see these), corrugated skin, and more. Thanks, Hector!

I visited the local hobby shop recently and came across a book, *Folded Wings, A History of Transocean Air Lines*, by Arue Szura. Mrs. Szura was able to write the history of the airline with help from her "fellow ex-Transoceanites" plus a few other friends, including our own Jon Proctor and John Wegg.

In her introduction, Mrs. Szura writes, "To tell the story of Transocean Air Lines is to live once again the fairy tale of Prince Ahmed and his magic carpet; for Transocean travelled to virtually every corner of the world during its halcyon days from 1946 to 1960.

"More than forty years have passed since the fledgling airline took to the skies on that morning, March 16, 1946. That began a fourteen year 'round-the-world odyssey filled with the kind of adventures that pilots of today can only dream about."

Folded Wings is published by Pictorial Histories Publishing Co. in Missoula, Montana. This is another of the Stan Cohen books that are a must for your bookshelf. At \$12.95 it is a steal.

Attempting to catch up with the American Airlines theme and wings history, I have included photos of Air California and AirCal pilot badges. From 1966 to 1981 the company was named Air California. Then, from 1981 to the merger with America, it was called AirCal.

I was also on the verge of acquiring the wings of Executive Air, which operates American Eagle services in the Caribbean, via crew-member friends who are flying in and out of San Juan, but hurricane Hugo took care of that for a while. After the fiercest hurricane to thrash the northeastern Caribbean in a decade, I am sure wings are at the end of Executive Air's list of priorities.

From time to time I hear fellow wing collectors comment about their silver and gold wings becoming tarnished and their bullion/wire wings getting darkened with age. Well, I can't guarantee that the cleaning process I use will work for everyone, but it should at least help somewhat to restore your wings close to original condition.

It should be noted that coin collectors seldom, if ever, clean a coin when it gets tarnished, as the process of cleaning usually ruins the surface of their treasures. It is basically a "No-No" with them. However, silverware and other silver pieces will, with time, become pitted if the tarnish is not removed, thus destroying the surface and, therefore, the beauty of the object.

Goddard's and Hagerty's both produce fine cleaners and polish for the care and maintenance of fine furnishings - in our case, wings and badges. These fine polishes will remove the tarnish without harming the surface, as well as restore the natural shine. The polishes also have preventatives in them to keep the

wings and badges shining for quite some time.

The directions tell you to apply the polish with either a soft cloth or sponge until the tarnish is removed. After the polish dries, it is best to buff lightly with another, soft, clean cloth. I also rinse the wing off with warm water if there is a build-up of the polish in the small details of the wing, then buff it lightly.

When buffing the wing, be sure to do it **LIGHTLY!** The silver finish applied to wings these days is, in some cases, somewhat thin. Heavy buffing will start the process of removing the surface, causing you some stress as a result. I use the same process on gold wings. In all cases, unless the wing or badge is in bad shape, the object of your affection should have a "long-lasting shine".

For the bullion/wire wings I discovered the off-the-shelf cotton swab (Q-Tip) and Goddard's Silver Dip (a liquid). **DO NOT DIP YOUR BULLION/WIRE WING IN THE LIQUID.** Use the cotton swab and moisten it in the liquid, then rub it lightly on the bullion surface until the tarnish begins to come off. When you use the damp cotton swab, try to determine the "grain" of the bullion so you don't pull or loosen it while you are rubbing the surface.

On bullion/wire wings the backing material may get damp in the cleaning process, so be



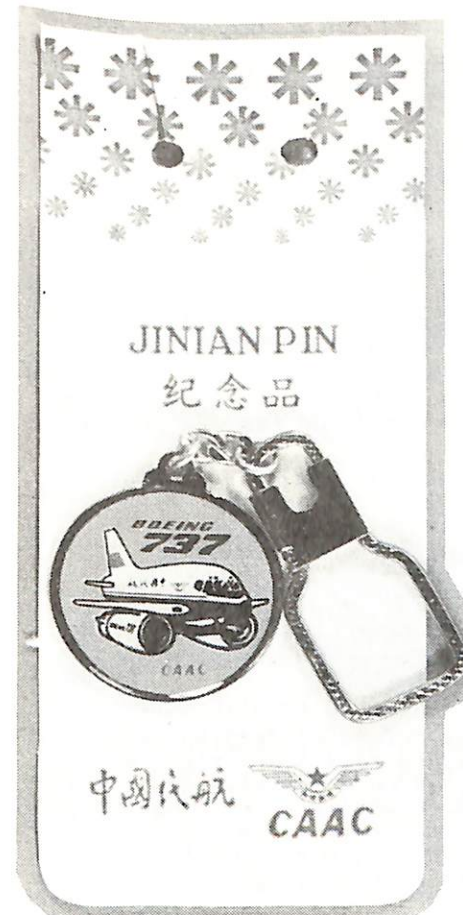
Air California pilot wing from the 1966-1981 era of this west coast airline. These wings have polished gold on the surfaces with the red logo in the center. The logo was actually red and yellow on the Air California airplanes.



AirCal pilot wings came in both gold and silver in the years from 1981 to the merger with American Airlines. I cannot recall the exact time when these wings went from gold to silver and I am hoping some ex-AirCal types can help me.



AirCal pilot wings as used from 1981 to the merger with American Airlines. These bullion wings are gold on black backing with brown behind the AirCal in the center. It should be noted that these shirt wings were worn even after the jacket wings went to brushed silver.



CAAC Chinese "Jinian pin" key chain, with CAAC-marked Boeing 737. I acquired it at AI'89 in Toronto from Margaret Chung Kwong Yee of Hong Kong. She and Niek Vermeulen, the barf-bag champion from Wormerveer, Holland, shared a table of goodies, mostly from China and the Far East. Both are associated with Shuen Wai Trading Co., Ltd., in Hong Kong. We crossed the Canadian U.S. border at Detroit together, enroute to the Metropolitan Airport. You should have seen the expression on the face of the U.S. Customs inspector when I declared U.S. citizenship, Margaret said "Hong Kong" and Niek said "Holland"! All's well that ends well.



These Transocean Air Lines pilot wings take us back to the halcyon days when "Transocean travelled to virtually every corner of the world." *Folded Wings, A History of Transocean Air Lines*, by Arue Szura, a former Transoceanite, is another of the Stan Cohen historical musts. These wings are in sterling and are finely detailed.



Jet-all Airlines is a new Toronto-based cargo carrier operating to many points in and around Ontario. The gold wing pattern stands on a black backing and the maple leaf is deep red. The same red color can be found on the left side of the letter J in the logo. The J is white and holds a black airplane and contrail. Color to the right of the J is gray. The wreath is a medium brown.



Maritime Central Airways pilot badge in use in the late 1950s and early 1960s. Letters MCA are gold-finished with the "wings" in gold and black. Produced by Scully Ltd. of Montreal.

sure to let the wing dry out before putting it back in your display case or frame.

It should also be noted that newer bullion/wire wings seem to have a finish already applied that keeps the surface from darkening. As always, take care when you clean your bullion wings by selecting a small area first to make sure the process will work on that particular wing or badge.

CAUTION: Do NOT use these cleaning hints on any SILVER-PLATED or CHROME-PLATED wings or badges as the surface will darken and you will be very UNHAPPY. Believe me, you will be.

In closing, I thank Ron Suttell of Kent, Washington, for responding to my request for wing-related items for the colum.

"Enclosed are some materials produced by Alaska Airlines, displaying our wings. Obviously we're very proud of the logo and we're using it widely for marketing reasons," Ron says in his note. "I don't believe airlines to this kind of thing very often."

Ron mailed in a 1987 Alaska Air Group annual report with both Alaska Airlines and Horizon Air wings on the cover; an Alaska Air Group third-quarter report for 1988 with the same wings on its cover; an Alaska Airlines Gold Coast travel incentive plan folder showing wings and badges from Alaska Airlines, Horizon Air, TWA, SAS, and MarkAir; and Alaska's in-flight magazine, *Gold Coast Collection*, with an Alaskan wing on the cover.



New captain's wing of World Airways, just received from their east coast offices. The charter carrier's new wing is in overall gold with the polished upper surface. The new design forms quite a contrast with their older logo.



United Airlines 1930s dispatcher's badge was acquired at AI'89 in Toronto. Note the first of the United shield patterns with red at the top, blue at the bottom and silver in-between. The wings and bar are silver. The "Dispatcher" bar is mounded to the upper badge by small screwbacks.



Lineas Aereas Paraguayas (LAP) pilot wings. A silver wing of the earlier style used from the 1960s. LAP is Paraguay's government-controlled national airline (see history in the previous issue of the LOG). It operates within Paraguay and to other points in South America and the USA. Wing courtesy of Hector Cabezas.



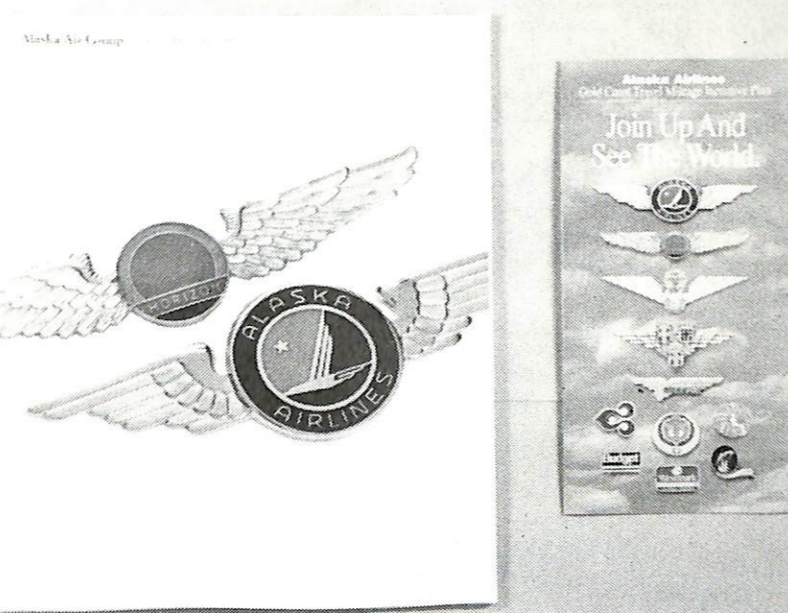
Lineas Aereas Paraguayas (LAP) pilot wings as are worn today. They are silver with white coating applied. The wings are similar to the 1960s pattern. However, they are mounted on a heavy backplate, making them quite sturdy. Wing courtesy of Lionel Ginsberg.



Miami promotional pin of American Airlines is of plastic with dominant colors of red and blue on white. Pin has found its way throughout the AA system.



Trans-Canada Air Lines pilot wing from the late 1940s. The maple leaf over TCA replaced the BOAC "Speedbird" when TCA suspended relations with the British carrier. The wings, wreath and lettering are gold on black. The hat badge that goes with this wing is exceptional. Perhaps I can include it in a future issue of the LOG.



Alaska Air Group 1987 annual report and Alaska Airlines incentive plan publications illustrate the use of the company's wings as a marketing tool. They are printed in full color. Horizon Air and Alaska Airlines wings are on the annual report with Alaska Airlines, Horizon Air and TWA wings on the incentive plan folder. Other badges include SAS, MarkAir, Thai International, Red Lion Hotels, Hawaiian Airlines, Budget, Westmark Hotels and Holland America Line/Westours Inc. Lots of mileage with these wings and logos!

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

A member of the society has been so kind to send me the newest Junior Pilot wing of the Belgian airline Sabena. (#1). The wing has "Captain Blue Sky" in black letters across the top of a blue background and the airline's name in blue below. It has a stick-on back. From her letter, PATRICIA VAN KLEER, the member in question, sounds like a delightful person. She is in the USA at this time as an exchange student and this is the first time she has contributed to this column. Welcome aboard, Patricia.

Northwest Airlines have done something very interesting for our hobby. They have issued a pin for senior citizens. The wording reads, "Above and beyond for seniors" and "Northwest Airlines" at the bottom (#2). The letters and borders are gold with two shades of blue surrounding a white cloud. If more airlines would follow, we will have a new branch in our collecting hobby: "Senior Crew Member Wings".

Our good friend from Los Angeles, DAVE CHERKIS, has sent a new kiddie wing from Key Airlines (#3). Key Air is based near Washington, and is a subsidiary of World Airways. As you will remember, World pulled in their horns a few years ago to concentrate on charter work and that is what Key is doing also. When talking to one of their pilots, I was told that they have some kind of a working relationship with World.

Also from Dave, I received information about Finnair and their latest addition to their Junior Club kiddie wings. I was able to secure a set for my own collection through a Finnair office. They have issued a page of stick-on labels which show six different views of children in various activities. They are all pic-



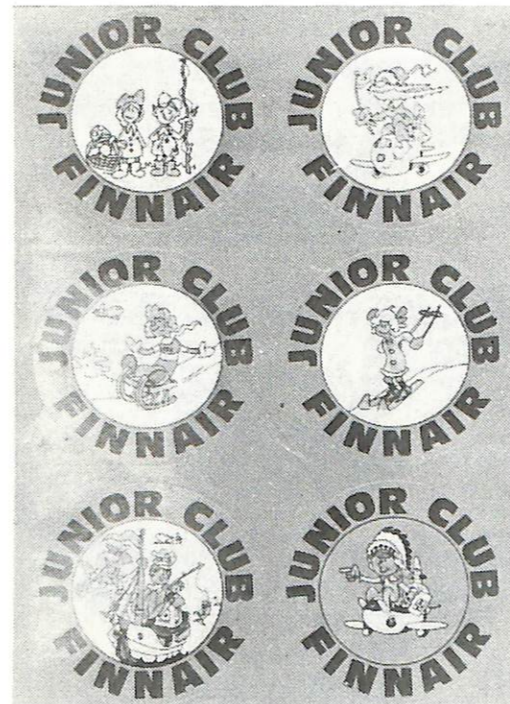
#1



#2



#3

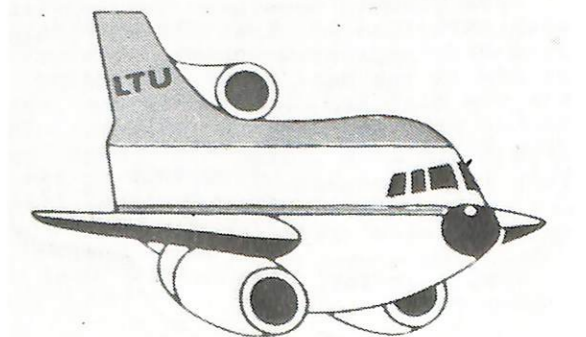


#4



#5

#6





#7



#8

ured here, since they are issued as a sheet of six. They have a red border with black lettering and multi-colored centers (#4). I also received a kiddie wing from a friend of mine in Europe which shows that, in addition to the stickers, Finnair has also issued a new badge. It is in blue and white, with a pin-back (#5).

Another European friend of mine sent along a new LTU badge (#6). This is a really neat pin and shows an L-1011 in flight. The colors are red, white and black.

At a recent flea market I picked up two new (to me) items. One is a miscellaneous type wing very similar to the Hearst newspaper-type wings except this one doesn't say "Jr Birdman of America" (#7). The field of blue has stars only with no wording. The other item is an American Legion pin with the interesting wording, "National Air Mail Round up 1951" (#8). This heavy metal pin is in bronze with blue in the Legion insignia and red at the bottom.

I am amazed at the prices vendors are asking for what we call miscellaneous wings. Anything from \$10 to as high as \$100 for the radio give-aways.

Dave Cherkis also sent me some interesting certificates from American Airlines. They say the holder is a commissioned Flight Pilot or Flight Stewardess. They even have one for babies which says they can become members of the Sky Cradle Club. very interesting items, but they are not considered junior wings.

And last but not least, my good friend Hector Cabezas came up with two new kiddie wings from MALEV (Hungary). One is a round pin showing a boy holding a model airplane, with a real airplane shown in the background (#9). The other is a "Junior Club" pin (#10). I understand there is another type of button from this airline for the junior club and I hope to be able to picture it soon.

Late Flash

DAVE CHERKIS from L.A. just advised me of some varieties of the Midway junior wings. Here are three photocopies which I just received in the mail (#11). According to Dave, the top wing has large letters whereas the bottom wing has smaller letters. The middle wing has silver trim, rather than gold trim. This is, of course, difficult to see in black and white Xerox copies. However, I'll try to confirm these varieties for you.

That's it for this time. Keep the news coming and

Happy Collecting.



#9



#10



#11



AROUND THE WORLD

of Airline Schedules

Copyright 1989
George W. Cearley, Jr.
William Stubkjaer

The primary feature of the schedule column in this issue is a survey of system timetables published by U.S. airlines during the year 1988. This list is limited to airlines with origins prior to deregulation and also airlines formed after deregulation which operate pure jet equipment only.

1988 TIMETABLE SURVEY

ALASKA	Feb 1, Apr 3, Jun 6, Sep 6, Oct 1, Oct 30, Dec 18
ALOHA	Jan 24, Apr 3, Jul 15, Sep 6, Oct 30
AMERICA WEST	Feb 1, Mar 1, Apr 4, May 1, Aug 1, Sep 11, Oct 16, Nov 5
AMERICAN	Jan 31, Apr 3, Jul 1, Sep 12, Oct 1, Nov 1, Dec 15
BRANIFF	Jan 15, Mar 1, Apr 19, Jul 1, Oct 1, Dec 15
CONTINENTAL	Jun 1, Sep 12, Dec 16
DELTA	Feb 1, Mar 2, Apr 3, Jun 1, Jul 1, Sep 1, Nov 1, Dec 15
EASTERN	Jan 31, Apr 3, May 1, Jun 1, Jul 2, Aug 1, Aug 31, Nov 1
HAWAIIAN	Apr 3, Oct 30
MIDWAY	Mar 1, Jun 1, Aug 15, Oct 30, Dec 17
MIDWEST EXPRESS	May 1, Jul 15, Oct 30
NORTHWEST	Jan 6, Feb 10, Mar 2, May 2, Jun 11, Jul 6, Aug 1, Sep 7, Oct 1, Nov 1, Dec 21
PSA	Jan 20, Feb 17
PAN AMERICAN	Jan 18, Apr 3, Jun 15, Sep 1, Oct 30
PIEDMONT	Jan 6, Feb 5, Mar 1, Apr 3, May 6, Jun 1, Aug 1, Sep 7, Oct 1, Nov 1, Dec 1
SOUTHWEST	Jan 5, Apr 3, Jun 2, Jul 6, Sep 7, Oct 30
TWA	Jan 31, Apr 3, May 1, Jun 1, Jul 1, Sep 11, Oct 30, Dec 15
UNITED	Jan 31, Apr 3
U. S. AIR	Feb 1, Apr 9, May 2, Jun 1, Aug 5, Sep 7, Nov 1

3rd Annual Airline Memorabilia
Flea Market Mini-Convention
AIRLINES *International* - D/FW

Saturday
March 31, 1990
9:00 am - 5:00 pm

Dealer set-up at 7:00 am

Holiday Inn - DFW Airport South
4440 West Airport Freeway
Irving, Texas



Notes on Above Schedule List

ALASKA	Feb. 1, Cover promotes Iditarod Dog Sled Race; Apr 3, Cover promotes Long Beach Centennial; Oct 1, Cover promotes America's Cup; Oct 30, Service to Mazatlan, Puerto Vallarta, beginning Nov 15.
ALOHA	Oct 30, Includes schedule for Aloha Island Air (formerly Princeville).
AMERICA WEST	Sep 11, Introduces service to MCI; Oct 16, Introduces service to BOI, MSP.
AMERICAN	Apr 3, New service to Madrid beginning May 26; Dec 15, expanded service at SJC.
BRANIFF	Jan 15, New service to Florida with acquisition of Florida Express; Apr 19, New service to DEN, ABQ; Jul 1, New service to ICT, OMA, MKE; Oct 1, New service to BOS, PHL, TUL, OKC, IAH, Air Midwest added as Braniff Express.
CONTINENTAL	Dec 16, New service to Aruba, Puerto Plata, St. Maarten, Jamaica.
DELTA	Apr 3, Cover celebrates 10 years of service to London; Jun 1, Cover publicizes Delta's new LAX terminal; Jul 1, new service to Taipei; Sep 1, Cover promotes 1988 Olympics; Nov 1, Cover honors 60th birthday of Mickey Mouse.
EASTERN	May 1, New service to Ottawa, Belize City, and San Pedro Sula (Honduras); Aug 31, Last issue to list Air Midwest as Eastern Express.
HAWAIIAN	Oct 30, HA issued both system timetable plus interisland timetable.
MIDWAY	Mar 1, New service to PIT; Jun 1, New service to RFD (effective Jul 5); Aug 15, New service to JAX, SRQ, MEM; Oct 30, New service to OSH; Dec 17, New service to PIE.
MIDWEST EXPRESS	These three timetables have identical covers (showing a smiling pilot); date is on inside of TT.
NORTHWEST	Frequent flyer TT issued on above dates; City TT issued Feb 10, Jun 11, Sep 7, Nov 1.
PSA	Jan 20, New service to PSP; Feb 17, Last PSA TT.
PAN AMERICAN	Apr 3, Nonstop 747 service from JFK to Moscow starting in May; Oct 30, New nonstop service LAX-IAD.
PIEDMONT	Aug 1, Cover shows PI as subsidiary of U.S. Air group.
SOUTHWEST	Jul 6, New service to DST.
TWA	Jun 1, Last issue to list Resort Commuter as Trans World Express.
UNITED	Apr 3, Last system TT. Replaced by frequent flyer TT. Frequent Flyer and City TT issued May 1, Jul 1, Sep 7, Oct 31.
U.S. AIR	Apr 9, PSA merger issue; Jun 1, Includes selected Piedmont flights.

FROM THE FILES OF...

HARM J. HAZEWINKEL

**DET NORSKE
LUFTFARTSELSKAP**
FRED. OLSEN & BERGENSKA 1/5



D.N.Ls linjer.



RUTEN OSLO-BERGEN

Passasjerer, frakt og post.

Km.	avg.	OSLO	avg.	ank.	19.10
55	8.40	avg. MOSS	avg.	18.55	
	8.50	avg. MOSS	avg.	18.45	
225	9.35	ank. ARENDAL	avg.	18.00	
	9.30	avg. ARENDAL	avg.	17.45	
285	10.10	ank. KRISTIANSAND	avg.	17.25	
	10.25	avg. KRISTIANSAND	avg.	17.10	
510	11.25	ank. STAVANGER	avg.	16.10	
	11.50	avg. STAVANGER	avg.	15.45	
570	12.10	ank. HAUGESUND	avg.	15.25	
	12.20	avg. HAUGESUND	avg.	15.15	
680	13.00	ank. BERGEN	avg.	14.40	

Trafikk: Fra 4. mai til 5. september, begge inklusive. Alle dager undtagen søndager.

NATTPOSTRUTEN OSLO-GÖTEBORG

Km.	avg.	OSLO	avg.	ank.	8.25
55	19.20	ank. MOSS	avg.	8.05	
	19.30	avg. MOSS	avg.	7.55	
250	20.45	ank. GÖTEBORG	avg.	6.40	

Trafikk: 1. mai til 30. september, begge dager inklusive. (ikke natt til søndag og mandag).
Ruten går i tilslutning til det europeiske nattpostnett.



Dutch aviation historian HARM HAZEWINKEL has contributed to the CAPTAIN'S LOG before. This time we publish more of the pre-WW2 timetables from his files:

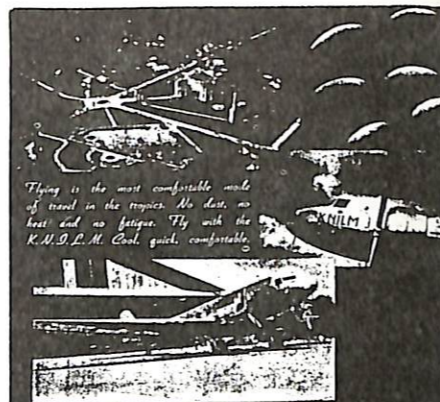
(1) - DNL (Norway) summer time table (year is not given) shows the tail of one of the airline's six Junkers JU-52/3m floatplanes (with 1930s version of today's "jetsetters"?). The 16-pass. Junkers were in service in the late 1930s and operated a network spanning from the capital Oslo in the southeast of the country, to Tromsø in the north. Shown here is a schedule for the service from Oslo around the southern coastline to Bergen on the Atlantic. Floatplane service was operated only from 04 MAY to 05 SEP, except Sundays. (Weather conditions and ice made float flying impossible the rest of the year.) The schedule also advertises daily night mail service between Oslo and Göteborg in Sweden from 01 MAY to 30 SEP except Saturday and Sunday nights. In Göteborg flights con-

(2). Two time tables from Royal Netherlands East Indies Airways KNILM (Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij).

The 01 MAY 36 issue contains photos inside of various scenic views, two photos of the DC-2 as well as the following encouragement for hesitant travellers:

Flying is the most comfortable mode of travel in the tropics. No dust, no heat and no fatigue. Fly with the K.N.I.L.M. Cool, quick, comfortable.

Flying over the jungles of Sumatra, the neatly terraced ricefields and impressive volcanoes of Java, the passengers can enjoy as in no other way the picture of tropical loveliness at their feet.



ROYAL NETHERLANDS INDIES' AIRWAYS

TIME TABLE in force from Friday 1st May 1936 until further notice (SUBJECT TO ALTERATION WITHOUT PREVIOUS NOTICE)

All times are the officially adopted local times. The time in Batavia, Bandung, Semarang, Sourabaya, Bandjermasin, Balikpapan, Tarakan and Den Pasar (Bali) is Java time. The time in Pagan, Hanoi and Medan is 1 hour behind Java time. The time in Singapore is 10 minutes, the time in Palembang is 1/2 hour behind Java time. Although every endeavour is made to ensure the punctuality of the services, nevertheless neither the K.N.I.L.M. nor its Agents are able to accept any responsibility for delay or interruption of any of the services.

Daily: Sundays and Whitmonday excepted

Daily	D. BATAVIA	A.	11:15	9:45
7:30	D. SEMARANG	A.	8:25	7:25
10:15	D. SEMARANG	A.	8:25	7:25
12:30	A. SOERABAYA	D.	7:25	5:25

When using the service Sourabaya - Batavia on Wednesday and Saturday connection is obtained with the homeward bound K.N.I.L.M. planes and on Wednesday also with the mailboat leaving Batavia at noon.

Thrice daily: Sundays and Whitmonday excepted

Daily	D. BATAVIA	A.	7:25	12:25	15:25
7:25	D. BATAVIA <td>A.</td> <td>7:25</td> <td>12:25</td> <td>15:25</td>	A.	7:25	12:25	15:25
13:25	A. BANDOENG	D.	6:25	12:25	15:25

Weekly:

Saturday	D. BATAVIA	A.	13:25
6:15	A. SOERABAYA	D.	11:15
8:15	D. SOERABAYA	A.	10:15
11:15	A. BANDJERMASIN	D.	8:15
11:45	D. BANDJERMASIN	A.	8:15
13:15	A. BALIKAPAN	D.	6:15

As soon as the construction of the landing ground at Tarakan will be completed the above service will be extended to that town. The above schedule therefore will be discontinued as from a date to be fixed later on, probably in the course of May 1936, from which date the following schedule will come into force.

Saturday	D. BATAVIA	A.	15:15
6:15	A. SOERABAYA	D.	13:50
8:15	D. SOERABAYA	A.	12:50
11:15	A. BANDJERMASIN	D.	11:50
11:45	D. BANDJERMASIN	A.	10:50
13:15	A. BALIKAPAN	D.	9:50
13:45	D. BALIKAPAN	A.	8:50
15:15	A. TARAKAN	D.	6:45

If it is desirable to apply to the K.N.I.L.M. as to its agents for information regarding arrival and departure of the planes. The fares concerned will be announced later on.

BATAVIA - PALEMBANG - (PAKANBAROE) - (SINGAPORE) - MEDAN and vice versa

Wednesday and Saturday	Day	D. BATAVIA	A.	16:25	10:25
10:15	D. BATAVIA <td>A.</td> <td>16:25</td> <td>10:25</td>	A.	16:25	10:25	
11:25	A. PALEMBANG	D.	13:15	8:25	
12:25	D. PALEMBANG	A.	13:15	8:25	
14:15	A. SINGAPORE	D.	11:15	6:15	
14:45	D. SINGAPORE	A.	9:15	5:15	
16:25	A. PAKANBAROE	D.	8:25	2:25	
16:25	D. PAKANBAROE	A.	8:25	2:25	
16:25	A. MEDAN	D.	6:25	1:25	

When using the Batavia - Medan service (printed in orange) on Saturday connection is obtained with the mailboat for Europe which left Batavia on Wednesday. The Medan - Batavia service on Tuesday connects with the mailboat arriving in Batavia on Monday. If desired and if possible, on the services printed in orange a landing will be made at Palembang, on behalf of passengers. Fares on application.

Weekly:

Tuesday	D. BATAVIA	A.	12:25
8:25	A. PALEMBANG	D.	9:45
9:45	D. PALEMBANG	A.	9:25
11:25	A. SINGAPORE	D.	8:25

Weekly:

Thursday	D. SOERABAYA	A.	17:25
14:25	A. DEN PASAR	D.	15:25

The cover of the 01 NOV 38 issue pictures one of the airline's L-14s over southeast Asia and Australia. Inside are a list of destinations, including: Balikpapan, Bandung, Bandjermasin, Batavia (Jakarta), Denpasar, Kupang, Makassar, Medan, Pakanbaru, Palembang, Semarang, Surabaya, and Tarakan, all in Neth. East Indies; Brisbane, Cloncurry, Darwin, Longreach and Sydney in Australia; Sai-

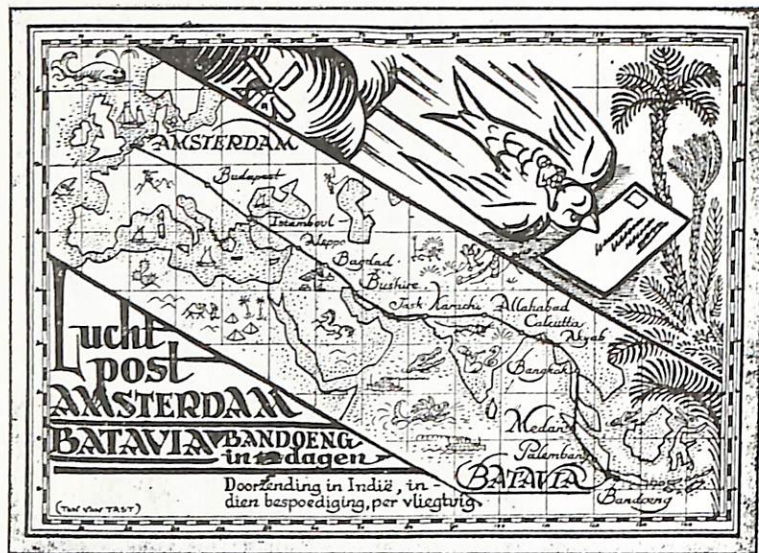


gon in Vietnam, and Singapore. There is also a large network map showing routes operated, projected routes, the KLM service to Amsterdam, and connecting services of other airlines. One of these is "Naar Amerika" (To America) by PAA via Guam. Unfortunately, the actual schedule information was removed from

inside this cover at some time in the past and regretfully has not survived.



KONINKLIJKE NEDERLANDSCH-INDISCHE LUCHTVAART MAATSCHAPPIJ



(3) The next item appears to be a leaflet to promote air mail between The Netherlands and the Netherlands East Indies. The front shows the air route. It also depicts dangerous sea creatures in the north Atlantic (top left) and the Indian

(4) Undated Air France time table. The aircraft on the front is a Wibault 282/283. Air France was formed on 17 MAY 33 and inherited a fleet of Wibaults from Air Union, one of its constituent airlines. Daily services to "all the major cities of Europe and North Africa" are operated, and weekly services to the Middle East, British India and the Far East. The Marseilles-Beirut trip took 2 days and the trip from Marseilles to Hanoi 8 days via Saigon. Departures were on Thursdays. French West Africa (Dakar) was reached in 18 hours from Toulouse and departures were every Sunday. Twice-weekly mail services to South America left France every Sunday and Thursday.

PASSAGERS - POSTE - MESSAGERIES

SERVICES QUOTIDIENS
vers toutes les principales villes d'Europe et d'Afrique du Nord :

PARIS-LONDRES	en 1 h. 30	PARIS-VIENNE	en 6 h. 45
PARIS-LYON-MARSEILLE	3 h. 15	PARIS-BUCAREST.....	en 12 h. 45
PARIS-GENÈVE	en 3 h.	PARIS-ALGER	en 9 h. 30
PARIS-STOCKHOLM	en 7 h. 45	PARIS-TUNIS	en 10 h. 15
PARIS-BERLIN	en 4 h. 45	TOULOUSE-CASABLANCA	9 h. 30
PARIS-PRAGUE	en 5 h. 15	PARIS-ROME	en 6 h. 40
		PARIS-MADRID	en 5 h. 00

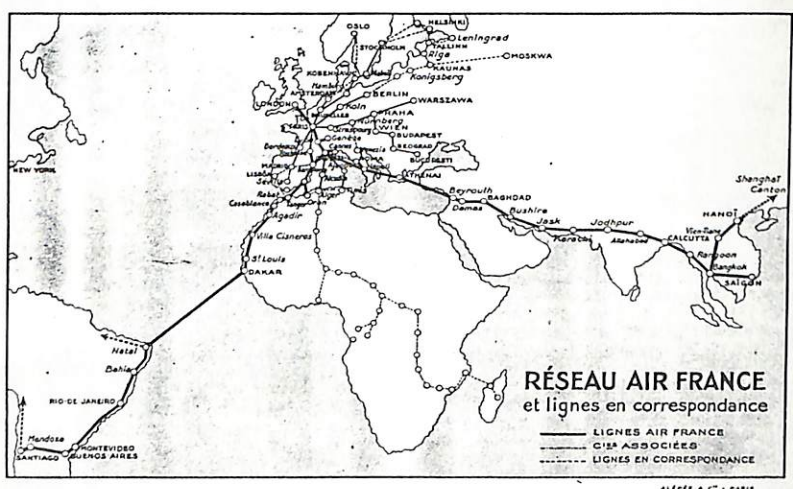
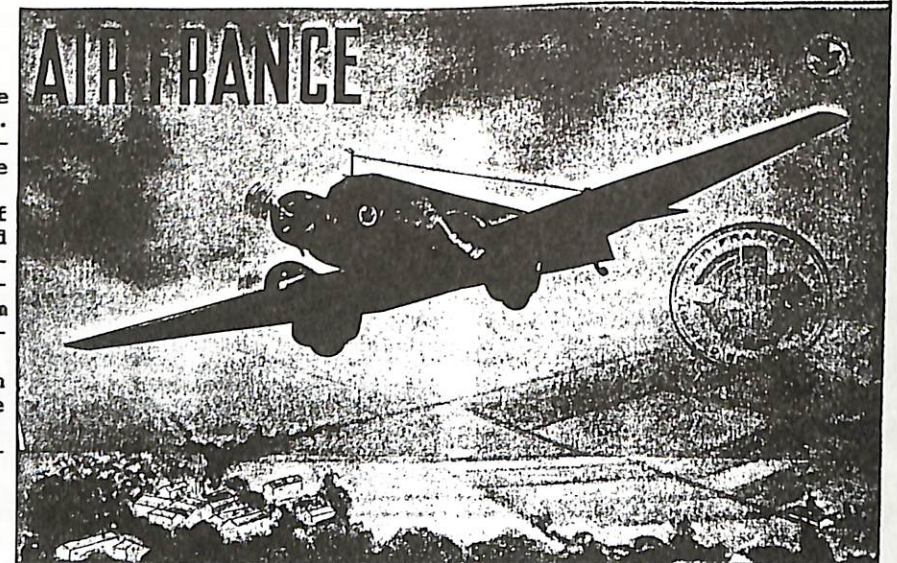
SERVICES HEBDOMADAIRES
vers le proche Orient, les Indes et l'Extrême-Orient :

MARSEILLE - BEYROUTH, en 2 jours
MARSEILLE-SAIGON-HANOÏ, en 8 jours
Départ le Jeudi

L'Afrique Occidentale Française (Dakar) :
TOULOUSE-DAKAR, en 18 heures
Départ le Dimanche

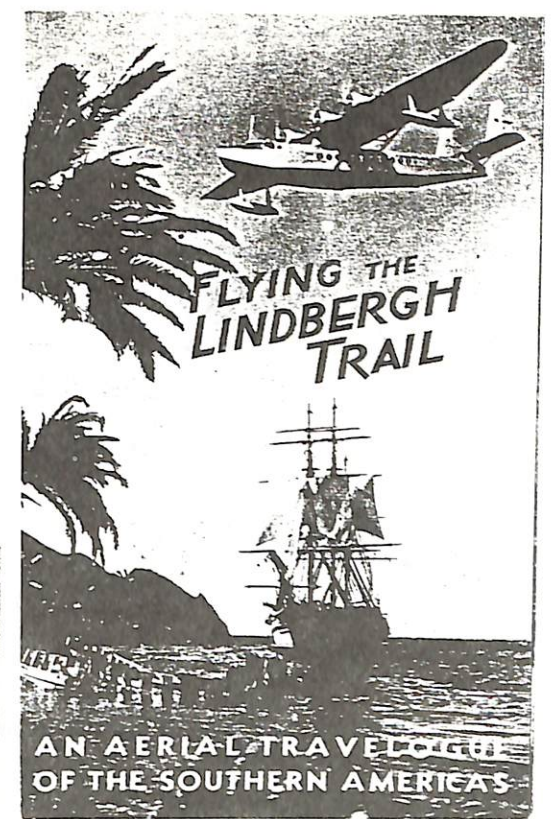
SERVICE POSTAL BI-HEBDOMADAIRE pour l'Amérique du Sud
Départ le Dimanche et le Jeudi

DIRECTION GÉNÉRALE ET-DIRECTION COMMERCIALES
8, RUE MARBEUF, PARIS - TEL. ELY. 50-40 - TÉLÉG. AIRFRANS



Ocean (bottom center), presumably to show that it is safer to send mail by air than by boat. Someone has changed by hand in ink the travelling time for the mail from 12 days to 5 days (bottom left). This could indicate that this leaflet was first used in 1929, when KLM began scheduled monthly proving flights between Amsterdam and Batavia with the Fokker F.VII/3M and that it was still being used as late as 1935, when the DC-2 reduced the travelling time to five and a half days. On the reverse are details about mail rates to the various countries along the route. It also says the mail would leave Amsterdam's Schiphol Airport at 6 a.m. on 25 SEP, 02, 16 & 30 OCT, 13 & 27 NOV and 11 & 25 DEC and every two weeks after that. The mail left Batavia for Amsterdam on 17 & 31 OCT and also every two weeks after that. The reverse also states that for a travelling time of 12 days, recipients of mail could respond by return aircraft. This implies mail arriving at Amsterdam and/or Batavia, would be delivered to the addressees the same day. Responses written and mailed that day, would then be delivered to the airport and be put on board the next day, in time for the return departure. Life sure was a lot simpler in the 1930s.

(5) This is not a time table, but instead is an (undated) Pan American promotional brochure, titled "Flying the Lindbergh Trail". Note the romantic picture of a clipper ship anchored off the palm tree-lined coast of a South American destination, while an S-42 aerial clipper flies overhead. The text at the bottom reads "An Aerial Travelogue of the Southern Americas". The inside contains a large map and some three dozen pictures of scenic vistas in Latin America, as well as a bronze plaque with a portrait of Charles Lindbergh, of course.



I love the flowery language used in this and many other pre-WW2 timetables and promotional brochures. That's why on the next page I reproduce the entire text as it appears on the actual PAA brochure.

I must be noted that these timetables and brochures regretfully were damaged by a previous owner, when he/she pasted them in a scrapbook. They were later removed, it appears, simply by ripping them out.

TO NEW WORLDS OF TRAVEL WONDERS

OF all the wonders of aviation—none can equal the opportunities it offers the pleasure traveler. In place of yesterday's long, tedious journeys to foreign lands, for which few could afford the time and cost, it has provided luxurious, easeful travel at what was once considered incredible speed. It has brought those once-distant countries you have always dreamed of visiting within a few hours of your own home. It has brought thirty-three different lands of the Western Hemisphere to your finger tips!

Over-night from New York, Chicago or San Francisco and you can be in these alluring foreign lands of warm sunshine, of strange customs, musical languages, romantic legends, thrilling beauty.

Over the "Lindbergh Trail," by the magic of these great "Flying Clipper Ships," the lovely isles of the Caribbean, basking in the mild sunshine of the American tropics, are now but minutes from Miami. Nassau, Cuba are but two hours away. Jamaica, Haiti, Santo Domingo, Puerto Rico are within a single day's cruise. Mexico, the vivid lands of Central America, the great capitals of the vast South American continent are all within the arc of a few days' leisurely travel from Miami, Brownsville, El Paso or Los Angeles.

EASY TO TRAVEL VIA PAN AMERICAN

HOW easy to travel this modern way! Here you have none of the tedious details heretofore associated with foreign travel. You need only to pack your bag and go.

More than 2,000 offices—any Travel Agent, any Ticket Office of air, rail or steamship lines—can supply you complete information—can make your reservations—can handle every detail for you at no extra cost. Here are a hundred intriguing journeys to choose from.

Why not make *this year's* vacation a *real* travel experience?

INFORMATION—RESERVATIONS as near as your telephone. Call any Travel Agent, or



Baltimore	Boston	Brownsville	Chicago
Cleveland	Detroit	Halifax	Los Angeles
Memphis	Miami	Montreal	New York
Norfolk	Philadelphia	San Francisco	Seattle
	Toronto	Washington	

Offices or Agents in all important cities

Text restored where brochure was damaged

ON THE ROUTES OF THE FLYING CLIPPER SHIPS

THE WORLD'S LARGEST, MOST LUXURIOUS AIRLINERS—THE CLIPPER SHIPS

TO the lands of the southern Americas you travel aboard the famous "Clipper Ships," the largest, most luxurious airliners in the world, which have made possible the aerial service which tomorrow will see spanning the Atlantic and Pacific. Marvels of engineering skill, these veritable liners of the sky which span the Caribbean Sea and the rim of the Atlantic to far off Rio de Janeiro and Buenos Aires—and their sister ship land transports which fly to Mexico, Central America and down the west coast to the southern continent and over the Andes to Argentina—present for the first time luxurious travel accommodations unmatched by any other means of travel.

These famous Clipper Ships are aerial giants, whose four engines are more powerful than an average locomotive. Their dimensions are larger than ships in which Columbus first crossed the Atlantic. Their appointments are a revelation of what modern travel luxury can be. They carry a crew of six—Captain, Co-Pilot, Radio Operator, Flight Engineer, Purser and Steward.

Built for service over ocean waters these huge streamlined flying boats, weighing seventeen and nineteen tons, provide luxurious comfort for 32 and 40 passengers in cabins, each larger than a full size railroad car compartment, sound-proofed and automatically ventilated. Smoking compartments, promenade aisles fifty feet long, full-panoramic windows and a buffet from which luncheons and refreshments are served during flight, are some of the unique features of these famous airliners.

These are the ships in which you travel to the Bahamas and to Cuba, to the West Indies, to Jamaica, across the Caribbean Sea to Colombia, Venezuela and Panama and down the South American east coast, through the Guianas

and over coastal Brazil to the great metropolises of Rio de Janeiro, Montevideo and Buenos Aires.

Over the great aerial trade routes of the Pan American, following the pioneer trails blazed by Lindbergh to the lands of the West Indies and Central and South America, you travel along great highways of the sky, reared by the outstanding air transport system of the world. You are under the watchful care of 3,000 trained experts who are stationed through 33 countries to speed your airliner and its important cargoes to the trade centers of the Western Hemisphere.

Over the romantic trails of Columbus, of Spanish Conquistadores, of swashbuckling pirates, of *Clipper Ships* of another age, you speed along radio-guarded routes to arrive at your destination, entranced at the ease of your passage, refreshed and enthusiastic for the holiday ahead—just as more than four hundred thousand other Pan American passengers have flown one hundred and fifty million miles along these airways over the Americas.

From Brownsville, Texas, central aerial gateway to the southern Americas, you travel on the famous Douglas airliners, great twin-engine, highly streamlined transports which have established new records for speed—and travel luxury—in the United States and in Europe.

In sound-proofed cabins, roomy reclining chairs are fitted to wide windows from which may be had an unobstructed view of the interesting cities and the vivid landscape of Mexico and Central America. These great airliners also operate along the west coast of South America through Peru and Chile and make the spectacular crossing of the Andes to Argentina on the east, thus completing the aerial circuit of the southern continent.

Manned by a crew of four—Captain, Co-Pilot, Radio Operator and Purser—these airliners carry 14 passengers in addition to mail and express at an effortless speed of three miles a minute bringing Mexico City within a few hours of the United States and making all of the glamorous republics of Central America accessible within a single day's cruise from that capital.

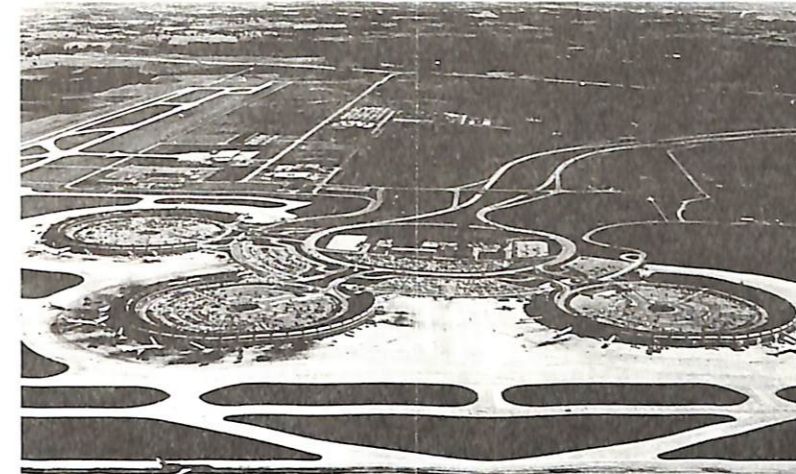
From Los Angeles, the international gateway of the western United States, twin-engine Lockheed airliners, fastest in the world, fly between the Pacific coast and lower California to Mexico City offering the same outstanding travel advantages as the Douglas airliners do on the central routes. Similar fast service from El Paso provides a direct air-travel route through Central Mexico from the United States.

Wherever you go "via Pan American" you travel in the finest equipment aeronautical science has yet produced, confident in the care of what has demanded universal recognition as the outstanding air transport system in the world, which has set a new travel standard of efficiency unequalled by any form of transportation.

These advantages offer you the finest of travel accommodations. Surrounded with every comfort, the aerial traveler is not burdened with the many tedious details heretofore associated with foreign travel. On schedules which reduced to minutes what were long tiresome journeys by sea or land, you travel from city to city, country to country, on brief interesting "cruises" of an hour or two.

And, with Pan American, you travel with the supreme assurance that your capable crew—and three thousand trained experts along the airways—are in attendance on the swift, sure flight of your airliner.

REPORT FROM THE FIELD



View of MCI - Kansas City International, to the north-northwest. Runway in upper-left of photo is the main, 10,800 ft (3,300 m) N/S runway. E/W runway at bottom of photo is 9,200 ft (2,900 m). Proposed fourth terminal, if built, would be to the north of Terminal A on the left.

MCI

Down but not out

By JOOP GERRITSMAN from information supplied by TERRY ANDERSON

CAPTAIN'S LOG readers will recall the history of the Kansas City airports bought to you by Terry Anderson in our MAR 88 issue.

At that time, Mr. Anderson wrote, Eastern Air Lines was the largest carrier at MCI (Kansas City International, locally also known as KCI, although this is incorrect). EAL had 61 daily departures here, increased from 53 not too long before. Braniff was in second place with 26.

The sudden and near-total withdrawal from MCI by Eastern in AUG 88 changed the picture dramatically. This year's collapse of Braniff meant more bad news for the beleaguered airport. But there are some faint silver linings, airport officials say.

In this issue of the CAPTAIN'S LOG we bring you up to date.

At the end of AUG 88 Eastern Air Lines reduced its daily departures at MCI from 61 to six. This reduction in operations was part of a reduction in Eastern operations within and to the Midwest and Western U.S.

Braniff Airlines immediately announced it was increasing its operations at MCI to fill the void left in the Midwest and West by the Eastern cutbacks.

With 50 daily departures that summer, MCI was already the lar-

gest hub in the Braniff system, all services being operated by the Boeing 727-200. In SEP 88 the carrier added 26 daily departures, on 01 OCT 88 it added another six, for a total of 82. By FEB 89 the number was 84 to 31 non-stop destinations. The carrier was aiming for 105 departures to 37 or 38 non-stop destinations by JAN 89.

After filing for reorganization and bankruptcy protection on 28 SEP 88, Braniff cut the number of departures from 93 to 20, reducing MCI to a minor hub.

The airport authority, however, still plans to expand MCI in the near future, although perhaps at a slower pace. If Braniff had continued to grow as it had hoped, the new expansion at MCI would have opened in 1992.

By mid-OCT 89 the following major proposals were under active consideration:

- A fourth circular terminal, similar to the present three, north of Terminal C. This Terminal D has been in the master plan for years. It would add 23 gates and cost \$97 million;
- A free-standing, curved passenger terminal with 46 gates north of Terminal C (see map). The \$180-million terminal would increase the total number of gates at MCI to 110. The new terminal would be linked by a

tunnel to a ticketing and parking building. This second building would also handle commuter and international flights; - Adding a satellite with 18-23 gates, to Terminal A.

Kansas City has become a major telecommunications and financial centre in recent years and even with the setback in airline operations and the indefinite closing in recent years of a General Motors car plant employing 4,500 people, the airport authority remains confident they can attract another major airline to MCI. serve the city. Therefore the airport is going ahead with the construction of a third runway in the near future (see map). The two existing runways had reached capacity before the Braniff collapse. The new runway will be parallel to the present north-south runway,

If, as has been predicted, the number of air travellers in the USA will double over the next 10 years, Kansas City hopes to take advantage of the fact its airport is still not as congested as other airports in the Midwest.

The chances of attracting another major carrier depend to a large degree on whether or not Braniff can re-organize. If it can, there still is the question of whether or not it will re-establish a major hub at MCA,



airport officials say. Kansas City (first KCK, then MCI) was once the major TWA hub. MCI is still the airline's main over-haul and maintenance base, but it maintains little airline service here. Most of its local services now operate out of St. Louis, MO. With both Eastern and Braniff also gone now, there is little mainline service left. The airport must have a stable major airline to provide the revenue to repay the \$330 bond issue approved by the voters of Kansas City, MO, on 02 AUG 88, for its expansion.

What were the Braniff plans?

Braniff had active plans to turn MCI into its major hub. Those plans will not now be realized. But from a historical perspective it may still be of interest to record what they were. Perhaps another carrier will continue from where Braniff left off.

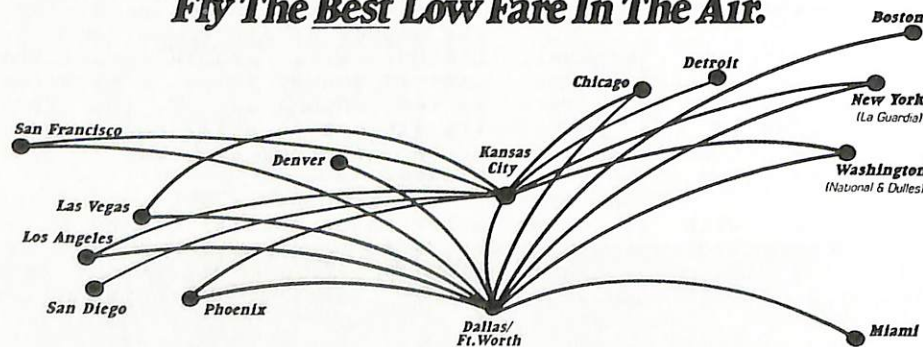
When Eastern reduced its daily departures from 53 to six in AUG 88, Braniff announced it would pick up most of the slack. It was looking at offering 105 departures per day by JAN 89. As we already saw, the total of 84 was still short of the predictions. But even with this number, Braniff was the dominant carrier by far at MCI.

In the weeks before it suspended most of its services on 27 SEP 89, Braniff had 93 daily flights out of MCI. It was to add eight more, for a total of 101, on the following Sunday, 01 OCT. Previously, the airline had even indicated it planned to expand eventually to 200 departures a day. No timetable for reaching this number had been set yet.

In preparation for this day,

The Braniff network when the airline resumed services on 01 MAR 84. It had filed for its first bankruptcy protection on 13 MAY 82.

Fly The Best Low Fare In The Air.



BRANIFF SCHEDULE

Effective April 28, 1985

Offering you
The Best Low Fare
In The Air
NON-STOP
from Kansas City to:

Chicago

Las Vegas

Los Angeles

New York
LA GUARDIA

Phoenix

Washington
NATIONAL

For reservations call your travel agent,
1-800-BRANIFF, 357-9511
in Dallas, or 261-2442 in Ft. Worth.

BRANIFF BELIEVE IT!

28 APR 85 Braniff schedule shows Kansas City service.

the airline had moved its operational headquarters to MCI and was moving its administrative headquarters to Orlando, FL from Dallas, TX.

Braniff had also embarked on a fleet renewal program. It had 12 Fokker 100 twinjets on order for delivery from late 1989 to the end of 1990. Another six were on option.

Smaller than the DC-9, MD-80 and Boeing 737-300 and -400, acquisition of the Fokker 100 for 113 passengers seemed to signal a new strategy by Braniff's new top managers. Many were former Piedmont Airlines executives and airline industry analysts saw them adopt a strategy similar to the one which had propelled Piedmont into prominence: concentrate on markets not being served by the larger carriers.

The Fokker 100 is ideal for such operations, many of which are between major hubs and smaller cities.

Braniff also had 21 Airbus A320 on order for delivery in 1989 and 1990. These were acquired in a lease from the giant leasing firm Guinness Peat Aviation (GPA). Four or five had already been delivered when Braniff filed for bankruptcy protection. The A320 was to have replaced the Boeing 727 and the airline was keeping them in service to operate a some services in an attempt to come-back from the brink.

Finally, Braniff was buying 12 Boeing 737-300 from American Airlines to replace its BAC One-elevens.

To have reached its stated traffic volume at MCI, Braniff would have needed more gates. When it announced it was increasing service, the airline was operating out of nine gates in Terminal B.

One quick way to increase the number of available gates was for Braniff to negotiate the use of some TWA gates in the same terminal when they were not being used.

Another solution, and the one chosen, was to use the 10 gates vacated by Eastern in Terminal A. EAL was using 12 gates, but after its reduction in services, it required only two. In MAR 89 Braniff started to move into Terminal A, where it had negotiated the lease of 16 gates. Two others are used by American Airlines and one was vacant at the time, but was leased to Northwest Airlines.

The Kansas City Star of 03 OCT 88 reported that the Kansas City Aviation Department had proposed to enlarge either Terminal A or B by adding new concourses for Braniff.

At that time, a plan for expansion of Terminal A showed one long finger looping off the main terminal, with aircraft parking on both sides.

Another plan was to add two shorter, straight concourses onto Terminal B, also with air-

craft parking on both sides. The Terminal A expansion would have increased its total number of gates from 20 to 40 and Terminal B expansion would have added 30 gates to the present 20. If either solution had been adopted, a fourth terminal, earlier proposed for construction in the 1990s, would not be required until after the year 2000. As we saw, the airport authority is now actively looking at building the fourth terminal as soon as possible, in efforts to attract another major airline hub.

Improvements at MKC and the Super Connie flies

The Kansas City Aviation Department also plans to modernize the terminal and taxiway at the Downtown Airport (MKC) and to expand the general aviation facilities at Richards-Gebaur Airport in the southern part of the city.

Meanwhile, at MKC, the "Save-A-Connie" group has flown their Super Constellation after three years of restoration. (See CAPTAIN'S LOG, APR 87 and SEP 88.) The former Slick Airways and Airlift International freighter took off from MKC on 17 JUL 89 for a short hop to MCI for weighing and balancing at the TWA overhaul base

Since 1983, Skytrader Corporation at Richards-Gebaur Airport, has quietly been developing a light utility passenger and cargo STOL aircraft.

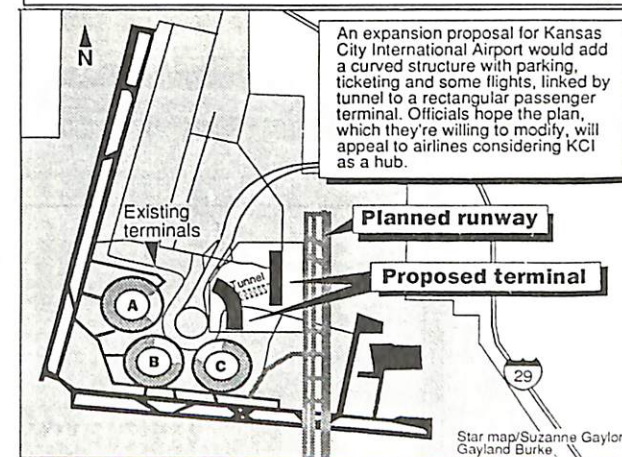
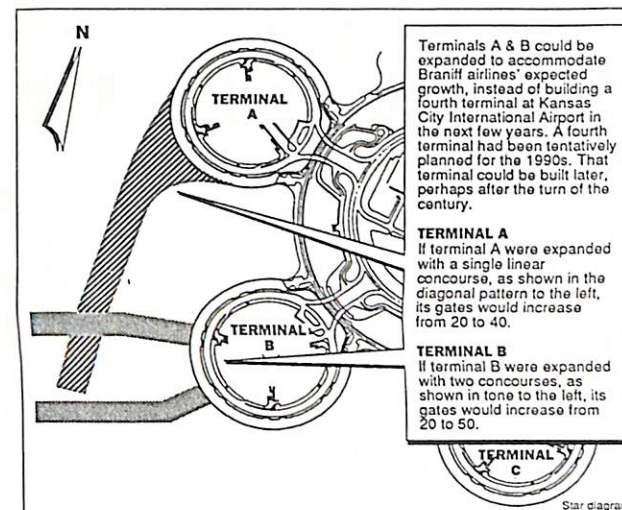
The Skytrader 1400 "Commuterliner" ("Scout" in the military) for 19 passengers is intended for use on primitive airstrips.

The aircraft originated in Canada in 1970 as the Dominion Skytrader, designed by former Boeing staff. The first flight was early in 1975. Dominion went under in 1979 and the Skytrader lay dormant until bought in AUG 83 by John DuPont. He founded Skytrader Corp. to build it.

The 1400 has a quick-change cabin, all-weather avionics as standard equipment, rear ramp loading/off loading, cabin compatibility with standard containers for local and overnight small-parcel delivery. It can operate from reasonably smooth but unprepared grass strips.

At first Skytrader intended to use two Teledyne Continental TP-500 propjets of 500 shp each. The 715 shp Garrett TPE331-5 was also considered, but in mid-1988 it selected the French 850 hp Turbomeca Astazou XVI-G.

On 10 DEC 87 Skytrader an-



MAPS of MCI:

(Top, left): 1988 proposal to increase gate capacity by enlarging either Terminal A or Terminal B, in large part to accommodate Braniff expansion plans.

(Lower left): One of current proposals to expand capacity. Also note location of proposed third runway. (Kansas City Star maps)

Compiled with information from the KANSAS CITY STAR, the KANSAS CITY TIMES and the KANSAS CITY KANSAN, all provided by Terry Anderson; from the 06 AUG 88 issue of FLIGHT INTERNATIONAL and from BRANIFF, 1965-1986, by George W. Cearley, Jr.

SKYTRADER

The rest is to be made in the Philippines.

announced an order for five Commuterliners from Marshalls Pacific Airline of the Marshall Islands in the Pacific, for late-1990 delivery and in mid-1988 Skytrader said it had received firm orders for nine Commuterliners and 10 Scouts.	49 ft.	Length	14.94 m
Samsun Aerospace Industry of South Korea has become prime contractor for the Scout in that country. Fifty Scouts are to be built in the Philippines. The first 15 will be assembled in the country from parts built by Skytrader. Only half the parts for the next 24 and 10% for the final 11 will come from the USA.	19 ft.	Height	5.79 m
	55 ft	Wing span	16.76 m
	385 sq.ft.	Wing area	24.84 sq.m
	12,500 lbs	Max. wt.	5,650 kg
	5,500 lbs	Useful load	2,475 kg
	500 ft	T/o distance	153 m
		Max. Speed	
	220 mph	at sea level	354 km/h
		Cruise speed:	
	200 mph	10,000ft/	320 km/h
		3,000m	
	180 mph	2,500 ft/	290 km/h
		800m	
		Range:	
	480 mi	cruise power	800 km
	680 mi	with extra tanks	
			1,100 km

Skytrader prototype, NBOOST, at Downtown Airport (MKC). (Photo by Victor J. Preter)



STICKER CHATTER

by DON THOMAS



#1



#2



#5



#3



#4



#7



#6



#8



#9

Many new labels are showing up, but from now on, U.S. labels are likely to be from major airlines only. The era of the local service airline seems to be drawing to a close: Piedmont being absorbed by USAir is the latest to go. Already we can expect no new stickers from Lake Central, North Central, Mohawk, Ozark, Frontier, PSA, Allegheny, Southern, Republic, Trans-Texas and others. And not many of the 200 new airlines which started flying since deregulation, are left either.

New small airlines in Europe and elsewhere overseas are issuing lots of labels, so we will try to keep up with them.

TOM DRAGGES sent in these Federal Express stickers advertising delivery on different days of the week. THURsday is illustrated (#1). A different design is used for Saturday (#2).

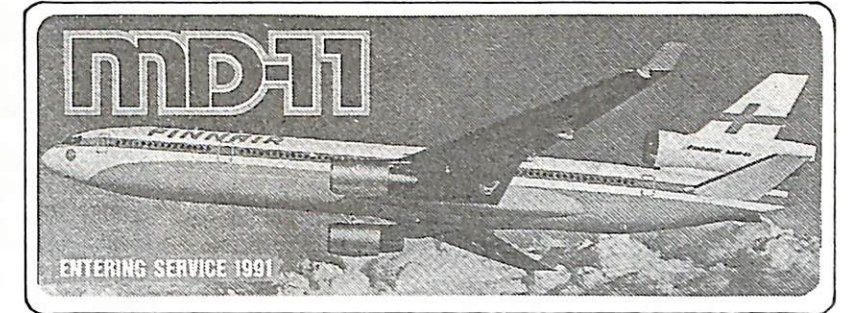
From BILL GAWCHIK of Pan Am came this new red and blue with white Aeroflot/Pan Am sticker (#3), a Pan Am newspaper sticker (#4) and an old "Flight 100 to London" label, used 10 or 20 years ago (#5). He also contributed the new Balair A310 label in silver and red, with a white background (#6).

Both DAVE CHERKIS and BILL GAWCHIK sent in the Finnair Junior Club stickers (#7,8,9) and from Dave also came this Finnair MD-11 sticker. It will be 1991 before the type enters service (#10). Bill also sent in new labels from Aero California (#11), Transwede (#12) and a new Air France Bicentennial sticker (#13).

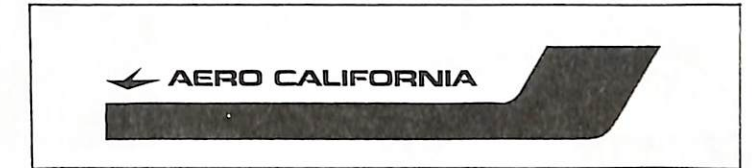
HECTOR CABEZAS, Frankfurt-Am-Main, West-Germany, found two new Thai Airways labels of the type we illustrated previously. The new ones are for Taipei and Japan (#14, 15). There must be more in this series and I am looking forward to receiving them ...

DAVE ROWE of England contributed a new sticker from Makung Air of the Pescadores Islands off the west coast of Taiwan (#16). These stickers are in red and blue on white. I visited these islands years ago when I was stationed on Taiwan and Quemoy during the Taiwan-Red China hostilities more than 25 years ago. They were just small fishing villages, and now they have an airline?? It appears the airline is based in Kaoshiung, on the southwest coast of Taiwan.

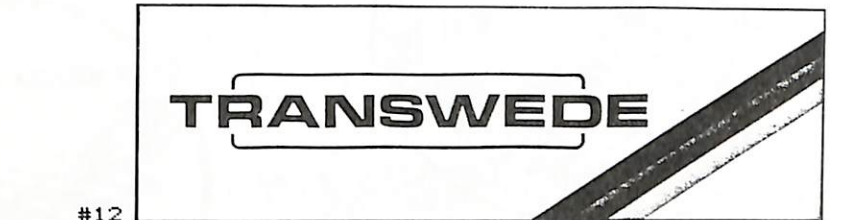
The Dornier Eastern Express label (#17) also came from Dave,



#10



#11



#12



#13



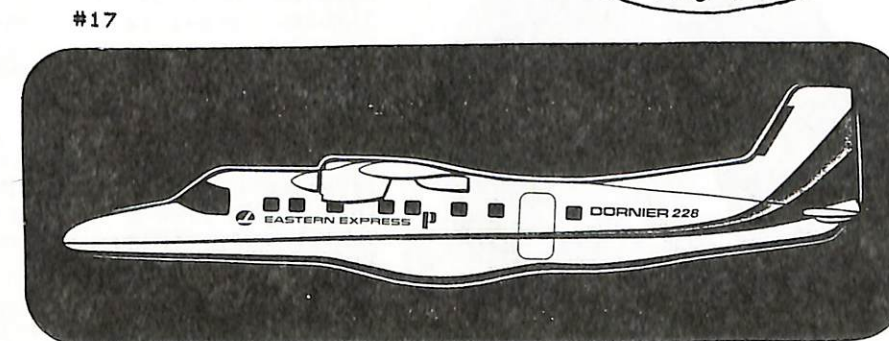
#16



#14



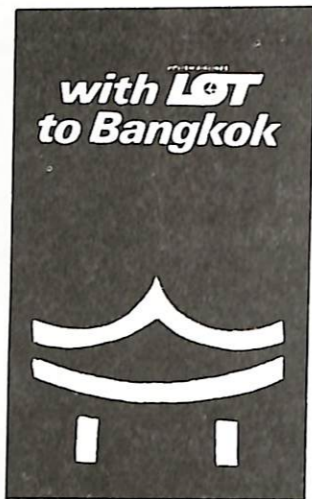
#15



#17



#18



#19



#20



#21



#22



#23



#24



#25



#26



#27

226

as did the Nationair Canada one in red and gray on white (#18) and the LOT Bangkok label (#19), which is white and dark blue on dark pink.

Here is the world's first label from Antarctica, from the Chilean base there (#20). Chile claims a portion of the Antarctic continent, which is located to the south of that country. WAHS member Ron Davies, Curator of Air Transport at the National Air and Space Museum, picked it up during his recent trip to the Punta Arenas region of Chile. He talks about the trip in an interesting article in the Summer 89 issue of AIRLINERS Magazine. Two other labels he brought back are also shown: Aerovias DAP (#21) flies to Puerto Williams, the world's most southerly point served by a scheduled airline, with Twin Otters and Lineas Aerea Aerosur, which is based at Puerto Montt and usually flies charters (#22).

A British Airways Concorde visited the EAA fly-in at Oshkosh, Wisconsin, in 1988. This white-on-black label proves it (#23). It has a red border.

TED KOCH found this Ethiopian

Airlines 40th anniversary label (#24) and the new round multi-colored (on blue background) Air Zimbabwe label (#25). There is also a bumper sticker-type label of this Boeing 767-200ER from Air Zimbabwe.

Round Air New Zealand sticker for their new service to Dallas is black and blue on silver and looks much like a sheriff's or police badge (#26). Eastern Airlines had a similar one a few years ago, also with a silver background (#27). It is now quite rare.

The Mexicana label shows a panda (#28). The zoo in Mexico City has a famous pair of pandas, which they received from China.

The round "I love the new Alitalia" label (#29) is red, black and white on a green background. This label, like many other new ones these days, will probably be used only for a short time and probably was printed in limited quantities only. It will therefore become unavailable soon. These special-flight or special-event labels soon become scarce. It is not anymore like in the old days, 40 and 50 years ago, when an airline often printed thousands of gummed labels and used the same ones throughout the system for years.

Feisty charter airline-turned-scheduled carrier Wardair Canada may soon be only a memory. This BIL shows the tail of the airline's Airbus A310 (#30). Wardair suffered heavy losses because of the high start-up costs of its scheduled services. Faced with not having enough operating funds to last even to the end of 1989, founder Max Ward sold his airline in April to PWA Corp., parent company of Canadian Airlines International. Most scheduled Wardair services were quickly integrated with CAI services, but it continued operations under its own name. The airline's DC-10s were sold and so was one of its three 747s. The other two will remain until the spring, apparently only to finish the winter vacation contracts. However, in October the managements and booking services of CAI and Wardair were also integrated by PWA. Early in JAN 90 the WD designator for scheduled Wardair services will disappear, to be replaced by the CP designator of CAI. A full merger with CAI as the surviving name will take place early in 1990 and the Airbus fleet will be sold. Such are the perils of deregulation!

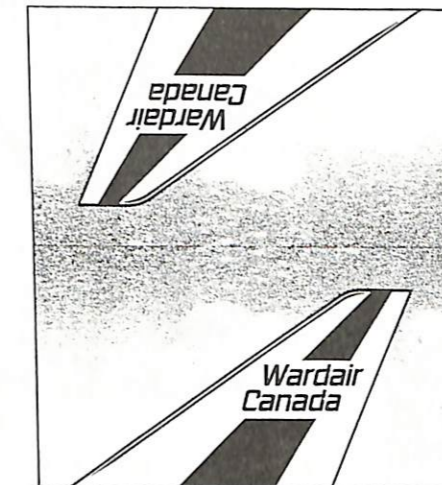
A number of stickers were received some time ago from Fokker Aircraft USA. One shows the Fokker logo (#31). The others are of the Fokker 50 (#32), successor to the F.27 Friendship, and the Fokker 100 (#33), successor to the F.28 Fellowship. Fokker has also issued a 16" (40 cm) long car bumper sticker in blue, orange and white. It has the text "Quietest Performer" in the centre, flanked by a picture and



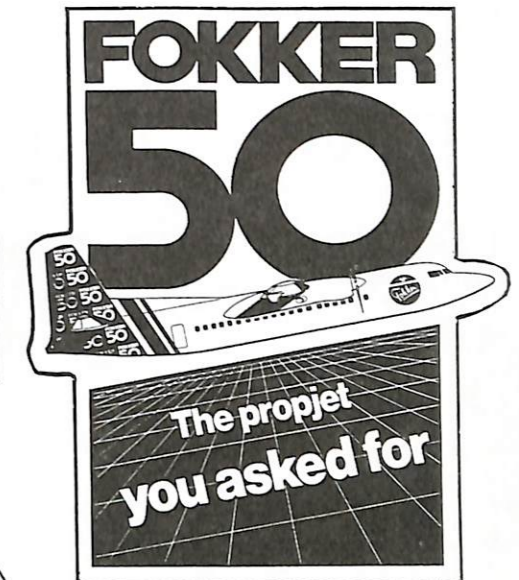
#28



#29



#30



#32



#31



#34



#33

the name of the Fokker 100 on the left and the Fokker logo on the right.

Air Atlantic is a Canadian

Partner operator with a Dash-8 fleet flying out of St. John's, Newfoundland, Canada (#34).

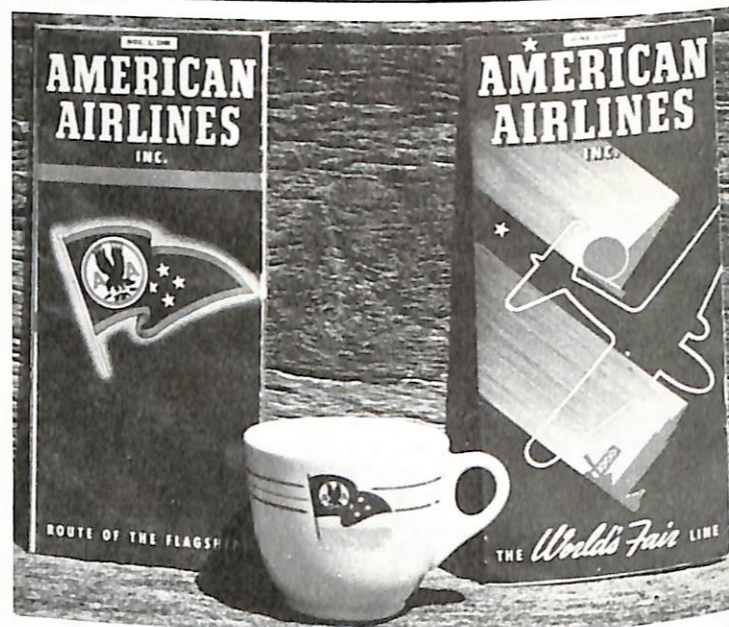
AIRLINE DINNERWARE

by RICHARD W. LUCKIN

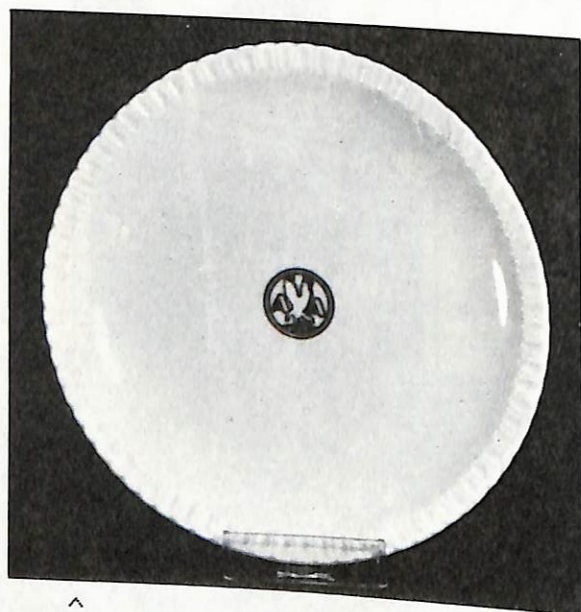
As readers have noted, the past few issues of the CAPTAIN'S LOG have featured American Airlines. You may have wondered, "Why hasn't Dick Luckin joined the other Editors with AA material in his China column?"

I have a simple answer for this. It has taken considerable time to gather photos of some of the older patterns. Even now I am not sure I have them all. But, here goes!

American Airlines has always offered a high quality of service and this is reflected in the quality of their chinaware.

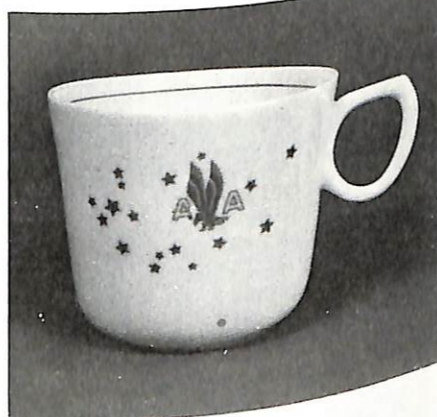
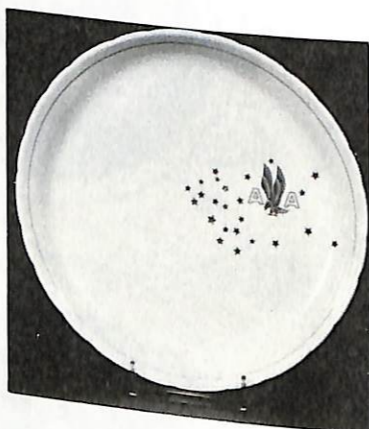


^ #3 & 4. During the late 1930s American used this pattern on their DC-3 service. It displayed their logo on a pennant on one side of a cup (#3) and a DC-3 on the other side (#4).

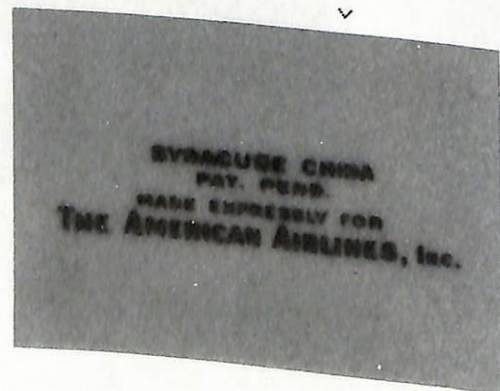


^ #1. Our first pattern features a dark cobalt blue logo in the center of the plate. As the next photo illustrates ...

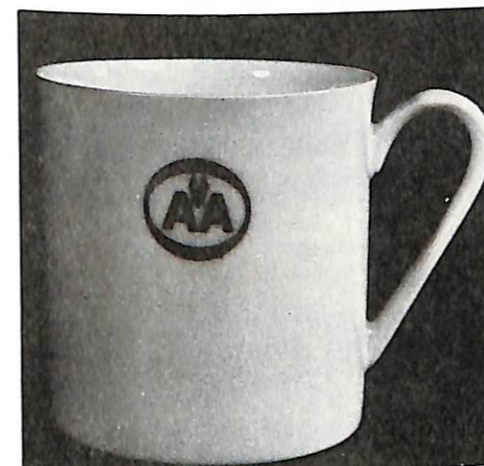
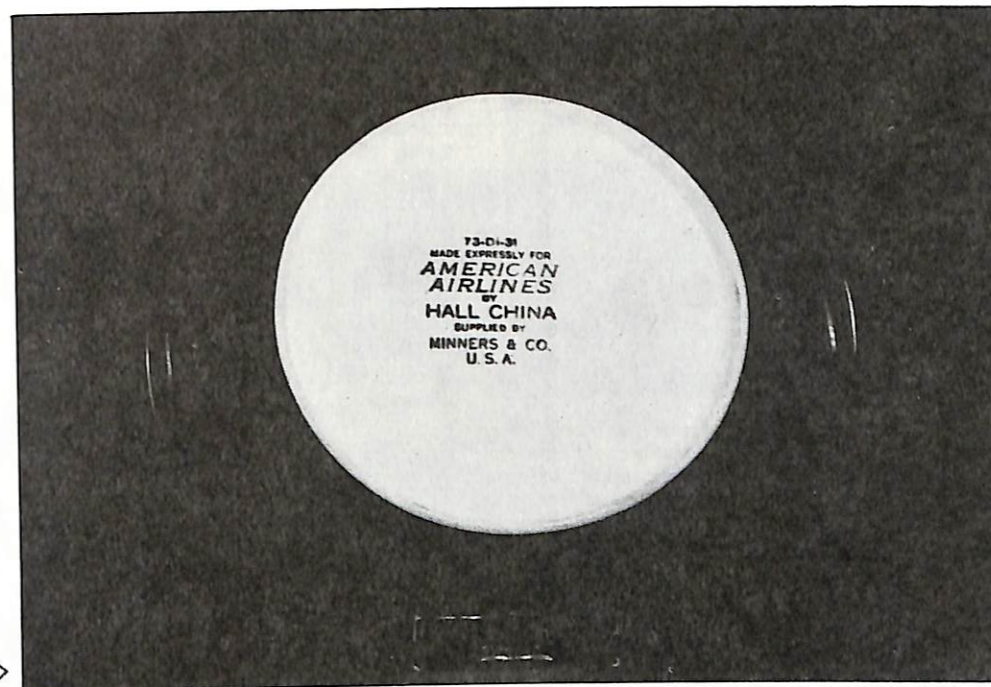
#2. ... this ware was made by Syracuse China. It is believed that this is one of the earlier patterns used on American.



^ #5 & 6. In 1946 Syracuse China again produced china for American. Called AIRLITE, it was very light by weight and extremely translucent. Three pieces were made: a plate (#5), a cup (#6) and a bowl (not illustrated).



^ #7 & 8. Syracuse China Company is not the only manufacturer of china for American Airlines. The Hall China Company of East Liverpool, Ohio, is another, very old supplier of high-quality ware. They produced a black and white piece (#7) which was back-stamped as shown (#8).



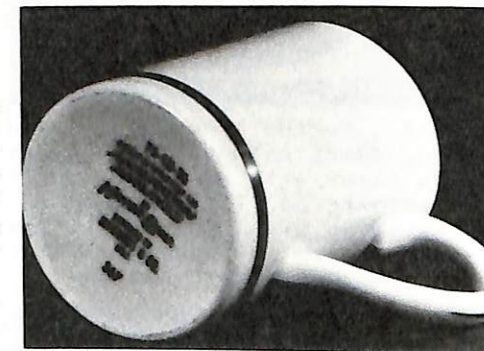
^ #9 & 10. Sporting a more modern logo, this china made by Schonwald in Germany, was used on American. Rather than a cobalt blue logo as found on some of the older ware, a black logo was used instead. The backstamp (#10) is also back. It was applied as a decal and was unglazed.



> #11. A rather unusual design, showing a wrought iron fence, is shown on this cup. Did other ware feature this design as well? The piece shown is back-stamped American Airlines.



> #12. This cup has a shape similar to the previous one, but it displays a much-simpler design of one satin-silver pin-stripe. The number on the top of the backstamp (73-CU-26) may be a part number used by the airline.



> #13. Tea is brewed in pots in first-class service and these pots are blue. No manufacturer's name is shown on the piece shown, but it is backstamped American Airlines.

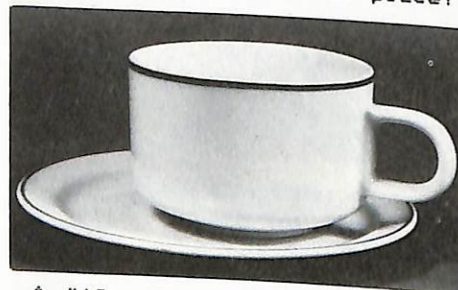




^ #14. This plain white china with no top mark is most-likely used in coach class. As the photograph shows, the pieces are marked.



^ #15. Anchor Hocking made this milk-glass piece which sports the American logo and name. I have no idea of the use or the date of service. Perhaps one of our readers can drop me a line with information on this piece?



^ #16. During the past few years, American has used a plain white china with a single cobalt blue pinstripe. This pattern is backstamped with the airline's name and with an indication that the china was made in Japan.



^ #17. First-class international service china features a cobalt blue band flanked by a silver pinstripe on each side. Only the dinner plate contains a logo while all other pieces are backstamped only.

#18. Several china makers in the USA have supplied this pattern with Syracuse and Sterling China being the major producers. This photo was taken JUN 88 at the Sterling factory. Photo shows a bin of unfinished soups (unhandled) in the "Elegance" shape.



#19. Here is another unique china service which is used on DFW - Japan flights. Although none of this ware is marked "American Airlines," it was indeed made especially for the service to Japan.



^ #20. On American's Hawaiian service, a special shell-shaped dish is used in First Class. The piece is marked by letters which are depressed in the ware. They say: "AA WESCO Japan".

Recently American has embarked on a program to become a leader in international service and part of this will include some new china.



^ #21. This is a sample only of a proposed design for American's Admiral Club service (Business class). There is also a new design for First Class.

Well, that is it for American Airlines china. I hope you have enjoyed the photographs and details. By all means, please share any additional data you may have, so I can report on it in the CAPTAIN'S LOG. You'll find my address on the inside front cover of this issue. Thank you.

POST CARD CORNER

by WILLIAM DEMAREST

Once more I present to you my usual listing of new airline-issued postcards and those of other publishers from around the world. Please remember to pass along any information on new airline issues which appear in your area by sending me a note or a photocopy of the card to my address on the inside front cover.

In the "Golden Oldies" section I show you six postcards featuring the Lockheed Constellation, the Grand Lady of the propeller age. They truly reflect the golden age of aviation and I hope you'll enjoy them.

As always, a few of the new airline-issue postcards are included to whet your appetite. The airlines continue to crank out new issues from their printing presses. But the section with the listings of cards by commercial publishers is of necessity somewhat shorter than normal because of the long list in LOG 15/3, which included a number of my "late additions" which Joop was able to squeeze in that time.)

I am keeping this narrative short to have more room to share the postcards with you. Any suggestions for future topics of discussion are most welcome. In the meantime, enjoy!

Editor's note:

I am adding one extra card to the ones Bill sent in for this issue. I call it the "ultimate" airline postcard. WAHS member Henk Heiden from Holland has issued his personal airline postcard. The B&W card shows Henk on board Air France Concorde F-BTSD on flight # AF002 from New York to Paris, France, on 28 JAN 86.

CODE KEY:
 ab - seen from above
 co - Continental size
 dr - drawing or artist's impression
 fl - facing left
 fr - facing right
 gr - on the ground
 if - in flight
 nc - new colors
 ow - on water
 to - taking off

AIRLINE ISSUES

Air Europa 737-300, co dr fl if
 737-300, co fl if
 757-200, co fl gr
 Air Zimbabwe 737-200 co fl if, over Victoria Falls
 Bogazici Air Tr., DC-10-10, co fr gr



Boeing 757-236

air europa
 Air España, S.A.

Busy Bee 737-200, co fr if
 F.27, co fr if
 Fokker 50, co fr if
 Europe Aero Service 737-200 co fr gr
 Europe Aero Service DC-9-50, fl if
 Ghana Airways DC-10-30, fr if
 F.28, co fl gr
 Japan Air Lines DC-10-40, ab co fl if nc
 LAC Colombia DCB-50F, co fr gr
 Lufthansa 747-400, co fr if nc
 Minerve MD-83, co fl if
 Singapore AL 747-400, co dr fr if
 Singapore AL 747-400, co dr fr to

AIRPORT ISSUES

Charleston, WV Yeager Airport with two Piedmont 737s

MANUFACTURERS' ISSUES

Airbus Industrie A320 overhead view of 500th aircraft
 ATR 42 (two) manufact. cls., if fl
 ATR 42, if fr

With special thanks to Peter Black, Rick Neyland, Jay Prall, Dave Prins, Jon Proctor, Peter Rentsch, Vladimir Vokalek and John Wegg.

COMMERCIAL PUBLISHERS

AEROPRINT
 123 Maersk Air Fokker 50
 124 Liz-Air Let 410
 125 malmo Aviation FH-227D
 126 Transwede 737-205

AVIMAGE

52 Egyptair 747-366
 55 Evergreen 747-131F
 (These two numbers were missing from the listing in LOG 15/3)

COINCAT

Aero Lloyd Caravelle 10R, co fr gr
 European Expedite CV-580, co fl gr
 Indian Airlines A320-231, co fr gr
 Interflug A310-304, co fr gr
 Noble Air 727-228, co fl gr
 Somali Airlines A310-304, co fl gr

EDITIONS P.I.

589 Air UK F-27
 563 Air Littoral Embraer 120
 570 Air City Caravelle 10B3
 574 Air Inter A300B2
 575 ACE-Transvalair DC-3
 576 Egyptair 747-300
 577 Air Express Int'l Airlines CL-44D

SKYLINER CARDS

043 Union of Burma Airways F-27-200
 044 Air Niger F-27-600
 045 Malayan Airways F-27-200
 046 TAAG Angola Airlines F-27-600

ELEVEN-LEFT

From the historical files, here is a listing of all the postcards produced by Eleven-Left, Inc., a few years ago.

1001 Delta L-1011
 1002 Jet America DC-9-82
 1003 Eastern Airlines A300
 1004 Japan Air Lines 747-200
 1005 Northwest Orient DC-10-40
 1006 Trans World 707-331B
 1007 Capitol Air DC-8-63
 1008 Pan Am L-1011-500
 1009 Western 737-200
 1010 Air Molokai DC-3
 1011 Republic CV-580
 1012 (not published)
 1013 Northwest Orient 757
 1014 Sun Country DC-10-40



BOGAZIÇI HAVA TAŞIMACILIĞI A.Ş. BOGAZIÇI AIR TRANSPORT INC.
 DC-10-10, TC-JAY



Boeing 747-312, N124KK
A great way to fly
BIG TOP — The biggest, most advanced 747 of all. SINGAPORE AIRLINES



air zimbabwe Boeing 737-2N0 Adv., Z-WPB



Boeing 737-2R4C Adv., LN-NPB *BusyBee*



YEAGER AIRPORT
 Charleston, WV
 Kanawha County

Yeager Airport is named in honor of Brigadier General Charles (Chuck) Yeager.
 Brig. Gen. Chuck Yeager is most famous for breaking the sound barrier in 1947.
 Brig. Gen. Yeager, is a native of Hamlin, West Virginia, and holds more flying records than any other living pilot.
 Yeager Airport serves Charleston, the capital city of West Virginia, and much of southern West Virginia's commercial air traffic needs and the 130th Tactical Airlift Group of the West Virginia Air National Guard.
 Yeager Airport was first dedicated as Kanawha Airport on November 3, 1947.



air martinique ATR-42
 COMPAGNIE ANTILLAISE D'AFFRETEMENTS AERIENS
 Concorde collector Henk G. Heiden from The Netherlands on board Air France Concorde F-BTSD, flight AF 002 from New York to Paris on Jan. 28, 1986
 Flying time: 3 hours 13 min.



PAN AM AIR PARTNER/OMNIFLIGHT HELICOPTER SERVICES Westland 30-100 N4499H
 Manhattan was just a short hop from Newark and Pan Am's JFK Worldport on an Omniflight Westland 30, the queen of commuter helicopters. Spacious seating, stand-up headroom, and even overhead luggage bins greeted Pan Am's First and Clipper Class passengers for the complimentary service. Omniflight ended the Pan Am service in 1988.



British Airways
 Airbus A320-110 (G-BUSG)
 at Geneva

VARIG's Super G Constellation, a luxury link between the Americas
 Super Constellation Intercontinental da VARIG, que liga as Americas num serviço de luxo

Golden Oldies



VARIG L-1049G PP-VDF c/n 4685





LAV L-047
YV-C-AMI
c/n 2082

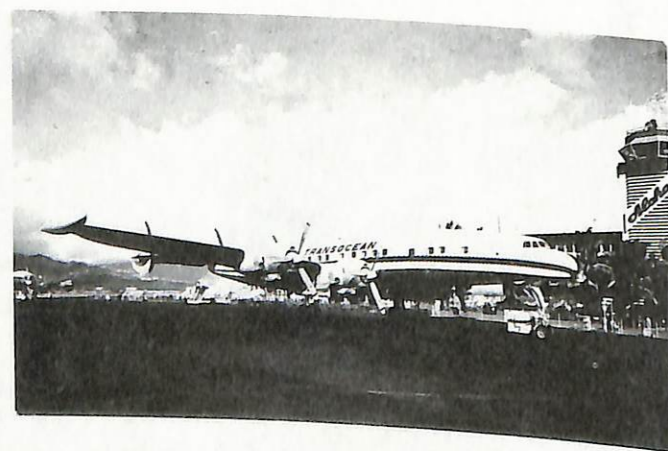
LINEA AEROPostal VENEZOLANA
The Venezuelan Airline
FOR THE FASTEST SERVICE CALL
PASSENGER RESERVATION PL 9-6500
781-5th AVENUE, N. Y. C.
AIR FREIGHT SPACE MU 8-4850-1
1074-1st AVENUE, N. Y. C.



Pacific Northern Airline's 300-mile-an-hour Constellation Flagliners provide direct service between the Pacific Northwest and Southeastern and Western Alaska, including Ketchikan, the territory's first city; Juneau, its colorful capital; and Anchorage, Alaska's largest city. PNA Alaska routes also extend to Bristol Bay and Kodiak on the West.

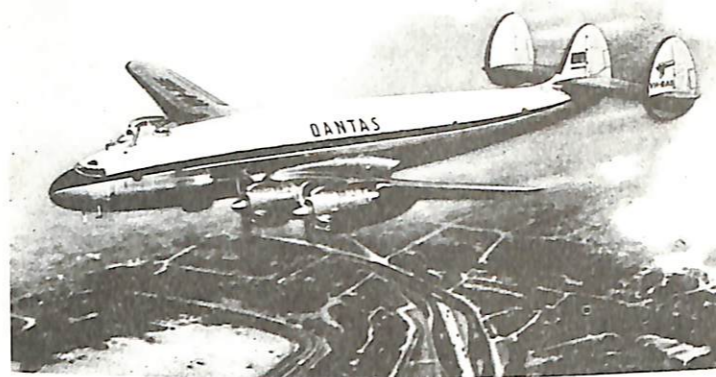


L-749



TRANSOCEAN AIR LINES' Royal Constellations arrive at Honolulu International Airport in Hawaii . . . on their way westbound to Okinawa and the Orient, or eastbound to California and New York.

Transocean
L1049G



QANTAS CONSTELLATION. Operating on the Sydney-London Kangaroo Service, Constellations have four Wright Cyclone Engines, develop 10,000 h.p., and have a cruising speed near 300 m.p.h. They carry 34 passengers plus 10,900 lb. of mail, cargo and baggage.

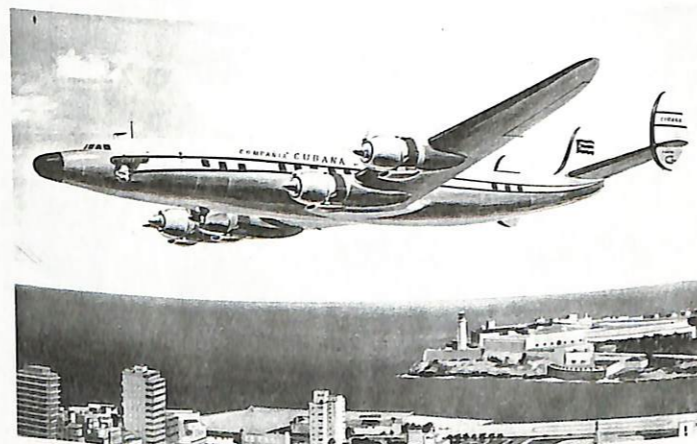
L-749 VH-EAE
c/n 2505
QANTAS
EMPIRE
AIRWAYS



Air Ceylon
L-749A PH-LDP
c/n 2638
(Gerritsma
Collection)



THE SAPPHIRE SERVICE



Cubana
L-1049G

Giant Super "G" Constellations are an important feature of Cubana Airlines' superb service. Cubana routes radiate from Havana—encompass destinations such as New York, Miami, Mexico City, Haiti, Nassau, Bermuda, the Azores, Portugal and Spain.

AIRLINE PROFILE

LINEAS AEREAS PARAGUAYAS



IN OUR PREVIOUS ISSUE WE PUBLISHED THE HISTORY OF LINEAS AEREAS PARAGUAYAS WRITTEN BY BILL HOUGH

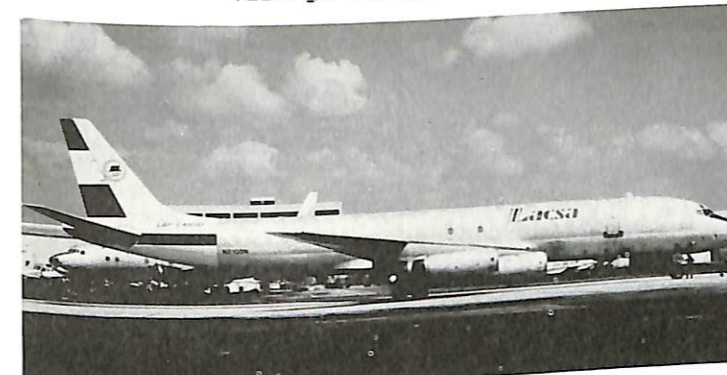
FOR LACK OF SPACE WE HAD TO LEAVE OUT SOME MATERIAL. BECAUSE OF THE LITTLE-KNOWN SUBJECT IT CONCERNS WE INCLUDE IT IN THIS ISSUE



Eastern L-188A Electra N5521, c/n 1032 on delivery to LAP, FEB 69. Became ZP-CBX. (George Farinas collection)



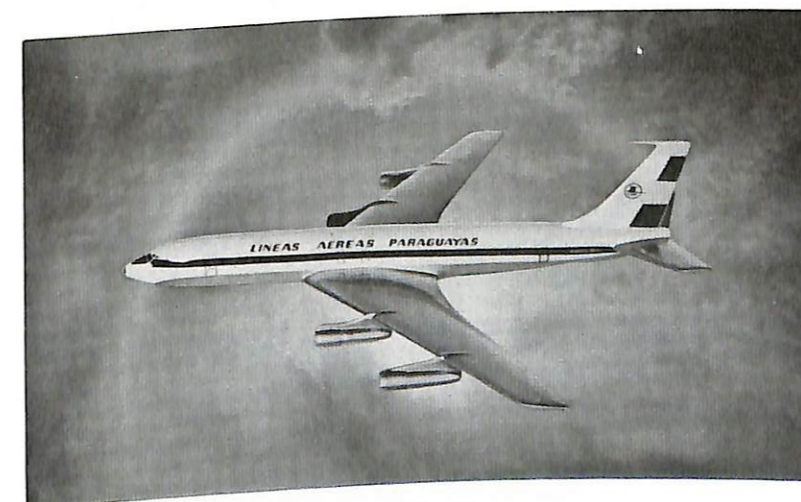
LAP L-188C ZP-CBZ, c/n 1080, at Asuncion on 29 NOV 86. This is ex-N5539 of EAL. (Bill Hough photo)



"Mystery" DC-8-62 NB10BN, c/n 45905 in combination partial LAP/LACSA colors. Standard reference books say nothing about lease to LAP or LACSA by Braniff. A/c was wfu by Braniff on 12 MAY 82 and sold to Rich International 01 DEC 83. We would welcome any further details.



DC-8-63 ZP-CCH, c/n 46115, ex-C-FTIX of Air Canada. At Brussels. (Mark Bussniers photo)



LEFT:
LAP postcard showing artist's rendition of Boeing 707-321B. (Bill Hough collection)

CORRECTION:
The photo of LAP DC-8-33 ZP-CCH, c/n 46155 in our previous issue was take By Bill Hough at Asuncion on 06 NOV 86, not as said in that issue.



TIMETABLE NORTH & SOUTH AMERICA

Effective August 31, 1983

- ASUNCION
- BUENOS AIRES
- CHICAGO
- HOUSTON
- LOS ANGELES
- MIAMI
- NEW YORK
- RIO DE JANEIRO
- SAN JUAN
- SANTIAGO
- SAO PAULO
- WASHINGTON



LINEAS AERIAS PARAGUAYAS AIR PARAGUAY

31 AUG 83



LINEAS AERIAS PARAGUAYAS AIR PARAGUAY

TIMETABLE NORTH & SOUTH AMERICA

Effective September 1, 1984

- ASUNCION
- BUENOS AIRES
- CHICAGO
- HOUSTON
- LOS ANGELES
- MIAMI
- MONTEVIDEO
- NEW YORK
- RIO DE JANEIRO
- SAN JUAN
- SANTIAGO
- SAO PAULO
- WASHINGTON



LINEAS AERIAS PARAGUAYAS AIR PARAGUAY

01 SEP 84

HORARIO

VIGENCIA 28-OCT-84 VALID FROM 28-OCT-84



RUTA DE PROXIMA INAUGURACION



LINEAS AERIAS PARAGUAYAS

PARAGUAYS FLUGLINIE AIR PARAGUAY

28 OCT 84

HORARIO

TIMETABLE



LINEAS AERIAS PARAGUAYAS AIR PARAGUAY

VALIDEZ 1° ABR '88 AL 30 DE SEP '88

VALID 1° APR'88 TO 30 SEP'88

01 APR 88-30 SEP 88

LATE NEWS: 08 SEP 90 (Sat.) NEWARK, Airliners Northeast convention at Vista Newark Airport Hotel. Info: Bill Gawchik (914) 965-3010 or Bill Hough (212) 689-3936.

AIRLINE PROFILE

by JOOP GERRITSM



CHINA

Part 4 DC-3 of CNAC early during WW2. (McDonnell Douglas via Harry Gann).

THE SINO-JAPANESE WAR SPILLS OVER INTO WORLD WAR 2

Ever since the war in Manchuria in 1933 and its takeover of that part of China, Japan had sought to increase its influence in all of China. There had been many short armed clashes along the frontier. The Chinese naturally had resisted these intrusions so close to Peiping. But they had all been settled before they could turn into open warfare.

A clash between Japanese and Chinese troops at the Marco Polo bridge outside Peiping in JUL 37 quickly escalated into a war around the city. Even then, the Japanese recognized the purely civilian status of CNAC and the airline had continued its services to Peiping.

On 09 AUG two Japanese sailors and a Chinese soldier died in an incident outside Shanghai. This proved to be the spark that ignited the powder keg. Open warfare broke out on the 14th when the Chinese air force in retaliation attacked the Japanese cruiser Idzuma, anchored in the Whangpoo River. The Japanese responded with a bombardment of Shanghai and before the first night of the war was over, 1,740 people had been killed and 1,873 wounded.

From this point on the war escalated as Japan sent more and more troops into China. Within a few months war was raging in most coastal provinces and the CNAC network was decimated, as

was happening to the network of Eurasia.

Trippe's first reaction to the Japanese invasion had been to close down CNAC and fly the aircraft to safety in Manila. But his manager in China, William S. Bond, talked him out of it. Bond returned to China and found CNAC's fleet had been requisitioned by the Chinese Air Force for military support. But the Chinese were not familiar with the technical maintenance of the DC-2 and after a short

time they were returned to the airline.

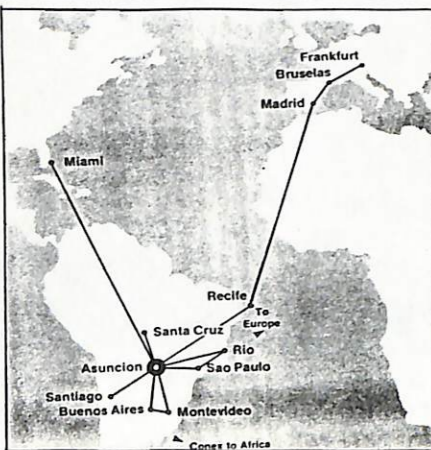
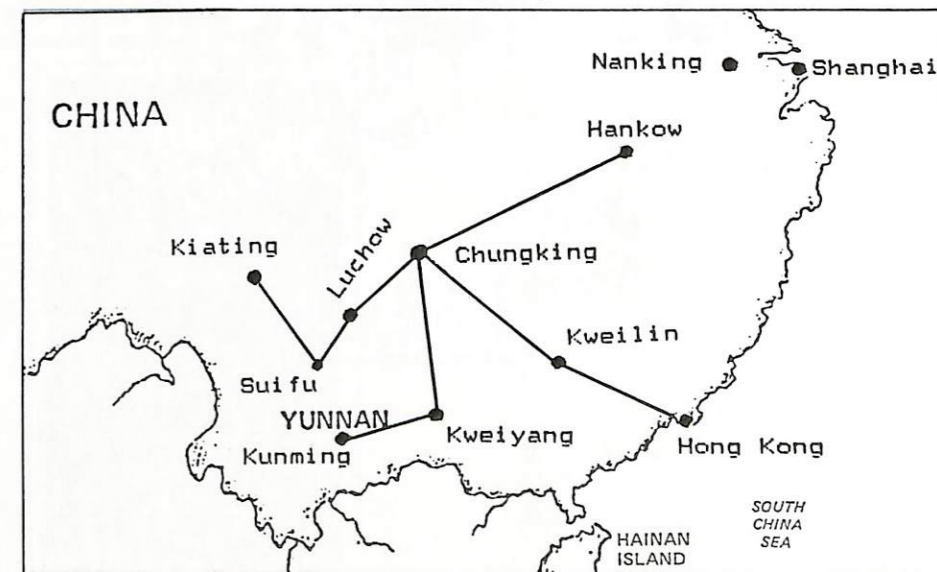
CNAC resumed flying in the spring of 1938, with operations from Chungking. Nanking and the Yangtze Valley between Shanghai and Nanking were now under Japanese occupation. Chungking had become the new Nationalist capital.

Service was established on four routes. The most important of these was the service to Hong Kong via Kweilin. The other three were to Hankow; to Luchow - Suifu - Kiating, and to Kweiyang and Kunming. The Hong Kong service became extremely popular, which was not really surprising because it was one of China's few lifelines to the outside world. Twice-weekly service began in the spring of 1938 and was soon increased to four times per week. This continued until 07 DEC 41, when Japan attacked Pearl Harbor. It brought the U.S. into the war in Asia and all commercial operations ceased.

Many of CNAC's fleet had been destroyed or captured during the fighting at Shanghai in AUG 37 and PAA sent two elderly Commodore flying boats to CNAC later that year to relieve a shortage of aircraft. The Commodores were put on the service along the upper Yangtze.

The two boats, together with two DC-2s, made history on 22-25 OCT 38 when they evacuated more

CNAC network as it was in the spring of 1938



LAP Timetables

The timetables for 31 AUG 83 and 01 SEP 84 look identical, but the latter shows Montevideo as a destination, the former doesn't. Also, the 1983 issue is printed entirely in blue, but the 1984 issue is in blue with the outer circle of the logo and the text TIMETABLE NORTH & SOUTH AMERICA in red. Route map (left) comes from the back of the 31 AUG 83 TT. Despite of what the front says, the map shows Montevideo as a destination. The schedule information inside also lists a Montevideo service.

Below is a ticket jacked for LAP, showing the airline's Boeing 707-321B, ZP-CCF at ASU. Behind the tail of the 707 the nose of a LAP L-188 can be seen.



LINEAS AERIAS PARAGUAYAS





The famous DC-3, CNAC Fleet no. 46, which became the DC-2 1/2. (McDonnell Douglas, via Harry Gann)

than 200 people, including government officials, from Hankow to Chengtu and Ichang, ahead of the advancing Japanese.

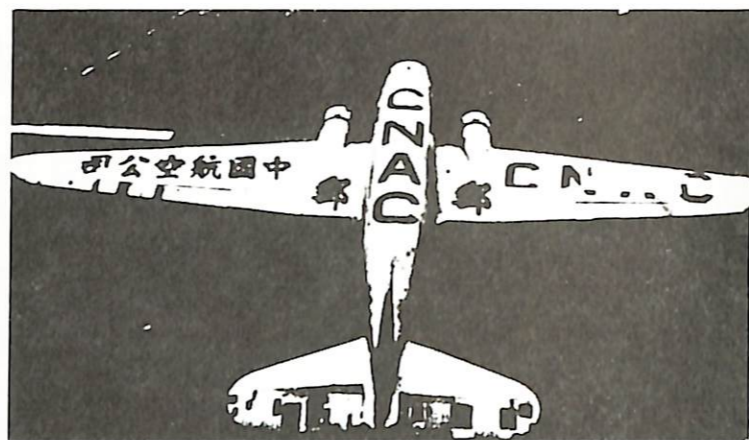
Most of the fighting took place in the coastal provinces in the east and the south. But Japanese fighter aircraft also roamed the interior with near-impunity. And while Chungking is more than 1,500 miles inland, far away from the fighting, the skies were not totally safe. On 24 AUG 38, DC-2 #28 "Kweilin" en-route to Chungking, was attacked by Japanese aircraft only a few minutes out of Hong Kong. Nine of the 14 passengers were killed by machine gun fire. As Capt. Hugh Woods ditched the aircraft in a river, the Japanese aircraft continued their attack. Only Woods and two passen-

gers survived. The aircraft was repaired, but it was destroyed in another strafing attack, at Chungking, on 29 OCT 40. Capt. Walter Kent and eight of his 13 passengers died.

After the 24 AUG attack on the "Kweilin", CNAC had suspended the Hong Kong services. They were resumed - flying at night only - in October. But when there was a clear sky, the flight was cancelled.

On 16 MAR 39 CNAC operated the first flight between Hanoi and Chungking, with the DC-2 and on 31 AUG the airline received its first DC-3. Three are believed to have been delivered before the attack on Pearl Harbor. Capt. Woods was flying one of these, #46, when it was shot

First-flight cover for the opening of the Chungking-Hanoi service of CNAC on 16 MAR 39. (Stan Baumwald Collection)



upon by Japanese aircraft. He was able to land in a field at Suifu and evacuate his passengers before the DC-3 was bombed and strafed. The occupants were safe, but the DC-3 seemed lost, with one wing badly damaged.

Bond, however, was determined to recover the aircraft, but he had no spare DC-3 wing. This led to the now famous decision to fly a DC-2 wing out, lashed under the belly of a DC-3, bolt it to the damaged aircraft, hook up the control cables and fly it out to Hong Kong, a distance of 860 mi (1,385 km), for permanent repairs - the legend of the DC-2 1/2 was born.

As a stopgap measure, to replenish its fleet, CNAC bought five used Curtiss Condor biplane transports in the USA in early 1940. They were intended for the Hanoi-Kunming supply route, but after the Japanese had overrun all of Indochina, the Condors were used instead on a service to Hong Kong in 1941 bring valuable tungsten ore and tin to the outside world to bring the government some badly-needed export earnings. On the return flights the Condors carried Red Cross supplies.

CNAC halted all services following the 07 DEC 41 attack on Pearl Harbor. Eight of its aircraft (DC-2, -3 and others) escaped to Hong Kong, but when the Japanese attacked that city on 08 DEC 41, several were destroyed at Kai-tak Airport. PAA also lost its S-42 "Hong Kong Clipper II" of the Manila - Hong Kong shuttle service.

What little was left of CNAC went on a total war footing. The story of this, the run over the "Hump" between Burma and China, and CNAC's rebirth and short existence after World War 2, will be told in the next instalment.

AIRLINE PLAYING CARDS

by THOMAS DRAGGES



#1

Federal Express has bagged a tiger with the acquisition of Flying Tigers. It has now become the largest all-cargo airline in the western world. I thought it a good idea to feature the various playing cards these airlines have issued over the years.

Surprisingly, Flying Tigers has issued a number of decks. More than some of the regular scheduled passenger airlines.

AN EARLY CARD

#1. One of the first cards we show is one that Tigers may have issued when they were attempting to merge with Slick Airways in the 1950s. It shows a tiger cub sitting on some type of cloth material with a patch or something showing the nose of a Flying Tigers C-46 or C-47. Above the aircraft it reads "Flying Tigers" and below it "Slick". This leads me to believe this had something to do with the possible merger back then. The card was in black and white. (See note below).

Note

On 26 MAR 53, Flying Tigers and Slick agreed to merge, with Flying Tigers the surviving airline. The merger was approved by the C.A.B., but labor problems and objections by the C.A.B's own lawyers and by the passenger airlines scuttled the plan. The fortunes of Slick continued to decline and on 01 JUL 66 its military contract operations were taken over by Airlift International. This in effect gutted the airline. Slick Corp. became a minority stockholder in Airlift. (Excerpted from R.E.G.



#2

Davies, Airlines of the United States Since 1914.)

1960s CARDS

#2. In the 1960s Flying Tigers issued a deck showing a DC-8-63F flying over one of their cargo facilities. On the fuselage it reads "Flying Tigers Jumbo Jet". Little did they know that something bigger was in the works at Boeing, holding twice what the DC-8 held. The card is white and light-brown in color.

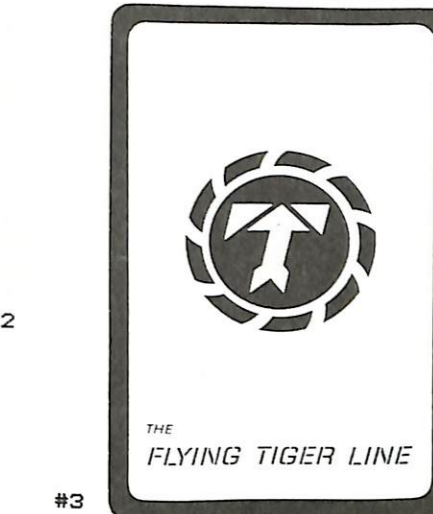
#3. Another deck issued during the 1960s showed the famous "T" logo used on the tails of the airline's aircraft for many years. It gave way later to the name Flying Tigers on the tail. The "T" made a comeback in a modernized form in the 1980s and was used until the merger with Federal Express. This card has a red border and white background with the "T" logo in red, white and blue. The bottom text is in red.

THE 1970s

The cards of the 1960s were succeeded in the 1970s by cards



#4



#3

with the tiger-in-the-box logo. There were several different color combinations and two slightly different designs.

#4. One variation has an orange background with the tiger in light orange and with white printing and white border. The mate to this card has a turquoise background and the tiger in light green. It also has white text and a white border. On both these cards the name Flying Tigers is printed under an angle of nearly 30 degrees across the top of the card. The turquoise and light-green card is shown.

#5. Later in the 1970s came a card showing the tiger and airline name in a box with the name in white at the bottom. This design came in blue and white and in red and white.



#5

#6. I have another issue, but I don't have much information on it. It is similar to the card shown in #5, except the tiger-in-the-box logo doesn't cover the entire card. It has a border of about half an inch wide around the red and white logo. The airline name is in white and below the logo are the words "air cargo" in red. I don't know whether or not a blue and white deck like this was issued also. If you know anything about this deck, please let me know. Thank you.



THE 1980s

#7. Now we go to the present decade. The airline has issued two decks, one in blue and white (shown) and the other in red and white. It has the tiger-in-the-box logo with the half-inch white border and the slogan "The world's leading airfreight airline" in the same color as the rest of the card in both cases.

Flying Tigers issued one final deck in the later 1980s before the merger with Federal Express. The full-face tiger-in-the-box logo takes up the whole face of the card and the name Flying Tigers is in white. The colors are blue and white, but the shade of blue is a little lighter than that of the original issue in the early 1970s.

MERGER WITH SEABOARD WORLD

In 1979 Flying Tigers bought out Seaboard World Airlines and the merger was officially approved as of 01 OCT 80.

#8. When Seaboard World still called itself Seaboard & Western Airlines, it issued a deck of cards with a silver outer border and red inner border. The top third of the card shows a Super Constellation flying left to right across the face of the sun, and with a few clouds surrounding it. Below it stands the S&W logo inside an oval partially made up of the name Super Constellation. The name Seaboard & Western Airlines is at the bottom in silver print. The mate to this card has a red outer border and silver inner border. The rest of the card is the same.



#8

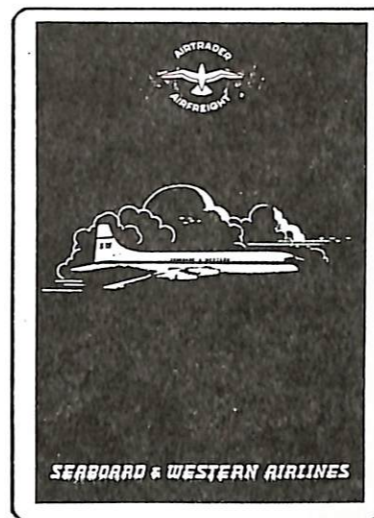


#9. Later came a card showing a CL-44 swing-tail freighter. The card has a white border and gray background. The S&W logo at the top is in black with the words Airtrader and Airfreight, as well as the bird logo, in white. Below the CL-44 is the line: U.S.A.-Europe in black. The CL-44 is in white and black and is set against a background of clouds outlined in white, and the airline name at the bottom is also in white.

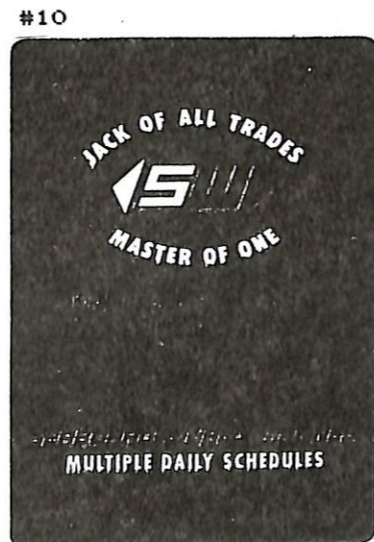
#10. The final card I have from this airline shows the new name Seaboard World. It has a gold background and the printing is in black and white.



#7



#9



#10

FEDERAL EXPRESS

This brings us into the Federal Express family, which is the youngest of all. They came into being on 17 APR 73.

#11. Federal Express issued their first deck of cards between 1978 and 1980. It shows their famous purple and orange logo.

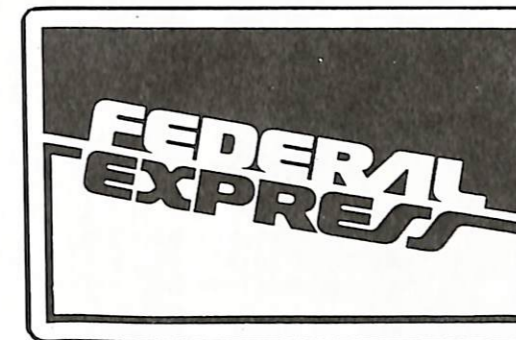
#12. When the airline came up with the slogan "Why Fool Around With Anyone Else?", they issued this deck, with white text on an orange background.

#13. Later they changed the slogan to "It's not just a package. It's your business." The card is on a woodgrain-type background with the purple and orange Federal Express logo. The two lines of text are in black.

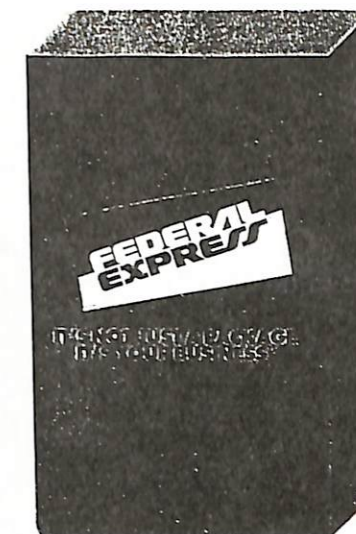
#14. The airline also has a deck for their employees who are going through the LEAP program. LEAP stands for Leadership, Evaluation, Awareness and Process. The white card has the Federal Express logo at the top in purple and orange, while all text is also in purple.

If I have missed any decks of these three airlines (Flying Tigers, Seaboard & Western/Seaboard World, and Federal Express) and you have them, please share them with us. Should you have an extra card or deck, I would be interested in trading with you.

Until the next time. Happy collecting and may your hand be a winning one.



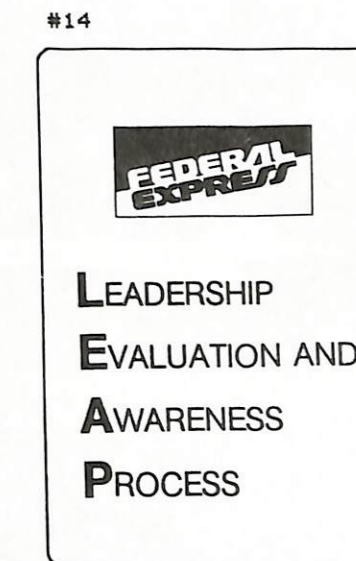
#11



#12



#13



#14



Koninklijke Luchtvaart Maatschappij N.V.

EDITOR SEEKS INFORMATION

During 1946-48, KLM Royal Dutch Airlines issued a special set of playing cards intended to be given only to the airline's business contacts and other VIPs. The cards were manufactured in Holland by a company which is no longer in business.

The aces of this set each depict two KLM aircraft of that period. The set differs from a later set, printed in Belgium, which has aces showing an aircraft and an interior.

Anyone who has either or both sets of these KLM cards, or knows someone who does, is requested to contact the editor, Joop Gerritsma (at the address on the inside front cover of this issue). If possible, please send along a Xerox copy of the back of a card and of the front of one or more of the aces. THANK YOU.



Koninklijke Luchtvaart Maatschappij N.V.

PHOTO LOG

PHOTOS SENT IN
BY OUR READERS

The PHOTO LOG is a new and occasional feature in the CAPTAIN'S LOG.

Readers do send us from time to time photos they have taken at their local airport or around the world. Sometimes these photos have found their way into various articles on the subject.

But more often than not, they do not fit into any article then being planned in the short- or long-term and they just sit there. That is a shame, because the photographer asks what has happened to his/her photos, and no one can enjoy them but your

Editor, who digs them up in his periodic reviews of the editorial filing cabinet and wonders when they will fit in.

Well, from now on I am going to make them fit in. If they cannot be used in an article then in the short- or long-term plans, they will be published just by themselves, in the PHOTO LOG.

Photos by LISA PRAVEL

The first batch of photos came to us from WAHS member Lisa Pravel of Boca Raton, FL.

Lisa is a customer service

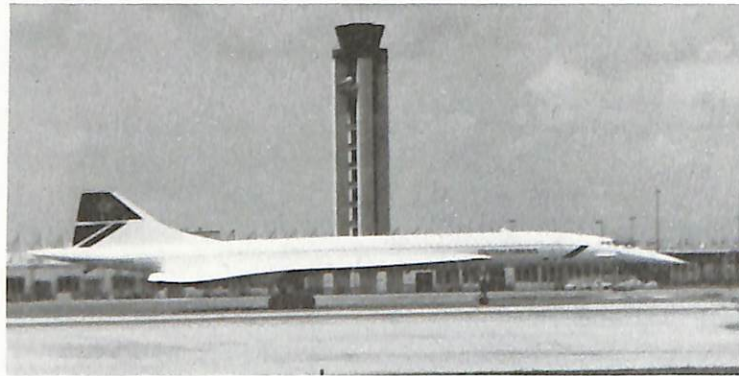
representative for United Airlines at Palm Beach International Airport (PBI).

Her photos show: British Airways Concorde G-BOAC at Miami International (MIA) in various stages of its departure cycle;

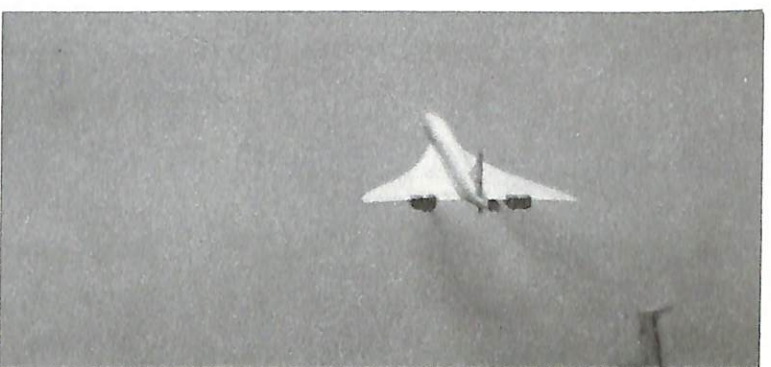
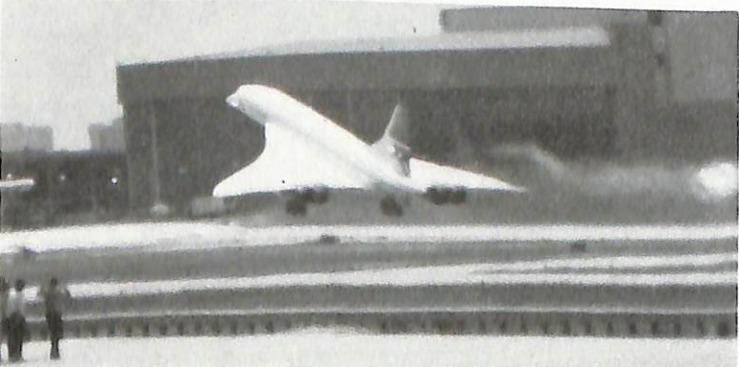
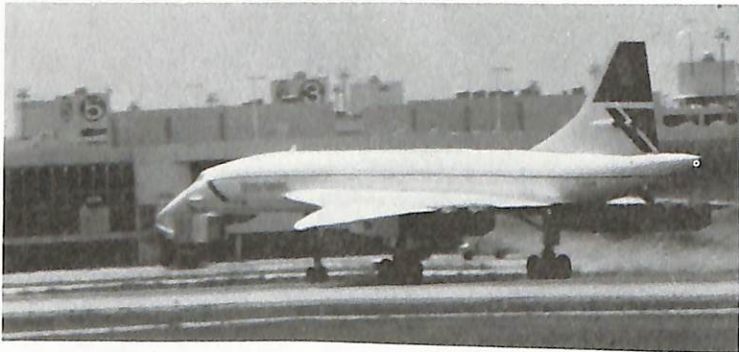
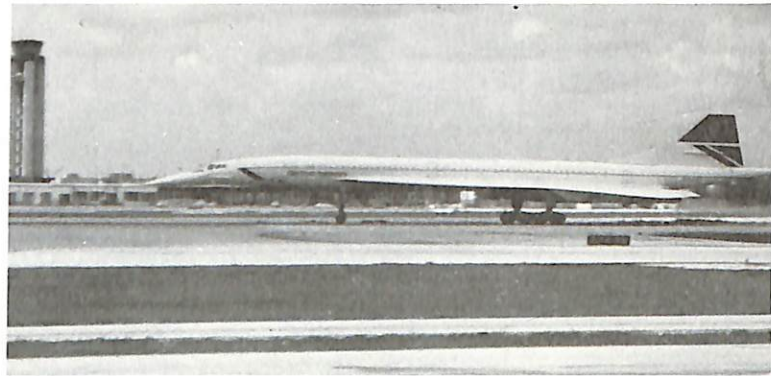
Two shots of Wardair DC-10-30 C-GXRB (C.H. "Punch" Dickins) as seen from the tug at push-back and ready to taxi out. (Wardair will merge into Canadian Airlines International early in 1990 and will disappear.)

American Airlines A300-605R, N80057AA at MIA;

Midway 737, OY-MBW at Fort Lauderdale, FL (FLL).



British Airways Concorde 102, G-BOAC, c/n 204, at MIA.



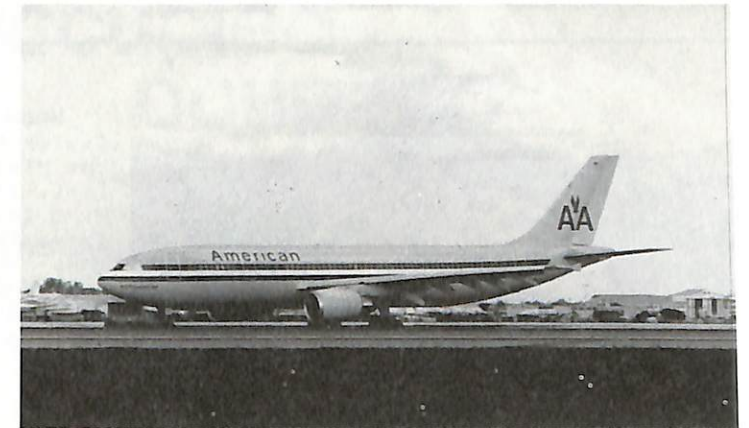
Wardair DC-10-30 C-GXRB, c/n 46976 (C.H. "Punch" Dickins) at MIA.



American Airlines A300-605R, N80057AA at MIA.



Midway 737-2L9 Adv., OY-MBW, c/n 22734, OY-MBW at Fort Lauderdale, FL (FLL).





F/A UNIFORMS OF

By BOB FELD

JETAMERICA



On 16 NOV 81 a new airline inaugurated service from Long Beach, California (LGB) to Chicago, Illinois (ORD) with DC-9-80 aircraft. The airline was Jet America.

Jet America's first female flight attendant uniform (left photo) consisted of a dark-blue body dress and jacket, rose-colored blouse, and rose-colored felt hat with a one-inch (2.5 cm) dark-blue gros-grain ribbon around the hat. Footwear was either navy-blue pumps with three-inch (7.6 cm) high heels or knee-high boots with one-inch (2.5 cm) heels. This uniform was worn between 16 NOV 81 and 05 MAY 84.

As fashion styles changed, so did the uniforms of flight attendants and on 06 MAY 84 two new uniforms were introduced. The first one consisted of a lightweight light-grey jacket and skirt (center photo), white or rose-colored blouse with matching scarf and a rose-colored pillbox hat with a one-inch (2.54 cm) light-grey gross-grain ribbon around the base of the hat. The other uniform (right photo) included a skirt, blouse and scarf in black and red with a red/white diamond pattern. The footwear for both uniforms consisted of medium-blue pumps with three-inch (7.6 cm) high heels. These uniforms were worn until 01 OCT 87, when Jet America Airlines merged into Alaska Airlines and ceased to exist.

The wings for all of these uniforms were of the clutch-back type, burnished bronze with the Jet America logo in the center.

Many years ago the author qualified for membership in the United Air Lines "100,000 Mile Club" and this plaque was presented to him.

WHO CAN HELP???



WASH member Ken W. Taylor has a copy of the plaque shown to the left. It measures 6.5 x 8.75 in. He has no information other than what the text on it says and what is printed in the caption below a photo of this plaque published in the book *Southern Sky Trails*. This book was written by Norman Holland and published by Gazette Printing Co., Montreal, 1944.

Anyone who can provide more details about this plaque and about Norman Holland, please write Ken Taylor at R.R. 7, CALGARY, Alberta, Canada T2P 2G7.

Please send a copy of your information to the CAPTAIN'S LOG, so we can print it for the benefit of all readers. Thank you!

By JEFFREY L. RENS

OCCUPIED, OCCUPE, OCUPADO.

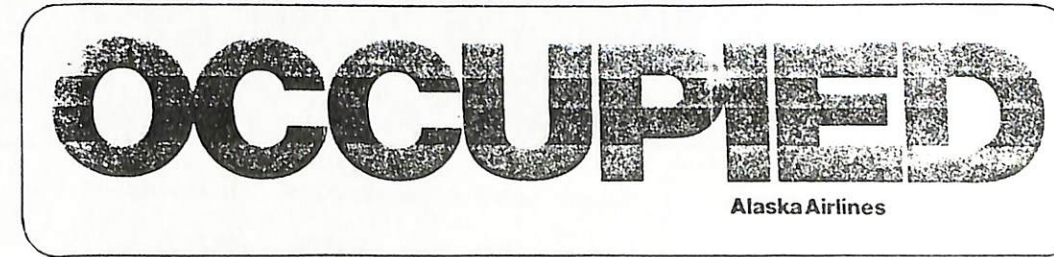
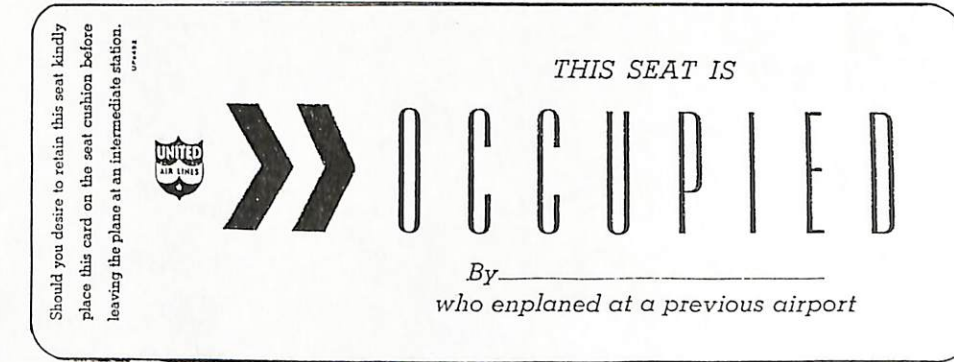
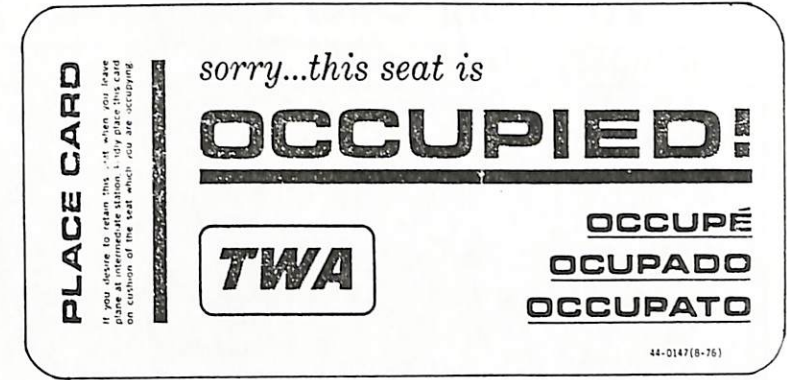
No matter how you say it, it still means: This seat is taken. Most-often the message can be found, and easily disseminated, on colored cards. These cards were once widely used by the airlines and their passengers, and they were around for a long time. The oldest one in my collection dates from the early 1940s. Back in those days, it even had a name reserved for the passenger's name, unlike the standard re-usable cards used not too long ago. One very colorful example used by Republic Airlines in the early 1980s even had the in-flight beverage service listed on the back.

Seat-occupied cards are no longer necessary. They have been replaced by computerized reservations systems and advance seat selections, as well as by the fact few travellers have the time to deplane during those brief stops enroute to their connection city or final destination.

At this time I just would like to end by saying "This PAGE is OCCUPIED by a presentation of several different airline seat-occupied cards."

SEAT

OCCUPIED



IF TWO DRINKS ARE DESIRED, BOTH SHOULD BE ORDERED AT THE SAME TIME.

Johnnie Walker Red Label	Christian Brothers Brandy
J & B Scotch	Tanqueray Gin
Jack Daniels Black Label	Beefeater Gin
Old Fitzgerald	Smirnoff Silver Vodka Martini
Canadian Club	Heublein Manhattan
Smirnoff Vodka	Bacardi Rum
Beefeater Gin Martini	O'Darby Irish Cream Liqueur

COCKTAILS \$2.00 • WINE \$1.50 • BEER \$1.00

PLEASE ACCEPT OUR APOLOGIES IN THE UNLIKELY EVENT THAT YOUR FAVORITE BRAND IS NOT AVAILABLE FROM THE ABOVE LIST. WE MAKE A SUBSTITUTE WITH ACCORDANCE.

COMPLIMENTARY
Soft Drinks Coffee Hot Tea

SPECIAL INFORMATION:
Republic Airlines makes a nominal charge for alcoholic beverages so that only those passengers who desire this service need share in its cost.
Federal Aviation Administration regulations provide that no person may drink alcoholic beverages aboard an aircraft unless he has been served by the airline and no airline may serve such beverages to persons who appear to be intoxicated.
Cocktails are served on all flights—time and load permitting.
We reserve the right to refuse service to any passenger.
No service to persons under 21 years of age.

The way it was in the days of old

The talk about American Airlines service to Toronto, at the AI'89 by Tony Pliszka, reminded WAHS member Jon Proctor of the early contribution his father, the late Capt. Willis Heath Proctor, to this service.

Capt. Proctor was a pilot with Colonial Western Airways and later American Airways and American Airlines, from 1927 until his retirement in 1950. He flew just about every type of airliner operated by his employers, from the tube-and-fabric Fairchild FC-2 to

the Douglas DC-6.

Jon sent us some newspaper clippings from those days. Some are reproduced here, for those who (like your editor) never tire of reading about how it was in the days of old, especially in the language of those days.

+++
(Please bear in mind that these clippings have yellowed over time. I have attempted to restore the text as much as possible to improve legibility. -JG)



Above—Colonial air mail plane. Below—Left to right, Frank P. Little, Willis H. Proctor, Ray Henries, pilots

From BUFFALO COURIER-EXPRESS 10 DEC 27

Apparently Pilot Heath Proctor sent this clipping to relatives or friends. It has several handwritten notations on it, including: "This is the plane I rode in - 110 mi an hour, 3 1/2 mi up, 4:30 min" (top left), and: "Where I sat" under the FC-2, with an arrow and an X to show the exact spot. At the bottom, the words "The pilot" and an arrow point out Heath Proctor's photo.

CROWDS CHEER BUFFALO-TORONTO AIRLINE

By ANNE MURRAY McILHENNEY
With a deafening roar and an angry churning of the waters, the Humming Bird, known in the Indian dialect of Tamigani as Nonokas,

FIRST TRYOUT OVER ROUTE TO CLEVELAND

To make test flight to Cleveland and return to familiarize aviators with course

SIX TO GO ON TRIP

Party will include three of licensed pilots for air mail route

Emergency aid for Santa Claus to be provided by the Buffalo-Cleveland air mail, will have its first tryout tomorrow, when a test flight will be made to Cleveland and return to familiarize pilots with the airway route.

Willis H. Proctor of Buffalo, air corps reserve captain; Frank P. Little of Hammondton, N. J.; and Raymond Henries of Rochester, who were announced yesterday, as licensed air mail pilots over this route, will make the trip. With them will be W. T. Lyman, traffic manager of Colonial Western Airways Inc., E. H. Dietzer, advertising manager of Given's, Inc., and perhaps one other.

Get Plane Tuned Up

Mechanics at the airport were busy yesterday testing out the motor and putting finishing touches to the Fairchild cabin plane now here, one of four to be used daily for carrying mail, express and passengers between this city and Cleveland.

The other three planes will be flown here later in the week from Long Island, where they have just been completed by the Fairchild Aircraft Corporation, the manufacturers.

Mr. Lyman, manager for the company which has the contract for the new air mail service, said yesterday that tomorrow's trip, besides serving as a test flight, was being made because he desired to open offices in Cleveland similar to those he had established in the Staller here.

skipped out over the Niagara River yesterday morning as the clock pointed to 11.05 and took off on the maiden voyage of the passenger air line route of Colonial Western Airways, between Buffalo and Toronto. Just 45 minutes later the giant Sikorsky amphibian, after an exciting and momentous trip filled chockful of scenic wonders, pointed its nose down over beautiful Toronto Island, whizzed by the spar of a sailing boat and taxied up to the Toronto Harbor dock, where smiling Canadian officials, headed by Brig. Gen. Joseph G. Langton, of the harbor commission, held out welcoming hands and extended congratulations on the forging of a new link between the Dominion of Canada and the United States and the definite placing of the Maple Leaf town on the air map.

Crowds Await Start
In both cities the start of the passenger air line service was an event. In Buffalo, crowds hailed the start of the initial cruise, lining the temporary ramp at the foot of Georgia street at an early hour and waiting and watching with interest as workers tugged to get the great airfish loaded.

Passengers for the first flight arrived at the Buffalo starting place promptly at 9.30 o'clock, and nearly 500 persons attended their start.

First Passengers

John W. Van Allen and Henry Sellheimer were among those present to wish the trip success and their sentiments were echoed by the crowds who waved a hearty goodbye as the big air fish started down the runway and out for open water.

Passengers on the maiden trip were: Mr. and Mrs. George N. Crouse of Syracuse, veteran air passengers and first-fighters; Cyrus Coffman, John Daniels, Jr., of the Hotel Statler; H. Ralph Badger and representatives of the Buffalo press, Stephen P. Kane, of the Buffalo Times; Charles Mickey of the Buffalo News, and Miss Anne Murray McIlhenney, aviation editor of the Buffalo Courier-Express.

Piloting the trip was Charles H. Maris, a young flier of the Colonial Western Airways, who has piloted the air mail for quite some time. Maris was named pilot of the cruise by W. Heath Proctor, divisional superintendent of Colonial Western Airways, just a few hours before the start, thereby winning the envy of the flying corps at the Colonial station at the airport for getting the coveted honor of piloting the first ship over the new route.

Mr. Proctor accompanied Maris on the initial trip, staying over in Toronto and relinquishing his place to W. J. Kenyon, ex-marine flyer and mechanic.

INAUGURAL BIG AMPHIBIAN PLANE MAKES QUICK VOYAGE

Covers distance between two cities in 45 minutes flying time

HAILED WITH DELIGHT

Eight passengers carried on first trip are enthusiastic over flight

Start Is Made

At a salute from Proctor, the big flying boat started down the runway and out into the river with the waves from the pontoons splashing high over the lower wings and drenching window panes. The roar increased and a line of white showed beneath the wing pontoons, the motor gave an added spurt and the big cabin plane rose from the waters dripping, and the party was off. Heath Proctor shook some of the spray from his shoulders, opened the forward windows and the blue and silver upholstered cabin became the setting for enthusiastic comments from these argonauts of the air.

The climb of the big ship to 2,000 feet, which was maintained almost throughout the flight, took the party over Canada, and the majestic Niagara and the world immediately became a small place and big buildings and plants built over a period of years, tremendous edifices of industry on the ground, seemed like toy match-box houses from the air.

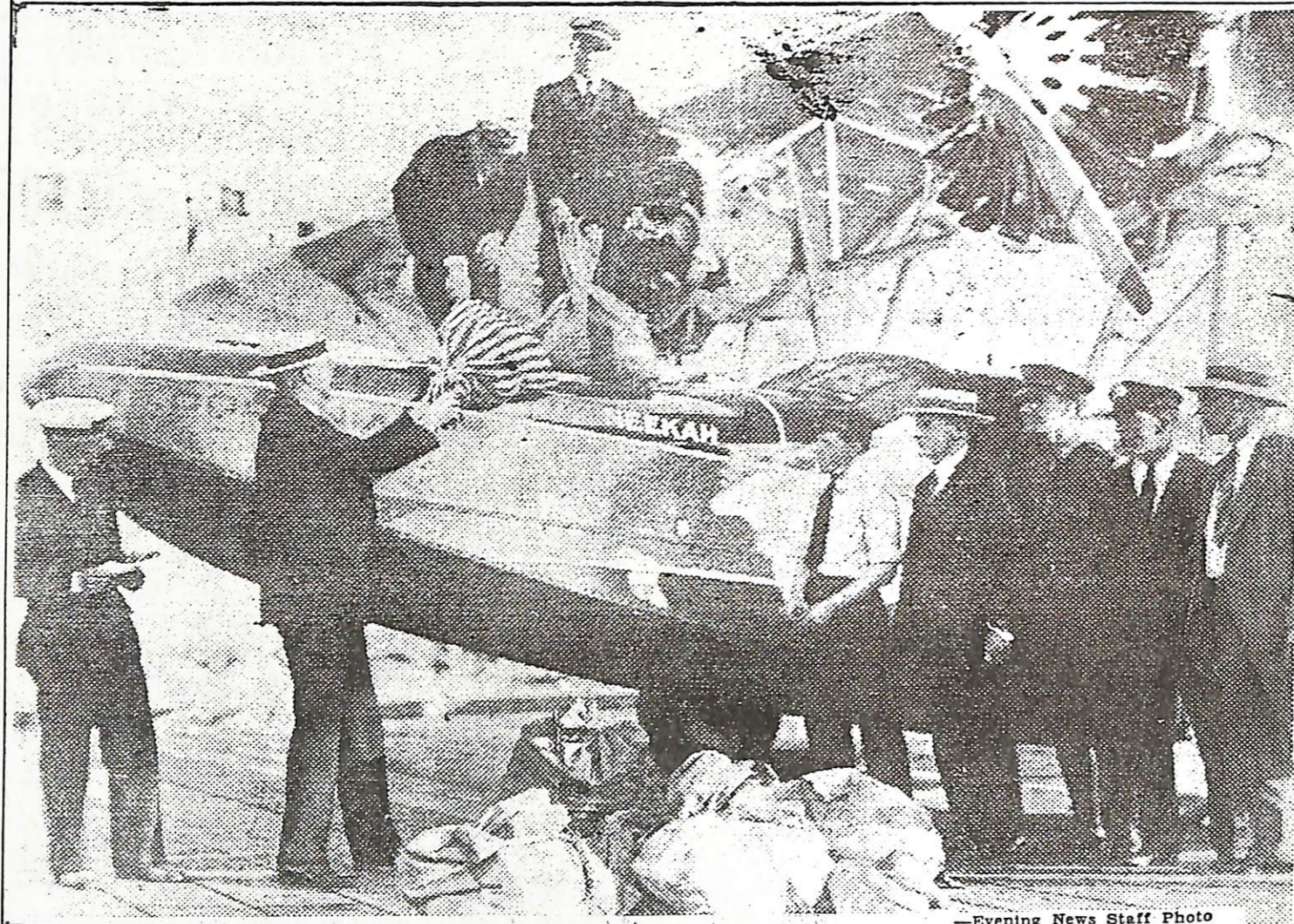
Skies Are Clear

The plane began cruising at 90 miles an hour and within a minute the ship was over Grand Island, although opposite Tonawanda and Bridgeburg, Fort Erie and Buffalo seemed also just underneath. So clear were the skies that it was possible to make out the distant Toronto horizon almost from the start and at Grand Island both lakes, Ontario and Erie, were seen to full extent and hugely admired.

Over Niagara Falls

Niagara Falls then loomed up and Pilot Maris circled to show a full view of the falling torrent and the rapids, and then headed again to

Buffalo-Toronto Mail Plane Ends First Flight



—Evening News Staff Photo

Buffalo's first international air mail line was officially opened Monday evening when 600 pounds of mail matter arrived from Toronto in the Sikorsky amphibian Neekah, being operated by Colonial Western Airways. Standing on the ramp at the foot of Georgia street from left to right: Theodore Schmitt, Colonial official; Robert W. Gallagher, postmaster; W. Heath Proctor, operations manager is handing the postmaster a striped bag of mail; Frank P. Little pilot; James Higgins, mail guard and driver; George F. Forsyth, Toronto mail transport superintendent; Fred W. Kirk, immigration inspector; John P. Wiggins, inspector and Frank E. Longe.

FIRST PLANE ARRIVES WITH TORONTO MAIL

Former Senator's Wife Christens Craft Used on New International Postal Route.

When the Sikorsky amphibian, Neekah, rolled up the landing ramp at the foot of Georgia street Monday evening at 7:15 o'clock, she carried 600 pounds

of mail matter from Toronto—the first international shipment over the Buffalo-Toronto route of Colonial Western Airways. Postmaster Robert W. Gallagher received the first shipment from the hands of W. Heath Proctor, operations manager of Colonial Western Airways and Frank P. Little, pilot of the plane.

The mail was specially stamped and more than 2000 flight covers were received at the Buffalo postoffice commemorating the inauguration of the new line, according to government officials. A number of enthusiastic philatelists in the city last week sent hundreds of pieces of mail to Toronto last week to be mailed to them over the new line on its opening flight.

The Neekah was christened Monday

noon in Toronto by Mrs. G. Howard Ferguson, wife of the Ontario premier, following a reception to government officials, Colonial men and prominent citizens held by Gen. Joseph G. Langton, president of the Toronto Harbor commission.

Several hundred people lined the breakwall at the foot of Georgia street during the official christening ceremonies Monday afternoon. Mrs. James W. Wadsworth, wife of former Senator Wadsworth, shattered the bottle of champagne over the nose of the Neekah.

After the ceremonies, the ship was inspected and several short flights as far as Crystal Beach were made on which a number of prominent persons were guests of the company.

Largest Air Mail Shipment Goes Out of Buffalo

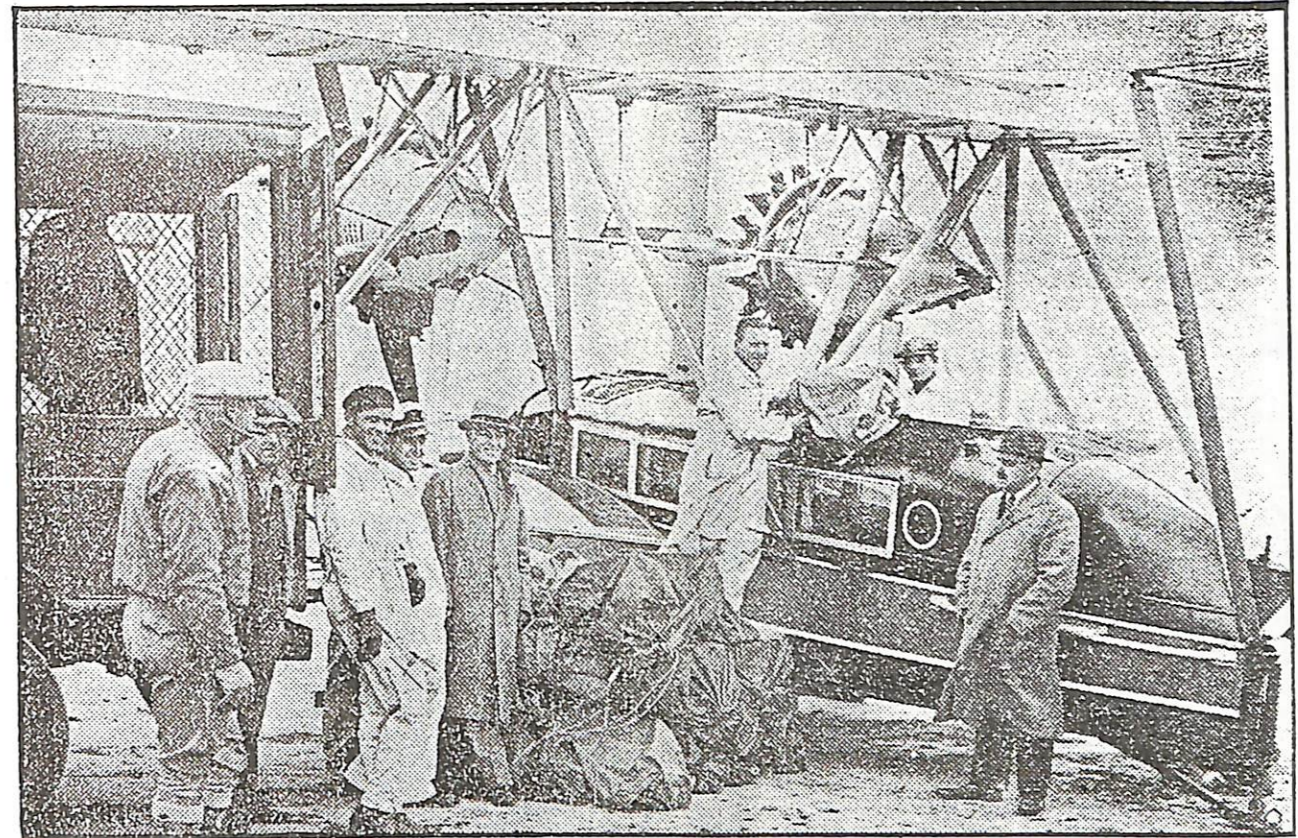


Photo shows W. Heath Proctor handing first sack of record air mail shipment from Buffalo airport to Pilot Charles Maris. Others in the group are George Hedding, Harold O'Connell of the American Lithograph Company and Alonzo Vincent, superintendent of mails.

Planes Carry Record Air Mail Load From Airport

The biggest air mail load ever to go out of Buffalo was dispatched on its way westward at 11 o'clock yesterday when postoffice authorities loaded 67 pouches of advertising material prepared by the American

Lithographic Company aboard three special planes of the Colonial Western Airways, bound for Cleveland. The postage on the load amounted to \$6,500.

The load was to have been much

larger, but some of the circulars were completed earlier than anticipated and they were sent on by express. The mail will be sent to the Pacific coast via National Air Transport from Cleveland and Boeing Air Lines from Chicago westwards.

The load comprised 4,273 pounds and was transported by two Sikorsky planes and a Fairchild 71. W. Heath Proctor, division manager of Colonial Western Airways, and Charles W. Maris piloted the amphibian planes and George Hedding piloted the Fairchild plane.

Radio in Home is Made 'Dinner Bell' by Air Pilot

Mail Flier's Wife Times Meals by Hearing Take-off Signal.

When W. H. Proctor, American Airways pilot, arrives at his home in Cincinnati after the long, but rapid flight from Chicago, by way of Indianapolis, he demands that a hot dinner be ready—and he gets it.

Flying is an appetite stimulator,

and the pangs of hunger sharpened his inventive genius, resulting in a system that guarantees that at the end of his flight he can rush home with full assurance there will be no wait for his noon meal.

The system is simple. All American Airways planes are equipped with two-way radio sets. When Pilot Proctor's plane leaves the ground at municipal airport here, he reports the fact by radio to the Cincinnati office.

In his home, Mr. Proctor has installed a radio set attuned to receive broadcasts from his plane.

Now, when the clock in the Proc-

tor home strikes 11 (10 a. m. Indianapolis time), Mrs. Proctor turns on the radio and listens for her husband's voice.

When she hears him announce his departure, she lights the gas and starts cooking, knowing he will complete the 102-mile flight in less than an hour and reach home with a sharp appetite.

Mr. Proctor, who entered aviation as a World war pilot, has been with American Airways, and its predecessor, the Embry-Riddle line, since Dec. 1, 1927. In all his years of flying, his ship never has been involved in a crackup, he said.

(The Indianapolis Times, 04 OCT 33)
(The photo with this article could not be reproduced because of its poor quality. — JG)

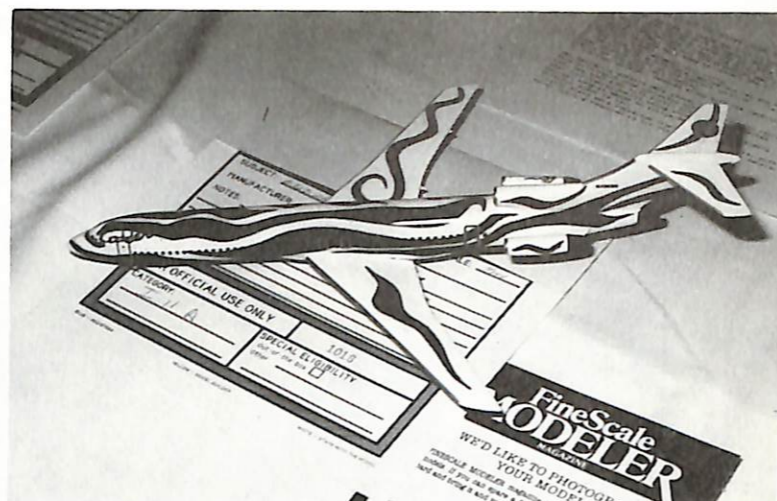
(Buffalo Courier-Express, Wednesday Morning, 09 OCT 29) v

AIRLINE MODELING

by GERRY COLE



1/200 scale Air Niugini A300 by Walt Fink



Braniff/Calder 727 by Marvin Okumura

The photos I promised from the 1989 IPMS national convention in San Diego are featured in this issue. There were about 30 entries in the two airliner classes of the contest. In 1/100 scale and smaller, Charles Krause from Phoenix, AZ, took first place with a TWA DC-3 from the old Starline kit. This was a "sleeper" in that all the added detail wasn't obvious at first glance. Second place went to Illinois modeler Walt Fink's 1/200 scale Air Niugini A300 in the colorful Bird of Paradise scheme. Each color was masked and had been sprayed separately, with copier-produced decals used for the flag and titles. The result was outstanding. Third place was an equally colorful 727-200 in Braniff Calder markings by Marvin Okumura of Gardina, CA. Marvin used the Airfix kit, with a very highly polished finish.

I didn't get the winners in the large-scale airliner class, but 1/72 scale entries included an Air France L-749 Constellation by Pat Trittle, a Northwest L-1049 and Ford 5-AT Tri-Motor by Jeff Thomsen of Galeta, CA and a very pretty DH Rapide in Island Air Services (of Britain) livery by Reed West of Fullerton, CA. In the small-scale vacuum-form models class, Jeff Thomsen entered a very nice Leoman 1/144 scale Boeing 757 finished in Northwest Orient markings.

The next IPMS national convention will be held at the Hyatt Regency Hotel in downtown

Miami, FL, on 17-22 JUL 90. Room rates are \$70 per night, with up to four people per room. To help encourage airline modeler attendance, convention chairman Gaston Bernal has scheduled a tour of the Eastern Airlines simulator rooms and hangars, guided by retired Eastern instructor Capt. Hap Slayden. Of course there will be model contest, vendors, modeling seminars and product demonstrations. Please note that you must be an IPMS national member to attend. Memberships are available from IPMS/USA at P.O. Box 6369 in Lincoln, NE 68506, USA. The cost is U.S. \$22 for adults and \$10 for under age 18. Memberships may also be purchased at the convention.

SOAP BOX

Our editor has asked me to comment on the low turnout in the model contest at the Airliners International '89 convention in Toronto. There were only 34 airliner models and in several classes the competition was between models built by the same person.

Granted, the AI'89 was run concurrent with the IPMS nationals in San Diego. But there is more to the problem than the conflict in dates.

In MAR 88 I drafted a set of proposed categories and contest rules for the annual Airliners International convention. The way in which the categories and rules were set up was based on my experience at both the IPMS and the AI conventions and on discussions with past AI model

contest organizers. A copy of the draft was sent to the people who, I was told, were the AI'89 organizers, with a request for their comments. The proposed rules were also published in the CAPTAIN'S LOG, again with a request for comments and suggestions. Care to guess how many replies I received? None, zero, zip! When I finally received a copy of the actual AI'89 model contest rules and categories about two weeks before the Toronto convention, it was far too late to encourage attendance.

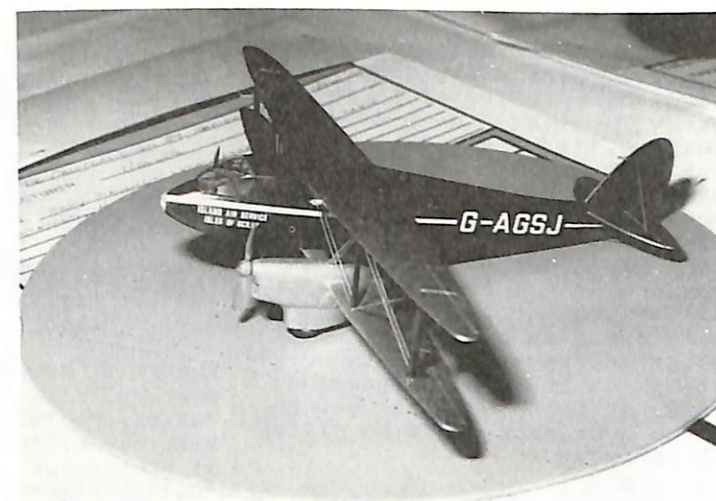
Contrast this situation with the publicity distributed by the sponsors of the 1990 IPMS/USA national convention. A multi-page information package was mailed to both Joop and I in August, just after the 1989 convention. The rules and classes for the IPMS model contest carry forward from year to year, so the modeler knows what classes are available and how they will be judged. All this makes it much easier for your editors to publicize the event and encourage attendance. The modeler will generally go where he or she feels most wanted, and where he or she knows what to expect. After all, transportation and lodging are not cheap. In 1989, when the date conflict forced a choice, a number of airline modelers chose San Diego. I fear that unless there are some changes, history will likely repeat itself.

NEW PRODUCTS

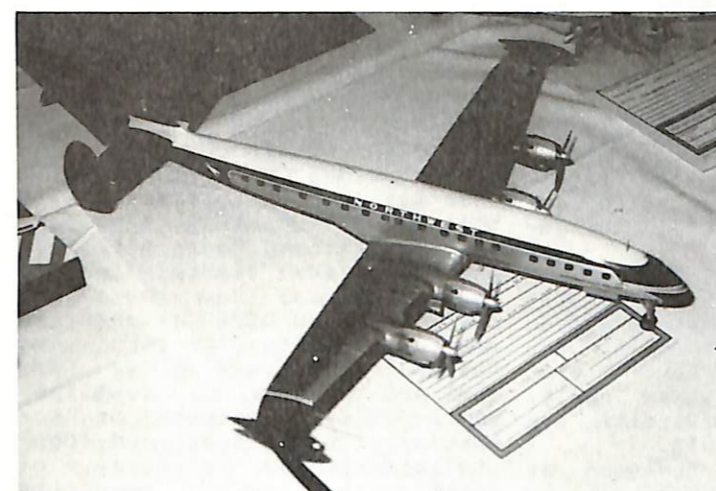
If you have been building



Pat Trittle's Air France L-749
Heller Northwest L-1049 by Jeff Thomsen



Island Air Service Rapide by Reed West
Leoman 1/144 scale NW 757 by Jeff Thomsen



airline models for a few years, you probably remember when a couple of new decals published every six months was average. Well, "smell the flowers," because it has been another great three months for the airline modeler.

Flight Designs has six new sheets, covering a grand variety of subjects in both 1/144 and 1/200 scale. The old Hughes Airwest 727 sheet in 1/144 scale has been redone to include both the DC-9-10 and the -30. Jim Child's attention to detail shows again, as the sheet properly provides different title sizes for both lengths of the DC-9 and logos for either natural metal or yellow tails. The original 727 sheet has not been made totally obsolete, however, as the new version doesn't include the fleet names of FLT001. As with all the new sheets, the 1/144 scale versions are \$5 and the 1/200 versions \$4. Window decals are not included.

The second Flight Designs subject is the Midwest Express

fleet of DC-9s. Again, either a -10 or -30 can be made from the sheet, and it is available in 1/144 and 1/200 scales. Some tricky masking will be required on this color scheme, as the red decal stripe should be placed over the grey bottom, and next to two parallel white decal stripes. This is not a fault with the sheet, but merely a function of the complex stripes on the real aircraft.

The next Flight Designs subject is a personal favorite of mine. Never did I dream someone would do a Wien Air Alaska decal, particularly one for their DC-8-63. However, it is now available in all its deep-blue, white and orange beauty, in both 1/144 and 1/200 scales. Both sheets have complete titles, stripes and orange stabs for the Wien Alaska 737, and titles only for their 727-100, 727-200 and DC-8. If you like cargo doors, 737 vortex generators and gravel kits, this is your sheet. Thank you, Jim Childs, thank you.

For the lovers of modern jet fleets, Airliners America ATP have done American. It takes four different decal sheets, available in both 1/144 and 1/200 scales, but the modeler can now do the DC-10, 727, 737, MD-80, BAe 146, 767, A300, 747-123 and 747SP in the latest American Airlines markings.

The decals are \$5 for the 1/144 scale versions and \$4 for the 1/200 scale ones. Decal windows are not included. Clint Groves has accepted a considerable challenge with these sheets as the white outline and red titles are printed together. While the registration in the five different sheets I purchased wasn't always absolutely perfect, it was definitely acceptable. Clint wisely laid out the decal sheets so that the blue stripes were always printed above the red. In this way, small registration errors between colors don't affect the ability of the modeler to splice the stripes. Other decal manufacturers should take note!

Last, but definitely not least, Airline Hobby Supplies of Canada have delivered three different types of wide-body window decals. All are available in both 1/144 and 1/200 scales, priced at \$3.50 and \$2.50 respectively. The Boeing 767-300 sheet is typical, providing black cabin and cockpit windows, separate silver frames and Boeing 767-300ER titles in black. There are even decals and application instructions for two different 767-300 window configurations. If that weren't enough, silver door anti-chaffing plates are included.

For the Lockheed L-1011, instructions and decals allow you to model either a standard Tri-Star or the short-fuselage -500 series with the same sheet. The Boeing 747 decals has windows for a -100, -200, -300, -400 and SR. Titles are provided for Boeing, the series number and both SR and SP. Some of my 1/200 scale 747 decals had a few segments missing to the silver window frames, but I don't consider that a major problem. Just buy an extra sheet for spares. At the prices mentioned, the sheets are a real bargain.

For those of you who haven't been counting while reading along, that is a total of 20 decal sheets from three different manufacturers. What more could we ask? Would you believe an Evergreen 747 and Northwest new colors A320 and 727 from Flight Designs, and new Air Canada colors decals from AHS? Times are good, folks, so buy them while you can get them. It is your support that makes these sheets possible.

DEPARTURE LOUNGE

Amidst this good news of new products, there came a sinister letter. Rumor has it that a major USA aircraft manufacturer is so concerned with protecting their company name and type style that they have demanded a royalty from anyone using it ... even on model kits.

Now, nobody who flies as often as I do, wants bogus aircraft parts passed off as coming from the real "B" company, but demanding royalties from the toy and model kit manufacturers and distributors seems quite a bit of overkill.

So strong has been the pressure, I'm told, that Revell has dropped plans to make both 737-300 and 757-200 models.

Good modeling!

BOOKCASE

Reviews by JOOP GERRITSMAN

A Pictorial History of Airline Service at DALLAS LOVE FIELD

Author & Publisher: George W. Cearley, Jr., P.O. Box 12312, Dallas, TX 75225, USA (1989). Soft cover, 200 pgs., hundreds of photographs, route maps, logos and timetables. Price: \$22 in USA, \$25 in Canada, \$32 overseas (all in U.S. funds).

In a departure from his well-known airline history books, author and historian George Cearley this time has tackled the history of an airport. And he has done it extremely well. Rather than writing the history of Dallas Love Field in words, Mr. Cearley is letting photographs, maps and timetables, and their captions, do the talking for him.

The history of Love Field dates back to 1917 when the U.S. Army Signal Corps established an Aviation Training School at the site. They named it Love Field, after Moss Lee Love, an early-day Army pilot from Virginia who was killed in SEP 1913.

The Army left at the end of World War I and from that time on, Love Field has seen every type of development in civil aviation in the USA. From the barnstormers of the early 1920s to U.S. mail service in the second half of that decade and on to the modern airline system covering the U.S. today.

But let the title of the book not mislead you. The photos not only show the growth of the airport, but also of the airlines which served it and the aircraft they used. National Air Transport and Braniff, American Airways and Delta Air Service, Universal Air Lines and United Air Transport, plus a good number of lesser known and now forgotten carriers of the early days - they are all here. And so are their aircraft - the Fokkers and Fords, the Boeing 247 and Douglas DC-2, the Lockheed Vega and L-10 and many others.

The photos show how after WW2 the airlines quickly re-equipped with the DC-3 and DC-4, followed by the DC-6 and Convair 240 and their successors.

Do you remember Trans-Texas Airways & Texas International?

HOOD AIRLINES AIR TEXAS

Flight Schedule

SOLAR AIRLINES, Inc.

FLIGHT TIMETABLE



Logos and Lone Star Martin 202A (all this column) from "A Pictorial History of Airline Service at DALLAS LOVE FIELD".

Muse Air (see feature article in this issue)? Central Airlines, Davies Airlines, Hood Airlines, Air Texas, Lone Star Airlines or Solar Airlines? How about the DC-4, DC-6 and DC-7 fleets of American, Delta, Eastern and National? The Convairs of Central and Trans-Texas, Continental's "Golden Viscounts" or the Martins of Lone Star and Constellations and Electras of Braniff? They are all here, in one handy package. For the 1960s thru today, the author has used photographs by many well-known aircraft photographers. I cannot even hope to publish their names here. But I am making one exception: some of my favorite shots in the book came from the camera of Pete Bulban.

Also included are many photographs of the prominent people who travelled through Love Field over the years, from movie stars to presidents.



LONE STAR AIRLINES, Inc.

LOVE FIELD, DALLAS, TEXAS



POWER The Pratt & Whitney Canada Story

Authors: Kenneth H. Sullivan & Larry Milberry, Publisher: Canav Books, 51 Balsam Avenue, Toronto, Ont., Canada M4E 3B6. Hard Cover, 320 pages, nearly 500 photos and other illustrations. Price: \$35 (including postage) from the publisher.

Books about manufacturers of aircraft engines are rare, but if you want a perfect example of what one should look like, POWER is the one.

Pratt & Whitney Canada was established in 1928 by P&W of the U.S. as a sales and repair outlet for its engines in Canada. This part of the book contains dozens of glorious photos of the Fairchilds, Fokkers and all the other early airliners which opened up the air routes in Canada's isolated north. During WW2 the company began building the engines that powered the trainers and bombers, fighters and transports of the RCAF.

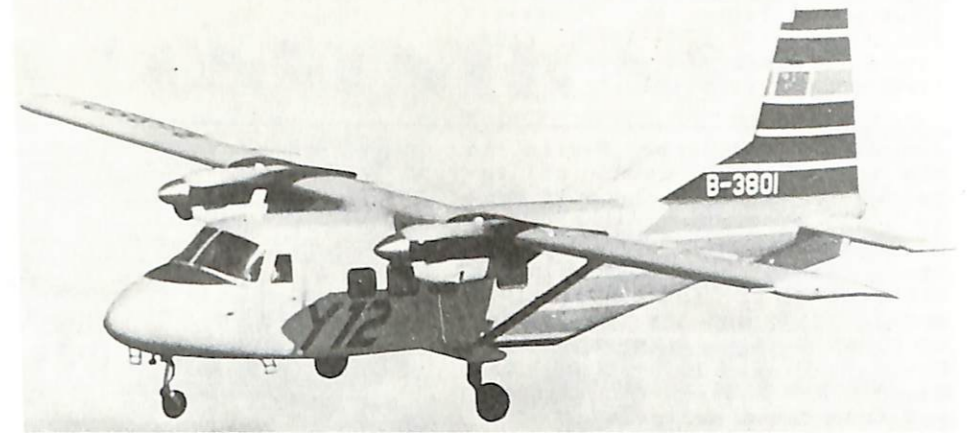
After WW2, P&W engines were used in aircraft such as the world-famous Beaver and Otter bush airplanes. But P&W Canada hit the jackpot when it moved into turbines in the 1950s. It designed the JT-6 jet, put into production by its parent firm, P&W, in Hartford, Connecticut and which powers the military and civil Sabliner and Jetstar VIP transports.

However, it was not until the PT6 light propjet saw the light of day in the early 1960s that P&W Canada began spreading its wings world-wide with an engine of its own manufacture. To date, nearly 100 aircraft types are powered by this engine, from the ubiquitous DHC Twin Otter to the King Air executive aircraft and T-34C U.S. Navy trainer. From many of today's light commuter aircraft to a number of conversions of old prop types such as the Grumman Goose and Mallard amphibians and the Beech 18. The PT6 is also installed in a number of agricultural aircraft and it even powers the Harbin Y-12 of Chinese design.

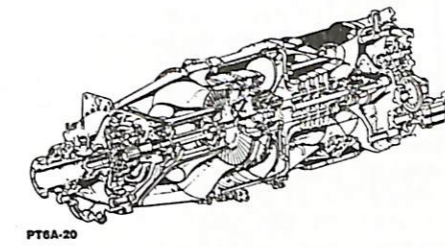
A new generation of P&W Canada propjets, the PW100 series, powers aircraft such as the Fokker 50, BAe ATP, ATR 42 and -72 and the DHC Dash-8.

POWER also contains chapters about the marine applications of P&W Canada engines and its continuing involvement in pure jets with the JT15 turbofan.

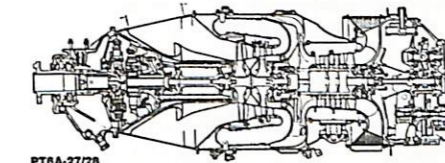
Spinkled throughout the book and nicely breaking up the dry technical details, are plenty of



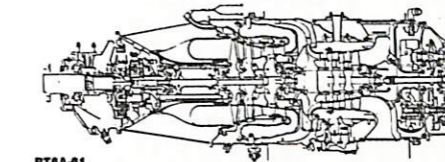
Indigenous Chinese Y-13 utility aircraft. From: "POWER - The Pratt & Whitney Canada Story".



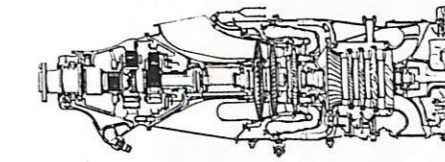
PT6A-20



PT6A-27/28



PT6A-61



PT6A-65

Four versions of the PT6, shown in a variety of technical drawing styles. (P&WC)

PT6A engine. From: "POWER - The Pratt & Whitney Canada Story".

profiles on the people who made P&W Canada what it is today.

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Picture History of AVIATION ON LONG ISLAND 1908-1938

Authors: George C. Dade and Frank Strnad, Publisher: Dover Publications, Inc., New York (1989). Soft Cover, 166 pages,

more than 300 large-format photographs. Price: \$12.95 (in USA).

This is not an airline book per se, but those who have an interest in aviation history in general will find much to enjoy in its pages. I have already spent many enjoyable hours with this book. From the flight of the Frenchman Henri Farman in a modified Voisin biplane on 31 JUL 1908 at the Brighton Beach Race Track in Brooklyn before members and friends of the Aero Club of America, to Jacqueline Cochran and her Seversky racer in the 1938 Bendix Transcontinental Trophy race, the photos give a fascinating overview of man's first attempts to fly and some of the strange contraptions he thought he could do it in (the Geary Circular Triplane of 1911 on p. 24 is a perfect example). The book also recalls the 1920s attempts to cross the Atlantic.

But the authors have also unearthed many photos of particular interest to airline enthusiasts: the Lawson airliner of 1919 and the eight-passenger Curtiss Eagle of 1919, probably the world's only aircraft ever made that was designed to be built with either one, two or three engines. The first Burnelli airliners with their airfoil-shaped fuselages are shown, as are the Bellanca and Fairchilds of the golden 20s. There are photos of the Curtiss Condor transcontinental sleeper airliner of TAT; of the world's first airline "jumbo": the giant Dornier DO-X flying over Manhattan (it once carried 169 people, including 10 crew, 150 passengers and nine stowaways!), and the arrival of Deutsche Luft Hansa's four-engined FW-200 Condor at Floyd Bennett Field after the first successful east-west nonstop

Jon Proctor of the AI'90 Convention committee and Marion Pyles have sent the CAPTAIN'S LOG the rules for the model contest and the photo & slide contest respectively for the Seattle convention. For the benefit of those who are thinking of entering either or both contests, we publish these rules here in a slightly condensed version. (for reasons of space).

PLEASE NOTE: The actual contests are governed only by the official entry rules as authorized by the AI'90 committee and/or the separate contest committee(s) and/or person(s) designated by AI'90 and/or the contest committee(s). In the case of the photo & slide contest, Air Pix Aviation Photos is a designated "person".

AI'90 PHOTO CONTEST RULES

1. Photos and slides must be received at the registration table during Friday afternoon and Saturday morning hours to be announced. Entries are displayed and judged separate from the trading floor. Winning photos to be displayed and winning slides to be projected at the AI'90 banquet.

2. Maximum 3 entries per contestant in each category. No identifying marks other than contest entry number to appear on photo or slide. Entrant must be original photographer.

3. No sweeps allowed: no person shall win all three prizes in any single category. However, entrants may win two out of three prizes.

4. Neither AI'90, contest sponsor, or the WAHS will be responsible for loss or damage to any photograph or slide.

5. Any registered participant of AI'90 can enter except the contest judges.

6. Finalists will know who they are before the banquet, but actual placing will remain secret until the banquet.

PICTURE INFORMATION

Enter a slide or photo of any aircraft in actual airline service. Photos shall not be mounted, except in Salon category and may not be larger than 8 x 12 inches in size. Entrants must fill out a contest entry form for each entry and submit it with that entry.

CATEGORIES

- Color enlargements - three prizes.
- B&W enlargements - 1st place ONLY.
- Photographic slides - three prizes.
- Best Salon Airliner - three prizes. Photos only. May be mounted any way entrant desires. Color and B&W are judged together. NO SLIDES allowed.
- Spirit of Flight - 1st place ONLY. Award to be chosen from entries in A -B-C only. This prize is awarded to slide or photo which in the opinion of the judges best exemplifies the "Spirit of Flight".



RIGHTS

All winning entries will be featured in the CAPTAIN'S LOG after the AI'90. Entering the contest constitutes permission to publish. Winning entries are returned to owners after publication.

SPONSOR

The AI'90 photo contest is sponsored by AIR PIX AVIATION PHOTOS. For entry blanks (as many as you require) and a copy of the rules, send a business-sized, self-addressed, stamped envelope to: Air Pix Aviation Photos, P.O. Box 75034, Cincinnati, OH 45275-0034, USA. Only queries accompanied by an SAE will be acknowledged!

Air Pix Aviation Photos
P.O. Box 75034
Cincinnati, OH 45275-0034
USA

AI'90 MODEL CONTEST RULES

1. Contest open to registered delegates only. One need not be present to enter models or to win. Models may be entered by a proxy on behalf of a registered delegate. Proxy must also be a registered delegate.

2. Delegate may enter any number of models in any category/categories. Each entry must be the sole work of the person under whose name it is entered.

3. The judges and contest chairman are the contest committee. Eligibility of all entries is at the determination of this committee, which reserves the right to make any decisions necessary regarding eligibility should any question arise. Oversized entries, controversial themes and timelines of entries are examples. Contest committee has the final say in category determination of all entries.

4. Winning entries (1st, 2nd, 3rd places) from any previous AI contest not eligible for entry in AI'90.

5. Judging of models by three judges (who are not eligible to enter in contest). Points from 0 to 10 awarded by each judge. Points total will determine placing of model. In a tie, judges will be invited to reconsider their evaluations. If still a tie, contest chairman will cast one point for the purpose of breaking the tie. Level of difficulty of work performed will be considered in breaking tie.

6. Models may be made from any type of material. Judging is based on accuracy, skill in construction, and finish. Consideration shall be given to degree of difficulty in completing a conversion, modification or correction, including hand-made decals or other artwork, and on the quality of the original kit.

7. A major conversion is a significant change to available model kit (i.e. from 747-200 to 747SP, DC-6 to DC-7). Replacing kit markings is not a conversion. Neither is adding or subtracting constant cross section fuselage plugs to

basic kit, nor is adding extra detail to better reflect the kit's prototype. Commercially-available conversion kits, or parts from other kits, may be used. In non-conversion categories, a kit must be made from a commercially available model. It may be converted only by use of different decals. However, it may be corrected.

8. Aircraft of any nation or airline eligible, provided it can be proven the subject, in the given markings, is related to airline history. With exception of "Flights of Fancy", the subject of an entry must have been used in actual commercial airline service (passengers, freight or both) in the markings presented. Aircraft originally developed for military or non-airline use but used in airline service (i.e. Hercules) are eligible. Military aircraft in military markings are not eligible. Contest chairman will make final determination. Entrants should be ready to prove airline status of the model if doubt exists.

9. Entries may be displayed on stands of reasonable size. Bases or stands will not be considered by the judges, except in diorama category. In display model category, a display or ticket counter model is defined as one without gear, on a stand and having uniform gloss finish. Detail is not a consideration in judging this category.

10. No entrant will receive more than one place (1st, 2nd or 3rd) per category, unless there are no other entries or an insufficient number of participants in that category. In the case of insufficient entries, one may win up to three places, provided he/she submitted that many entries in that category. Winners of any regular category are also eligible for special awards.

11. A diorama is defined as one or more models presented as to depict a scene or event. In this category only, detail external to the model and not attached to it, shall be judged as part of

the entry. A single piece of equipment for support of the model, and attached to it (i.e. extended airstairs) will not in itself qualify entry as a diorama.

1st, 2nd, 3rd place awarded in each category, except: first place only in Diorama, Flights of Fancy and Display models.

Two special awards (1st place only) for Best of Show and Best Theme Model.

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THIS YEAR THE "THEME" CATEGORY WILL BE ANY AIRLINER MANUFACTURED BY BOEING.

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The regular categories (with 1st, 2nd and 3rd places) are:

- Propeller: 1/99 scale or larger
- Propeller: 1/100 scale or smaller
- Jet: 1/125 scale or larger
- Jet: 1/126 - 1/149 scale
- Jet: 1/150 scale or smaller
- Major Conversion: all scales & types
- Vacuform/Scratchbuilt: all scales and types
- Diorama: all scales & subjects stock or conversion
- Display Model: all scales & subjects
- Flights of Fancy: all scales and subjects ("Anything goes")
- Junior (14 and under): all scales

Contest entries will be accepted and registered on the following days and times:

FRI 22 JUN 10 a.m.-noon & 2 p.m.-4 p.m.
SAT 23 JUN 9 a.m.-11 a.m.

Please note: AI'90 has taken measures to provide security of all display areas and their contents. However, all participants accept full responsibility for loss and/or damage to their personal property and by entering the model contest, they release AI'90 and the Red Lion Inn, Sea-Tac from all liability.

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

DISPOSAL COMMITTEE

We now have the names of Society members that wish to form the committee that would help those wishing to dispose of members collections. Below are listed the names and addresses of those that will form the backbone of this group. From the correspondence received from those listed, it seems that each of them have had some experience in handling estate sales. If you have any questions at all on disposing of a collection, please contact any of those listed below:

Roger Braatz
116 17th Street, N.E.
Owatonna, MN 55060

Randy Auble
7303 Hiner Lane
Indianapolis, IN 46219

Howard Grant
2805 Sombrero Circle
San Ramon, CA 94583

Roy J. C. Thompson
4635 Woodsorrel Ct.
Colorado Springs, CO
80917

John E. Chivers
22 Rochford Avenue
Whitefield Lancs
Manchester M2S 4PS
England

Between now and the next issue of the LOG we will try to get this group to lay down some rules and regulations on how this group will operate. There are a number of ways that collections can be disposed of, and we all want to see that this is done in an honorable fashion. If you have any suggestions on how this committee should function, please send your suggestions to Roger Braatz, who will be the committee chairman.

INFORMATION REQUEST

A Society member purchased some tapes from a dealer at the Denver convention. This purchase was made via the mail. The member has yet to receive his tapes. Can anyone provide information on a LANCE ROSS? If you know him or how to contact him, please advise Society HQ so we can pass this information on to the member of our Society that has been short-changed. Your co-operation in this matter will be greatly appreciated. Thank you. Paul F. Collins.

AIRLINER'S INTERNATIONAL 90

With this issue of the LOG you will be receiving your registration information for Airliner's Int'l 90. Registration will be handled somewhat different this year so read over the material that you receive very carefully. If you have any questions, please write the convention committee or the Society and we will try to solve any problem you might have. The committee has a number of great things planned so you really don't want to miss the BIG SHOW for 1990! I was at the Red Lion in October and the facilities are just super. I'm looking forward to seeing many of you in Seattle in June.

INFORMATION REQUEST

The Air Line Pilots Association is seeking information on the make up of FLYING TIGERS fleet during the early operations of the company. Anyone knowing the registration numbers of the aircraft that made up the Tigers fleet in the 1940's, please contact ALPA at 535 Herndon Parkway, Herndon, VA 22070. Send attention of Pattie Long. Thank you. You can also call Pattie at 703-689-1948.

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Via Amtrak's EMPIRE BUILDER

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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.

Need to know if your interested in trip by February 15, 1990--NO LATER!!!
Send inquiries to: Paul Collins, 3381 Apple Tree Lane, Erlanger, KY 41018. You can also call me at 606-342-9039 anytime after 6 PM EST.



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

by

Paul F. Collins

Here it is--the final issue of Volume XV of the CAPTAIN'S LOG! We have now finished 15 years of operations, bringing you the best information available on the hobby of collecting airline memorabilia. Twice during those 15 years, we failed to get all four issues of the LOG out to you, which is not bad for a hobby publication that in the main was operated by one person for a good number of years. With the addition of Mr. Gerritsma as Editor several years ago, a number of areas have shown improvement. We are planning on getting all LOGs out on schedule this year. We promise!

This issue of the LOG would have been to you much sooner, but we opt to delay mailing so we could include information on Airliners International 90 with the mailing. This was not an Editorial delay. Joop had the copy for this issue in my hands by the first week in December. It was my decision to wait so we could include the registration information for the annual convention with this issue of the LOG. This should not delay future issues for this year.

As mentioned elsewhere in this issue of the LOG, I visited the 1990 convention site in Seattle in October and I would like to state that the committee for this year could not have picked a better site. This facility is BIG! The floor plan however, is such that vendors will have no problem getting their material into the sales/trade area. You can almost throw a rock onto the airport from the hotel, that is how close we will be. Several fast food establishments are located just across the street from the hotel. Plenty of parking for those driving or using a rental unit. I would be very happy if those of you that are planning on attending Airliners International 90 would make plans to stay at the Red Lion. It may cost you a few more bucks than staying at some of the cheaper chain motels, but the slight additional cost will greatly outweigh the benefits derived. See you in Seattle in June!

The plans for taking a train from Chicago to Seattle are still in the works. I have heard from a number of you and by now you should have received information from me with regards to the cost and other items regarding the trip. If your interested in joining our train party, I need to hear from you right away. Cut off date for signing up for the train trip is February 15. This will not give you much time, so please let me hear from you at your soonest opportunity. See the advertisement in this issue of the LOG for additional information about the trip.

In the last issue, in this column, I mentioned all the work that goes into getting the LOG out to you. I also mentioned that I would like to receive some help in areas that I don't have the time to devote to. The reason I brought all this up was to try to get some of you involved in the operations of the Society. From the response received (none), I guess that I did not make myself very clear on what I was saying. I will try to make it a little bit clearer this time.

Each year at the Airliners International convention we have a Society business meeting. At each of these meetings those attending are asked if they are satisfied with the way the Society is being run and if they would like to make any changes. Of course the answer has always been that things are okay the way they are, don't change a thing. Well things are not okay and there has to be some changes made. The Society is getting to be more than one person can handle with any hope of continued growth and development.

As mentioned in the last issue, there are three areas that either take up a lot of time to do or that there is no time to do, successfully. The handling of memberships/subscribers is a full time job. The last number that I have assigned to a new member is 2443. This means that so far this Society has had 2443 members. If you check the current roster, however, you will see that we have only about 1300 active members. From day one that this Society was started until December 15, 1989 when I am typing this column, we have lost some 1100 members. I have never had the time to go back and find out why those 1100 members dropped out of the organization. Did they stop collecting? Did the Society fail to live up to what that member expected? Did the Society do something to offend the member in some way? I'll never know because there was no extra time to go back to find out why these members never renewed their subscription or membership in the Society. I really worry about this.

A number of members over the years have asked why we do not have color in the LOG. I have never felt that color was a prime consideration for the LOG to be a successful publication. There are a number of good hobby publications on the market that have a color cover but no additional color within the magazine. The reason that I mention this is for those of you that are interested in the LOG having a colored cover is to let you know that it is expensive to have color. One area that could cover the expense of a color cover is to have more advertising in the LOG. I don't have time to solicit advertising. Like memberships, this could easily be a full time job. The LOG is a great vehicle for vendors that sell to the airline memorabilia collector. Slides, post cards, tapes, models, decals, posters, books, paper items, and a host of other items could be sold successfully within the pages of the LOG. It takes TIME to seek out these merchants and try to induce them to advertise their product or service in the LOG. This would be a great job for someone in the advertising field that would like to use their experience in helping the Society.

Another area that would be a full time job to do if the time was available is that of distribution. As mentioned in the last issue, I believe that the LOG is as good a hobby magazine as there is on the market. If we could get about 10 issues of the LOG in just one or two hobby shops in each state in the U.S., that would require us to print an additional 1000 magazines and give us the potential of obtaining 1000 new members. This would not be an easy job and would take the work of a number of Society members to be successful. This is an area where one member could co-ordinate the activities of a number of members across the country.

Basically what I am trying to get across to you folks is that I no longer have the available time to do all that is necessary to operate the Society like I have in the past. I am probably putting more time in now than I have in the past, but there are so many more of you and things to be done that the time just does not stretch far enough. For the Society to continue to grow additional help is needed.

What is needed at this time is for some members to come forward and volunteer their time to help the Society to continue to grow and be an organization that we can all be proud to be a member of. While I am looking for volunteers, I am looking for people that have a desire to work and like to see the results of their work immediately. This will be possible if you bring your time and talents to the aid of the Society. Over the years I have seen a number of organizations become dormant because the membership become lax and waited for the "other guy" to do the work necessary to keep the group going. I hope this doesn't happen with the World Airline Historical Society.

If you would be interested in helping out in any of the areas mentioned in last five or six paragraphs, please write me at Society HQ or give me a call at 606-342-9039 (after 6:00 PM EST). I greatly appreciate the notes that many of you have sent along with your renewals. Joop and I both like to know that you appreciate the time and effort that we are putting in on getting out a quality publication like the LOG. But as you can see from the above, additional help is needed. Any volunteers?

As Joop mentioned in his column, our staff artist, Tom Kalina, has sent in his resignation. Tom is a member of the original staff of the LOG and was sending in drawings for publication in the magazine from issue number two of volume I until the present. For several years we used Tom's drawings as the cover of the LOG. Several of the more impressive ones that come to mind where the Western cover of Vol. II, No 1 (Spring of 1976), the Concorde cover of Vol. II, No 3 (Winter 1976), and the very first cover of Vol. I, No 2 which was the North Central DC-3. Tom really liked to do prop aircraft and I believe that the DC-3 is his favorite. If my memory serves me right I think that he has done at least five DC-3's (including the one enclosed with this issue of the LOG). His DC-9 drawing was a big hit with the folks at Ozark when we did a feature on that carrier. Tom, we will all miss your fine work, but I hope that just once in a while you will be able to find the time to send in a drawing for publication. Your services have been appreciated and hopefully we will be seeing you at a future convention. Good luck and keep the blue side up!

I am happy to report that a good number of renewals have been received since the last issue of the LOG went out. GREAT! With this issue of the LOG, those members whose membership line ends with 15/4 will be receiving their second renewal notice. If you want your name listed in the Official 1990 Membership Roster, you MUST have your renewal in by February 15, 1990. Those whose membership line ends with 16/1 will be receiving their first renewal notice. Anyone with a membership line that ends with 15/3 or less will receive a notice in the mail. Anyone whose current membership line ends with 16/1 or higher will automatically be listed in the Roster. If you have any questions about renewals, please write or call Society HQ and we will be happy to answer any questions that you might have.

There was a nice little article in the Winter 1989 issue of AIRLINERS about the Airliners International conventions written by Jon Proctor. Jon listed all the previous convention sites and something about each one. This was a very interesting article and has produced a number of membership inquiries about the Society. What was very nice about the article was the reproductions of the logos used by the different conventions since 1980. I hope I have a copy of each one, somewhere, for the Society collection of stickers! Thanks Jon for all the kind words!

As stated in the opening paragraph, this issue of the LOG ends our 15th year of operation. I am sure that with the help of some of our members, yet unnamed, the next 15 years will be as interesting and exciting as the first 15! I am looking forward to hearing from several of you in the next month or two. Until then, happy collecting....

Paul
→



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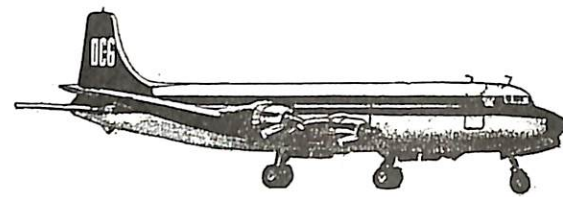


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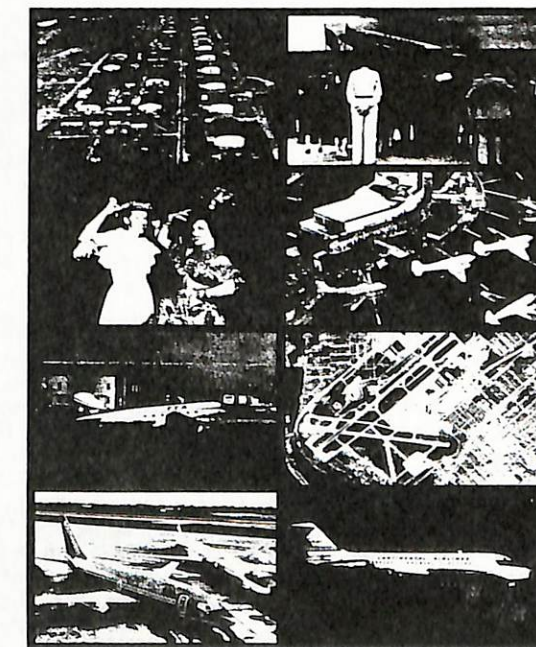
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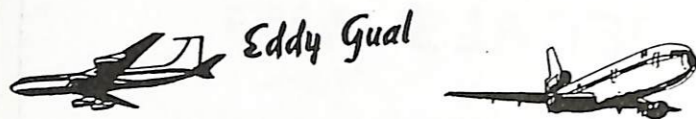
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(continued from page 258)

AIR, LAND, & SEA, 1215 King Street, Alexandria, VA 22310 advises that Presidential Airways, a Washington based airline recently filed for bankruptcy. Many employees have sold them their uniforms and other items. Please write advising your particular area of interest. A SASE will get quick reply on what is available.

AIR, LAND & SEA 1215 King Street, Alexandria, VA 22310 also has a number of models and other items available for the airline memorabilia collector. Models include 1/100 scale EA, TW DC-3's and Connies at \$89 plus shipping and handling. AA, DL, TW MD-88 at \$89 plus S&H, and NW 747-400 at \$84 plus S&H. We accept AX, MC, VISA and personal check. Duane Howard, store manager, states that ALS is your one-stop shopping place for models, kits (old and rare), desk models, Schabaks, Wooster, Air Jet and Atlantic. You will not find another store in the WORLD that offers such a wide range of collectables. Write or phone for more details and information. Write to address above or call 703-684-5118. Tell Duane you read about them in the CAPTAIN'S LOG!

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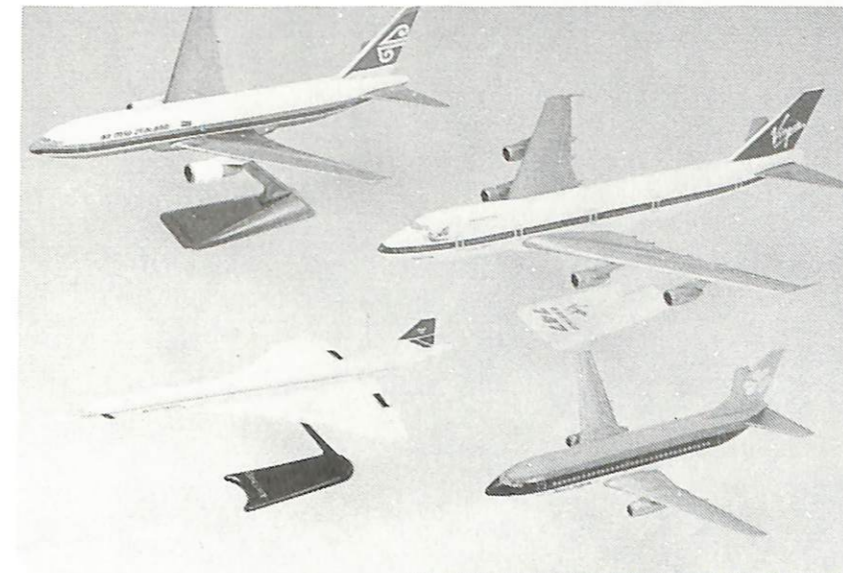
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Paul Collins advises that the following back issues of the CAPTAIN'S LOG are still available. The price is \$12.00 per volume which includes postage and handling in the U.S. Those outside the U.S. and Canada should add an additional \$6.00 per volume for mailing.

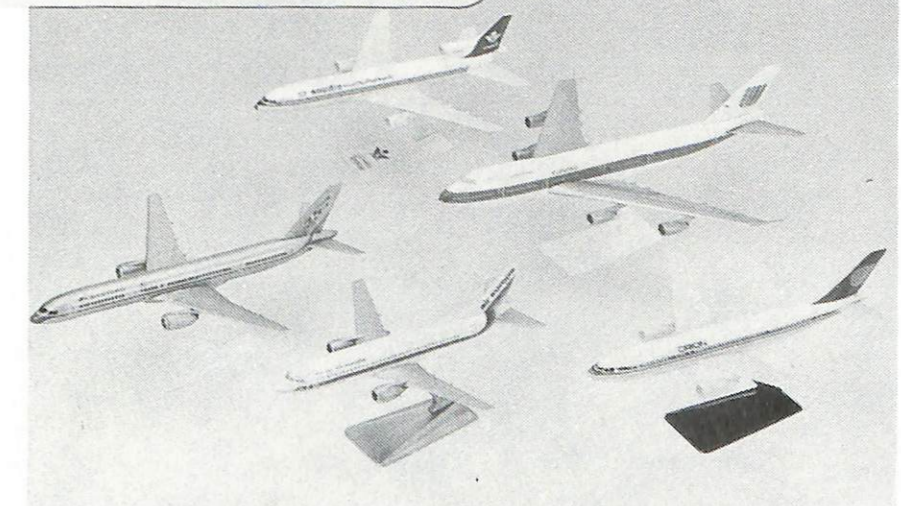
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