

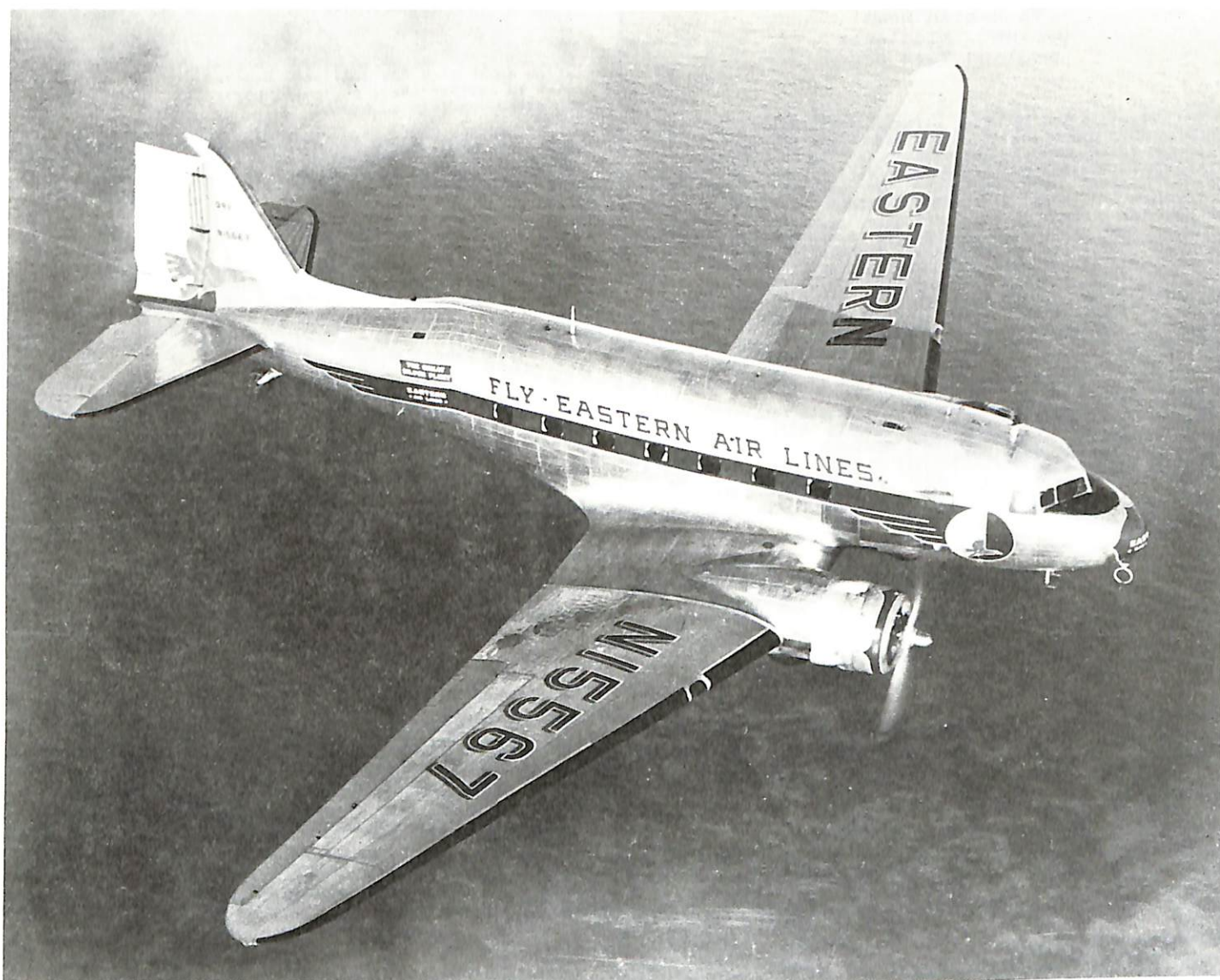


VOL.16, NO.1
MARCH '90



CAPTAIN'S LOG

Airline and Airliner quarterly



The CAPTAIN'S LOG pays tribute to the Douglas Commercials. The final "DC" was delivered last year and McDonnell Douglas has switched to the MD designator for its airliner models. Our cover photo shows the best-known "DC" ever. The DC-3 has had a

greater impact on commercial and military air transport than any other aircraft before and since. N15567, c/n 6342 had been ordered by Delta Air Lines. Completed in DEC 42 as a C-47J for the USAF, she went to Eastern in AUG 49. (Gerritsma files)



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

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

Members must report any changes of address promptly to the WAHS (address above) to be assured of receiving their copies of the CAPTAIN'S LOG. Postal departments in the U.S.A. and many other countries will not forward permit or second-class mail. If we do not have your correct address, you will not receive your CAPTAIN'S LOG. A charge of \$4 will be made to have a replacement copy mailed to you. There will be no exceptions to this charge.

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CONTRIBUTIONS ARE WELCOME

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

DEADLINES AND PUBLICATION DATES

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

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Thank you



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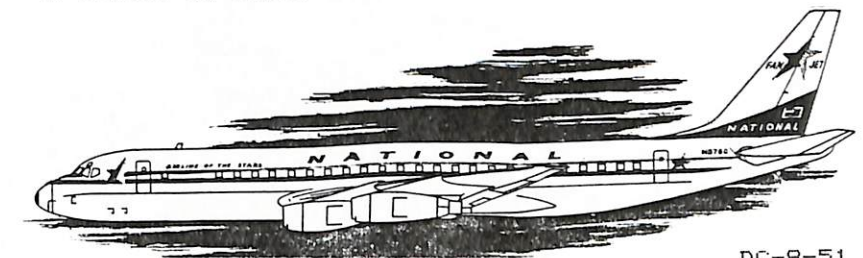
EDITOR: Joop Gerritsma

Readers are reminded that the WAHS and the CAPTAIN'S LOG are both non-profit, all-volunteer organizations for which a few give up much of their spare time so that all will benefit. Your editors (see inside front cover) welcome contributions in the form of copy, information and photographs for inclusion in the CAPTAIN'S LOG. However, no payment can be made for contributions.

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Another one of your editor's favorite DC-3 photos to supplement the one on the cover. More than 10,000 civil DC-3s and military C-47s (plus many other designations) were built in three countries from 1935 to 1945, and the type has been in service in virtually every country in the world. More than 1,000 are still in operation with airlines and the military in many countries. G-AHCZ, c/n 11924, USAF 42-92155, was delivered to the Royal Air Force as FL563 on 16 SEP 43. She went to BOAC as G-AHCZ on 30 APR 46 and to BEA on 04 JUN 46. She was last seen withdrawn from use and in derelict condition at Beirut in 1982. (BEA photo)



DC-8-51

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TAKE-OFF TALK

I find it difficult to think of any aircraft manufacturer who has had a bigger impact on the growth of commercial air transport in the 1930s, '40s and '50s than Donald Douglas. From the mid-1930s to the early 1960s, his "Douglas Commercials" ruled the air routes of the world.

There is virtually no country where not at least a few "DCs" have operated, if only some former military C-47s or Dakotas.

It is therefore sad to see the familiar "DC" designator pass into the history books. It took place last summer, when McDonnell Douglas delivered its last DC-10. From now on, commercial airliners designed and built by the company, will be known by the "MD" designator. We already have the MD-80 and 90 series, evolved from the DC-9, and now there is the new MD-11.

The passing of "DC" was of course expected ever since 1967, when the McDonnell Company took over Douglas Aircraft Company.

The fortunes of Douglas were at an all-time high - or so it seemed. The DC-8 and DC-9 were selling well, military work was plentiful and new programs, both civil and military, were on the drawing boards.

But below the surface and unknown to most, Douglas was going bankrupt with every DC-8 or DC-9 order it received, a victim of its own success. Demand for the aircraft far outpaced the ability of Douglas to build them. But it did not have the money to expand production. Millions of dollars were required to train people to keep the production lines going. That was part of the problem - Douglas did not have that money. The Vietnam War was going on and suppliers of components and sub-assemblies were not able to deliver in time because production of parts for military aircraft had priority over civil work. As a result, deliveries of DC-8s and DC-9s were late. This cost Douglas huge sums in penalties and it caused airlines to withhold their progress payments, leaving Douglas without working capital.

The takeover battle that followed was won by McDonnell. It was the end of Douglas as an independent aircraft manufacturer.

Aviation enthusiasts will never forget Donald Douglas and his "DCs". How can we? The DC-3 is the most-widely flown, most-beloved, best-known transport

Correction:

On the cover of the CAPTAIN'S LOG of DEC 89, Vol.15, No.4, I said by mistake that the last DC-10 was delivered to Ghana Airways. I should have said Nigeria Airways. My apologies!

aircraft ever built. It was and remains a workhorse for more airlines than we will ever know.

With the DC-4 and the DC-6 and DC-7 series Douglas kept up a competitive battle with Lockheed and its Constellation series ... a battle Douglas won in aircraft numbers built. Today there are more DC-4 and DC-6 series still flying than Constellations.

The start of the jet era in 1958 saw Douglas fall behind when it announced its DC-8 after the Boeing 367-80, prototype for the 707 series, had already flown. As a result, the DC-8 was not built in nearly the same numbers as the 707. But Douglas more than made up for this with the DC-9. Orders for this twin-jet outdistanced those for the Boeing 737 by a wide margin for many years. Even now, with the 737 having taken the lead, the DC-9/MD-80/MD-90 follow closely.

The DC-10 outsold its nearest rival, the Lockheed L-1011 Tri-Star, 446 to 250.

The history of Qantas of Australia, by Brian S. Danielson (p.21) underscores once again how aircraft have shrunk our world. Too late to be included in Mr. Danielson's copy, your editor came across the following table, published by Qantas in 1928, showing the time savings of flying over train travel:

Route	By Rail	By air
Charleville-Longreach	4.5 days	4 hrs
Longreach-Cloncurry	3 days	4.5 hrs
Cloncurry-Camooweal	3 days	3.3 hrs
Longreach-Sydney	76 hrs	52 hrs
Camooweal-Sydney	9 days	4 days
Brisbane-Normanton	11 days	68 hrs

Except for Sydney and Brisbane, all places lie hundreds of miles inland, without (at that time) any roads through the vast outback connecting them direct-

ly. These places were all rail-heads, at the western ends of the lines from the coast.

An example: Charleville is about 300 miles (480 km) south-east of Longreach. But travelers from Longreach to Charleville rode the train 480 mi (770 km) east to the coast, then 150 mi (240 km) south, then 450 mi (720 km) west to Charleville.

A Charleville - Longreach ticket cost nearly 20 Br. pounds by rail and just over 8 Br. pnds by air. "The saving in travel time also has a cash value to the majority of passengers," the Qantas booklet states.

It is my sad duty to report that staff artist Tom Kalina has resigned. He says he no longer has the time required to produce the fine pieces of aviation art he believes the CAPTAIN'S LOG and its readers deserve. His last art work, a pen-and-ink drawing of a Sante Fe DC-4, goes with this issue.

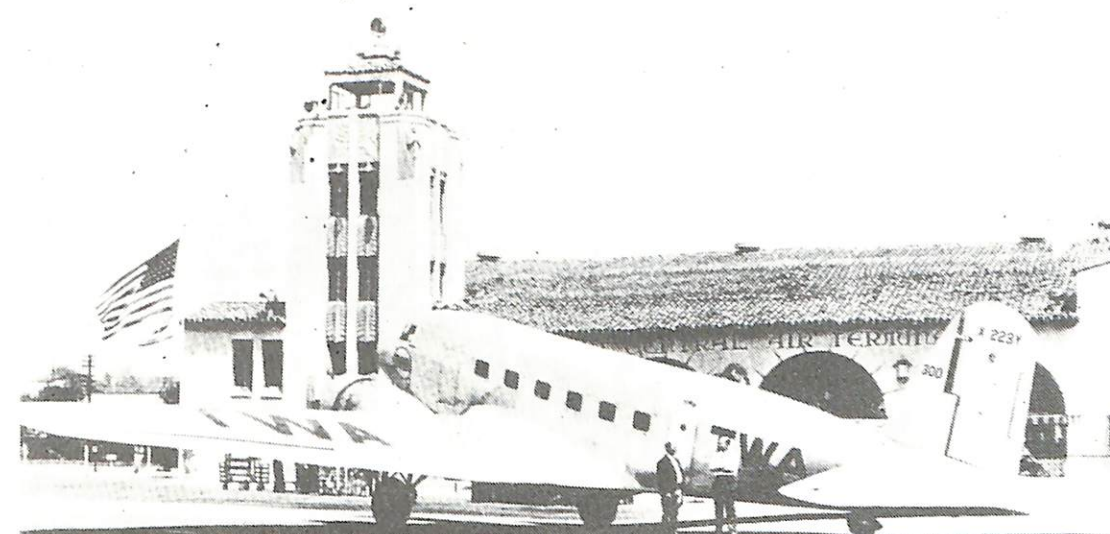
Tom has been with the CAPTAIN'S LOG from its second issue, JUL-SEP 75 and has contributed to virtually every issue since then. Outstanding in my mind are his drawings of the Concorde, Capital AL Viscount, NAT Ford Tri-motor, and several DC-3s. For the first two years, Tom's drawings graced the cover of the LOG. In the Fall of 1977 Paul Collins switched to photographs for the cover and from then Tom's drawings were inserted loose in each issue. Several drawings are missing from their issues in my files. I enjoy them so much, they are pinned to the walls of my study.

I will miss Tom's work and I am sure you will too. A BIG THANK YOU is due him for the many, many hours he has devoted to improving the CAPTAIN'S LOG.

At the same time, I welcome Ron Cole, son of CAPTAIN'S LOG model editor Gerry Cole. He is 20 years old and will enter college as an art major this fall. His first contribution, an AN-2 of the East-German Lufthansa, will be featured in our next issue. More about Ron and his aviation art then.

Joop

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the DOUGLAS COMMERCIALS

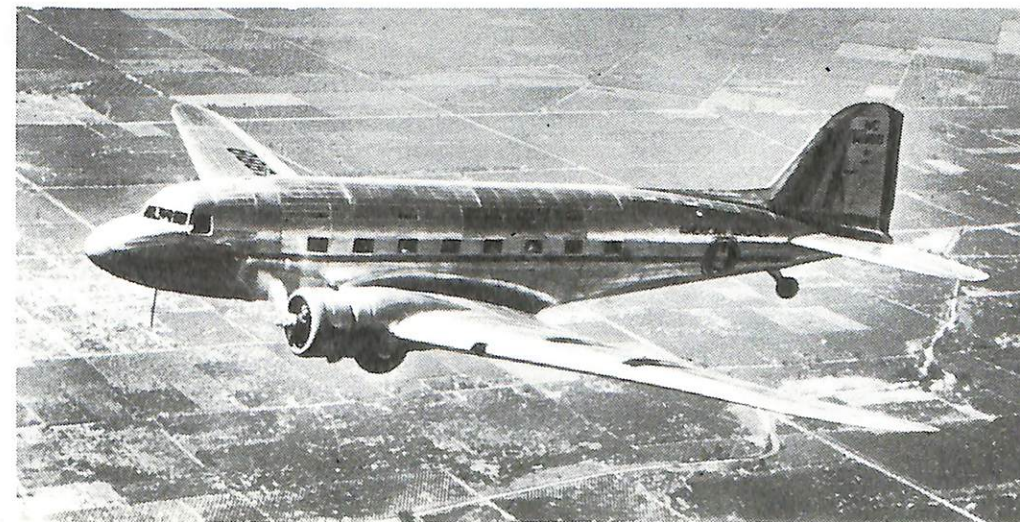
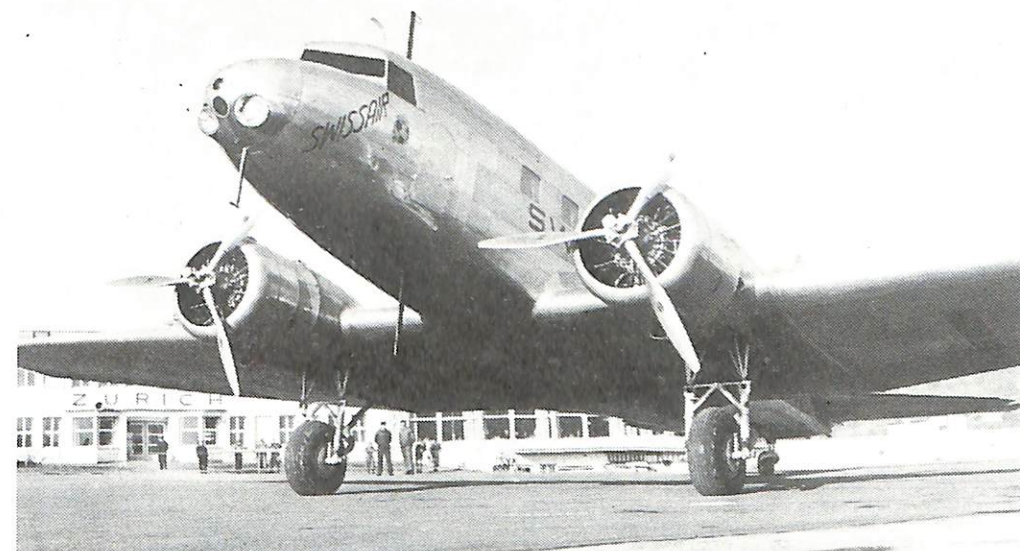
By JOOP GERRITSM

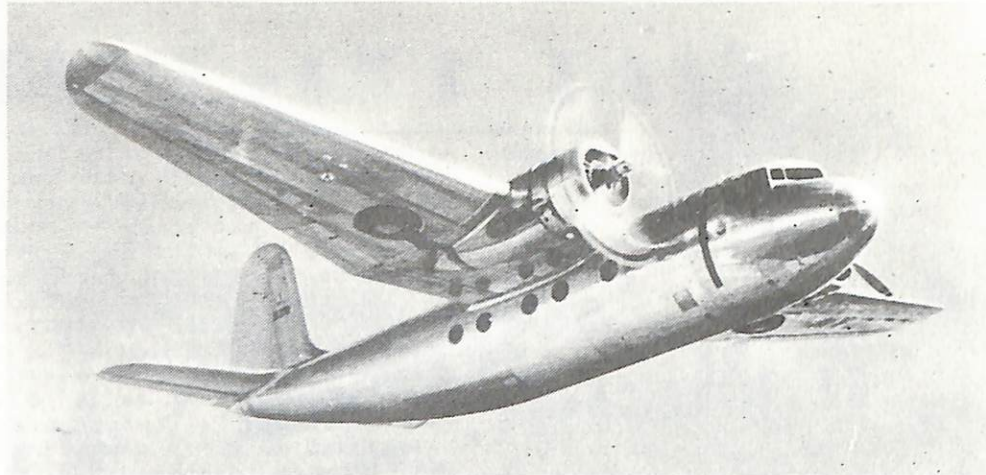
We could easily have filled this issue of the CAPTAIN'S LOG entirely with photographs of Douglas Commercials. There is no end to the supply of such photos from both the industry and from amateur photographers. The most-difficult part has been which photos to select for this tribute.

At the top we show the one and only DC-1, X223Y, c/n 1137, in TWA colors at Grand Central Air Terminal, Glendale, California, in AUG 33, as depicted in a TWA photo on a postcard issued by WAHS member Norm Houle.

The center photo is of a Swissair DC-2 at Zurich. Swissair was one of the first airlines outside the USA to place the DC-2 in service, in DEC 34. It had six and also was the world's longest operator, with the final two sold to South Africa only in 1952. In total, 138 civil DC-2s were built and 62 military versions for the USAAC and U.S. Navy. Five were assembled by Nakajima in Japan from parts supplied by Douglas.

The bottom photo shows NC 14988, the first DST (Douglas Sleeper Transport) for American Airlines. Fitted with 21 day seats instead of berths, the DST became the DC-3 and the rest, as they say, is history. When production ended in 1945, Douglas had built 10,655 in three factories, including military models. Another 487 were built in Japan and more than 2,000 in the Soviet Union.





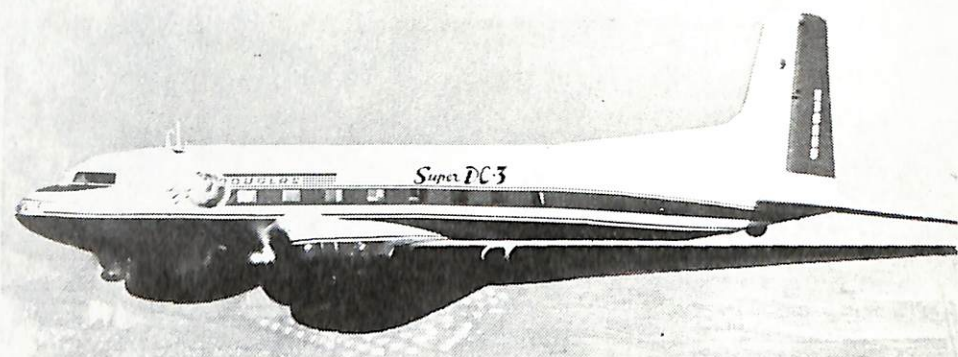
LEFT: The DC-5 first flew on 20 FEB 39. It is the least-known Douglas Commercial. Designed and built by the El Segundo division of Douglas, it seated 16-22 passengers and was intended for operations into and out of small airports. To this end, it had a nosewheel undercarriage. The high wing allowed for a fuselage low to the ground to ease loading. Pennsylvania Central bought 6, KLM 4 and SCADTA of Columbia 2. Only the KLM aircraft were delivered before WW2. Of the others, three were taken over by the U.S. Navy (plus the prototype, NX21701, c/n 411, shown) and 4 by the U.S. Marine Corps.



ABOVE: 42-seat DC-4 of 1942 was smaller redesign of the 1938 DC-4E for 52 pax which had proved to be too large for its time. 24 of the new DC-4A were in production for the airlines, but all were taken over by US War Department as C-54 Skymaster in JUN 42. 1,165 military models were built in WW2 and 79 DC-4-1009 airliner models after. Seaboard & Western's N74644, c/n 10540, was a former USAF C-54B-1-DC.

TOP RIGHT: 1950 attempt to recapture short-haul market, Super DC-3 (DC-3S) was DC-3 with new wings, tail surfaces, and more-powerful engines. It lost out to thousands of war surplus DC-3s and new CV-240s. Capital Airlines was the only buyer, with three, but they did not remain in service long. Total of 105 were converted from C-47 airframes, including the 2 prototypes and 100 for U.S. Navy. Some surplus USN aircraft now fly with cargo charter airlines.

BOTTOM RIGHT: First flown on 15 FEB 46, DC-6 was pressurized successor to DC-4. More-powerful engines and 52 pax seats made it competitive with Constellation. American A/L and United A/L were the major buyers in the U.S., KLM, Sabena, Alitalia and SAS in Europe. Braniff had nine, including N90884, c/n 43108 (shown).



RIGHT: DC-6A Liftmaster freighter was longer than DC-6 by 5 ft (1.52m). First flight was on 29 SEP 1949 and most aircraft built went to USAF and U.S. Navy. PAA operated three (N6258C, c/n 44258 is shown). Other airlines were American 6, Flying Tiger 7 (6 leased to others), KLM 2, Sabena 2, United 7, and various non-sked airlines. Quick-change DC-6C version was sold in small numbers only.

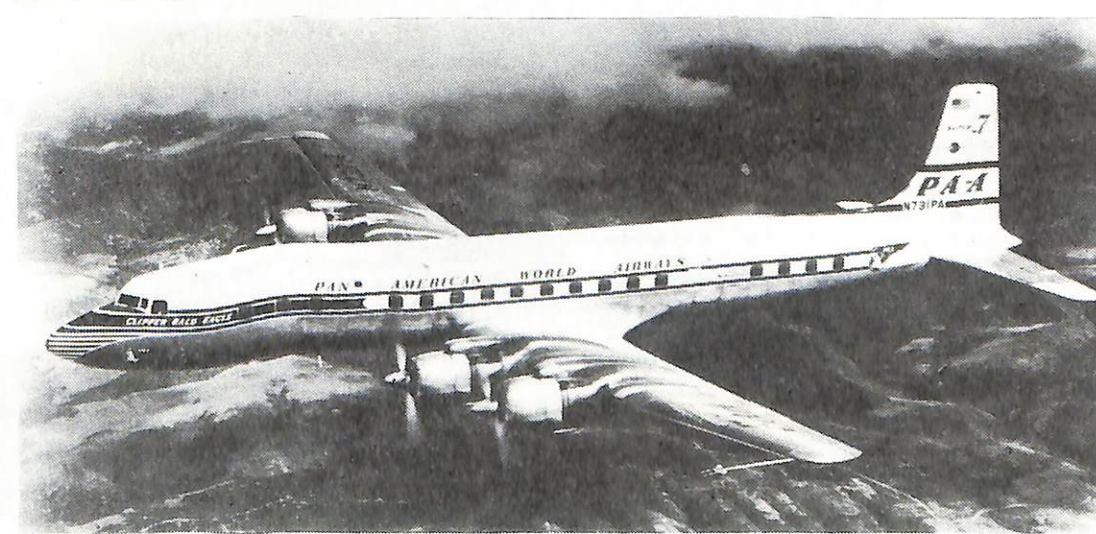
RIGHT: DC-6B was without doubt finest piston-engined airliner ever. A 54-102 pax version of DC-6A, extremely low operating costs made it popular. American (25) and United (45) were first in long list of buyers worldwide. SAS flew the world's first sked Over-the-Pole airline service with DC-6B. (SAS LN-LMO, c/n 43743 is shown.) Many DC-6B were converted to DC-6AB freighters after DC-7/7B/7C came onto passenger runs. Surplus pax DC-6B found ready market with small sked airlines around the world and with charter operators, especially in Europe. Plan to re-engine with Rolls Royce Dart propjets was not carried out. Neither was plan for nose-loading version.



LEFT: The DC-7 as we know it first flew on 18 MAY 57 and was made possible by the development of the powerful Curtiss-Wright R-3550 turbocompound engine. Increased power permitted a further fuselage stretch for 60-95 passengers and more fuel capacity for true U.S. nonstop transcontinental operations. American Airlines ordered 25 to compete against Eastern L-1049 Super Constellations. The DC-7B of 1954 was a long-range version of the DC-7 with extra tankage and higher gross weight, but only the 7 Pan American and 4 South African AW aircraft had the full extra tankage in engine nacelle saddle tanks. Shown is DC-7B N8210H, c/n 45193 of Continental.

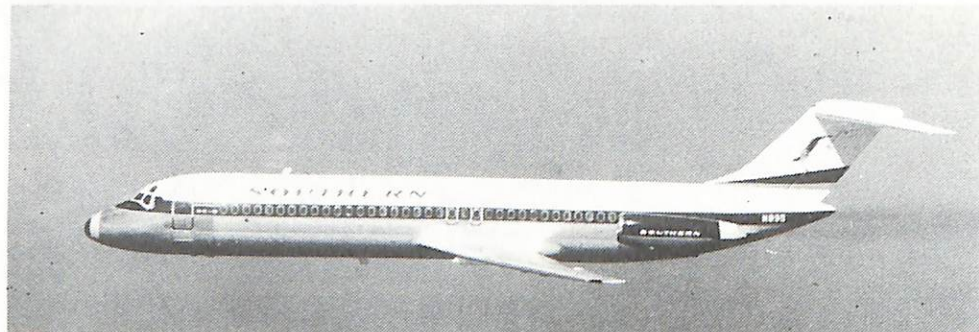
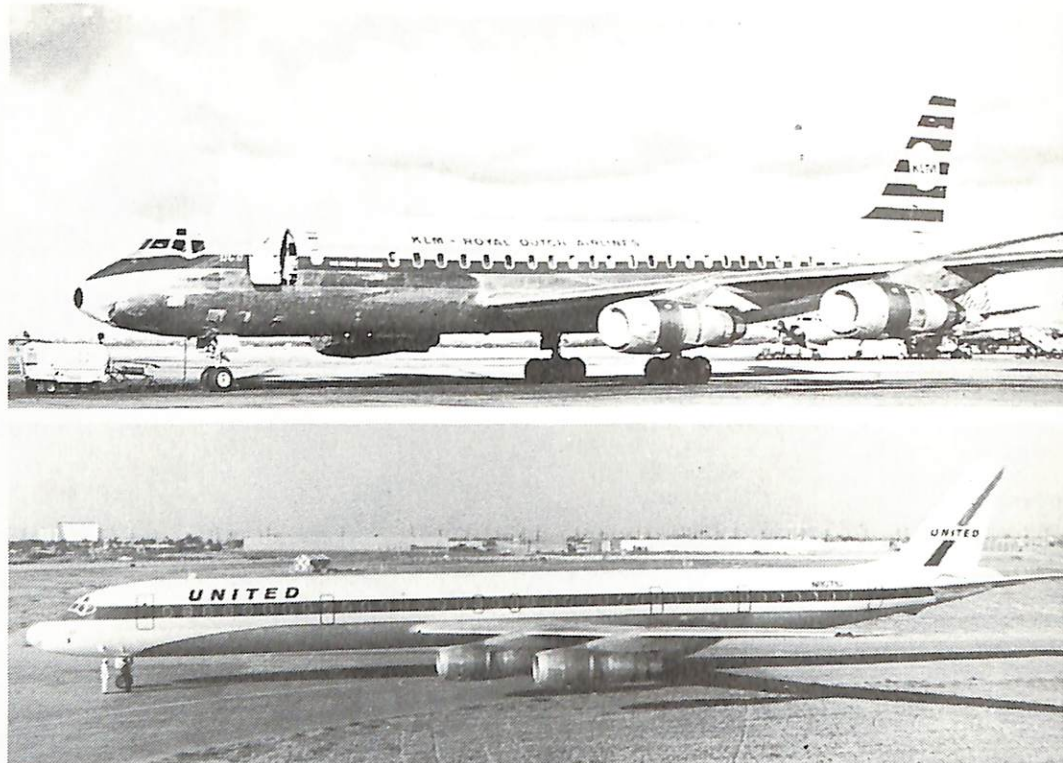


RIGHT: DC-7C returned DCs to primacy on North Atlantic after introduction of later models of L-1049. It was the ultimate stretch of the DC-4 concept. 5 ft (1.52m) section was added between each wing root and the inboard engine to house extra fuel tanks. This was first wing extension since 117ft 6in (35.82m) of DC-4 wing. Fuselage longer than DC-7 by 42 in (1.07m) for 60-100 pax. Taller fin compensates for extra engine power. 121 DC-7C built. PAA (25) placed them on North Atlantic 01 JUN 56. DC-7D with Rolls Royce Tyne propjets did not proceed.



RIGHT: DC-8 was built in more models and sub-models than any other DC-airliner (excluding military models of DC-3, -4). DC-8 Srs. 10 and Srs. 20 are domestic U.S. models, Srs. 30 intercontinental model, Srs. 40 was Srs. 30 with RR Conway engines, Srs. 50 powered by turbofan engines for longer range. Each model has several sub-models. (Shown is KLM Srs.53 PH-DCM c/n 45616

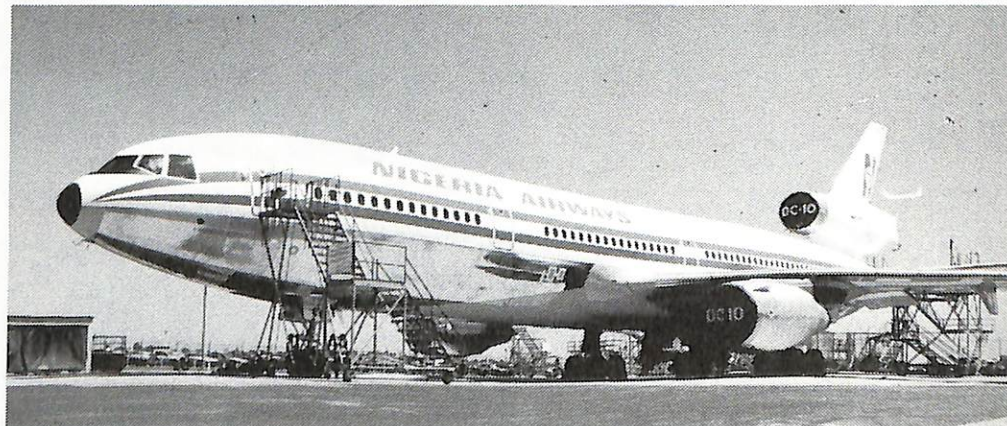
RIGHT: Increased engine power permitted Douglas to stretch DC-8 by 36ft 11in (11.25m) into Srs.61. Srs. 62 had stretch of only 6ft 8in (2.03m), plus greater wing span and refinements to nacelles. Srs. 63 has Srs. 61 fuselage with Srs. 62 wing. Srs. 70 are Srs. 60 refitted with new quiet turbofans. (Shown is United Srs. 61 N8071U, c/n 45811.) DC-8F Srs. 55 is freighter version and many other DC-8 of all series have been converted to freighters in past few years. 556 built.



LEFT: DC-9 was launched in 1963 for short-haul ops. Many models and sub-models exist. Srs. 10 carries 72 pax in mixed-class configuration. More-powerful engines made stretched fuselage models available. DC-9B ("first" Srs. 20) was to have had 9ft 2in (2.9m) fuselage stretch but was cancelled in favor of 97-119 pax Srs. 30 with 14ft 11in (4.6m) stretch and greater wing span. Srs. 40 for SAS had another 6ft 4in (1.87m) stretch. New Srs. 20 was "hot and high" model for SAS with Srs. 10 fuselage and Srs. 30 wing. Srs. 50 for 122-139 pax has another 6ft 4in (1.87m) fuselage stretch over Srs. 40. Srs. 30 was built in largest numbers. DC-9C is convertible, DC-9F a freighter model. Srs.50 was basis for even longer MD-80 (Shown are Srs. 31 N89S, c/n 47042 of Southern and Ghana AW Srs. 51 9G-ACM c/n 47755



RIGHT: Final DC-10, #446, was delivered last year to Nigeria Airways. As with DC-8 and DC-9, several models and sub-models exist. Srs. 10 is basic US domestic model; Srs. 20 is extended range Srs.10 for Northwest AL; Srs. 30 & 40 are models with intercontinental range. Srs. 10 entered service with American AL 05 AUG 71. Srs. 30 is most-widely used. Last DC-10 (shown) is Srs. 30 5N-AUI c/n 48318.



With thanks to Harry Gann and McDonnell Douglas for their help.

AROUND THE WORLD

of Airline Schedules

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George Walker Cearley, Jr.



The entire schedule column in this issue is devoted to a survey of inaugurals of Douglas commercial aircraft from the DC-2 through the DC-10. The article covers U.S. airlines (except in the case of the DC-5), and lists chronologically, date of first service for each aircraft type, and routes initially served on that date. The information included is based upon timetables, OAG's, inaugural advertisements, chronological histories prepared by various carriers, employee timetables, and finally General Schedules CAB including telegrams and transmittals thereto.

DC-2

Airline	Inaugural Date	Route(s) Initially Served
Transcontinental & Western Air, Inc. (As TWA, Inc.)	May 18, 1934	Columbus-Pittsburgh-Newark
General Air Lines	October 15, 1934	San Diego-Los Angeles-Las Vegas-Salt Lake City
Eastern Air Lines, Inc.	November 1934	Newark-Charleston, S.C.-Jacksonville-Miami
American Airlines, Inc.	December 1934	Newark-Chicago; Newark-Dallas
Braniff Airways, Inc.	June 12, 1937	Dallas-Brownsville; Dallas-Kansas City-Chicago
Delta Air Lines, Inc.	March 16, 1940	Dallas-Shreveport-Monroe-Jackson-Birmingham-Atlanta
DC-3 (& DST)		
American Airlines, Inc.	June 25, 1936	Chicago-Newark (DST as dayplane)
American Airlines, Inc.	September 18, 1936	Newark-Memphis-Dallas-Tucson-Los Angeles (DST Sleeper Service)
Eastern Air Lines, Inc.	c. December 22, 1936	Newark-Miami (Stops en route)
United Air Lines, Inc.	January 1, 1937	Los Angeles-San Francisco (DC-3 dayplane)
Transcontinental & Western Air, Inc.	June 1, 1937	Newark-Los Angeles (DST Sleeper)
United Air Lines, Inc.	July 1937	Newark-San Francisco (DST Sleeper)
Transcontinental & Western Air, Inc.	August 15, 1937	Newark-Chicago; Chicago-Los Angeles ("Sky Club" Dayplane)
Western Air Express, Inc.	August 23, 1937	San Diego-Los Angeles-Las Vegas-Salt Lake City
Northwest Airlines, Inc.	March 1939	Chicago-Minneapolis (AA DC-3, NC21716, on lease)
Pennsylvania-Central Airlines Corp.	January 2, 1940	Detroit-Washington, D.C.
Braniff Airways, Inc.	February 3, 1940	Dallas-Amarillo (1st sched) (Previously as substitutions on Dallas-Kansas City-Chicago route beginning January 1, 1940)
C&S	May 1940	Chicago-New Orleans
Continental Air Lines, Inc.	December 22, 1940	Denver-Kansas City
Delta Air Lines, Inc.	December 24, 1940	Dallas-Shreveport-Jackson-Birmingham-Atlanta
Mid-Continent Airlines, Inc.	January 10, 1945	Minneapolis-Omaha-Kansas City-Tulsa; Minneapolis-St. Louis

DC-3 (All Local Service Carriers)

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pioneer Air Lines, Inc.	August 15, 1946	Amarillo-Lubbock-Abilene-San Angelo-Austin-Houston
Monarch Air Lines, Inc.	October 18, 1946	Denver-Colorado Springs-Pueblo-Cañon City-Monte Vista-Durango
Southwest Airways, Inc.	c. November 22, 1946	Los Angeles-Oxnard-Santa Barbara-Santa Maria-San Luis Obispo-Coalinga-Monterey-Santa Cruz/Watsonville-San Francisco
West Coast Airlines, Inc.	December 5, 1946	Seattle-Portland
Challenger Airlines, Inc.	May 5, 1947	Denver-Greeley-Cheyenne-Laramie-Rawlins-Rock Springs-Kemmerer-Salt Lake City
Trans-Texas Airways, Inc.	October 11, 1947	Dallas-Palestine-Houston; Dallas-Brownwood-San Angelo-Fort Stockton; Houston-Victoria-San Antonio-Uvalde-Eagle Pass
Robinson Airlines, Inc.	c. February 1, 1948	Utica-Rochester-Buffalo; Utica-Binghamton-New York; Utica-Albany; Utica-Elmira
Piedmont Aviation, Inc. (dba Piedmont Airlines)	February 20, 1948	Wilmington, N.C.-Fayetteville-Southern Pines-Charlotte-Asheville-Bristol/Kingsport/Johnson City-Middlesboro/Harlan-London/Corbin-Lexington-Cincinnati
All-American Airways, Inc.	March 7, 1949	Pittsburgh-Intermediate Points-Washington, D.C.
Southern Airways, Inc.	June 10, 1949	Atlanta-Gadsden-Birmingham-Tuscaloosa-Columbus, Miss.-Memphis
Turner Airlines, Inc.	November 7, 1949	Chicago-Indianapolis-Cincinnati; Chicago-Indianapolis-Louisville; Intermediate Points
Bonanza Air Lines, Inc.	December 19, 1949	Reno-Carson City-Hawthorne-Tonopah-Las Vegas-Boulder City-Kingman-Prescott-Phoenix
Frontier Airlines, Inc.	June 1, 1950	Billings-Wyoming Points-Salt Lake City; Billings-Wyoming Points-Denver; Denver-Durango; Salt Lake City-Grand Junction; Grand Junction-Albuquerque-Phoenix; Phoenix-Tucson-Nogales-Douglas
Ozark Air Lines, Inc.	September 26, 1950	St. Louis-Springfield-Decatur-Champaign/Urbana-Chicago
Central Airlines, Inc.	Fall 1950	Fort Worth-Dallas-Various Oklahoma Points-Wichita
Lake Central Airlines, Inc.	December 1950	Former Turner Airlines Routes (Name Change)
Wisconsin Central Airlines, Inc.	c. May 1, 1951	All routes, replacing Lockheed 10's
Mohawk Airlines, Inc.	September 28, 1952	Former Robinson Airlines routes (Name Change)
North Central Airlines, Inc.	December 16, 1952	Former Wisconsin Central routes (Name Change)
Allegheny Airlines, Inc.	January 1, 1953	Former All-American Airways Routes (Name Change)
Pacific Air Lines, Inc.	March 6, 1958	Former Southwest Airways Routes (Name Change)

DC-4 (C-54)

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pennsylvania-Central Airlines Corp.	January 15, 1946	Norfolk-Washington, D.C.; Washington, D.C.-Chicago
Western Air Lines, Inc.	January 29, 1946	San Diego-Los Angeles-San Francisco
American Airlines, Inc.	January 30, 1946	New York-Chicago
National Airlines, Inc.	February 14, 1946	Newark-Miami (nonstop)
United Air Lines, Inc.	March 1, 1946	New York-San Francisco
Delta Air Lines, Inc.	c. March 1946	Chicago-Atlanta-Miami; Dallas-Atlanta
Northwest Airlines, Inc.	April 1946	Minneapolis-Chicago; Seattle-Billings-Minneapolis-Milwaukee-Newark
Braniff Airways, Inc.	May 5, 1946	San Antonio-Dallas-Kansas City-Chicago
Eastern Air Lines, Inc.	c. June 1, 1946	Newark-Washington, D.C.-Miami; Newark-Miami; Newark-Atlanta-Houston

DC-5

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Koninklijke Luchtvaart Maatschappij, N.V.	Spring 1940 (c. May 1, 1940)	Netherlands Antilles-Dutch Guiana (Surinam)

DC-6

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	c. April 27, 1947	New York-Chicago (May 20th - New York-Chicago-San Francisco)
United Air Lines, Inc.	April 27, 1947	New York-Chicago-San Francisco
National Airlines, Inc.	July 1, 1947	New York-Miami
Eraniff Airways, Inc.	November 5, 1947	Chicago-Kansas City-Dallas-Houston; Chicago-Kansas City-Dallas-San Antonio
Delta Air Lines, Inc.	December 1, 1948	Chicago-Miami; Chicago-Atlanta-Jacksonville-Miami; Chicago-Cincinnati-Atlanta-Jacksonville-Miami
Slick Airways, Inc.	April 16, 1951	Newark-Kansas City-Los Angeles
American Airlines, Inc.	c. May 1953 (?) (AA timetables list "DC-6 Airfreighter" as early as Mar. 2, 1952)	New York-Chicago-Los Angeles (1953 date coincides with delivery of first AA DC-6A, N90776, May 1953)
United Air Lines, Inc.	April 30, 1956	New York-Chicago-San Francisco
Northeast Airlines, Inc.	January 20, 1957	New York (LaGuardia)-Miami (Passenger service)

DC-6B

United Air Lines, Inc.	c. April 11, 1951	New York-Chicago-San Francisco (Date coincides with delivery of first DC-6B, N37549, so may be after April 11th)
American Airlines, Inc.	April 29, 1951	New York-Chicago-Los Angeles
National Airlines, Inc.	November 1952	New York-Miami
Western Air Lines, Inc.	January 1, 1953	Los Angeles-San Francisco-Portland-Seattle
Northwest Airlines, Inc.	November 16, 1953	Seattle-Portland-Honolulu
Eastern Air Lines, Inc.	c. July 1, 1957	New York-Miami; Boston-Miami; Philadelphia-Washington-Miami (No service at this time to Puerto Rico or Bermuda with DC-6B's)
Capital Airlines, Inc.	February 7, 1960	Rochester-Buffalo-Miami; Grand Rapids-Lansing-Cleveland-Miami

DC-7

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	November 29, 1953	Los Angeles-Idlewild
National Airlines, Inc.	December 15, 1953	Idlewild-Miami
Delta Air Lines, Inc.	April 1, 1954	Chicago (Midway)-Miami
United Air Lines, Inc.	June 1, 1954	Idlewild-San Francisco

DC-7B

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pan American World Airways, Inc.	June 1, 1955	Idlewild-Paris-Rome
Eastern Air Lines, Inc.	c. July 1, 1955	Idlewild-Miami
Continental Air Lines, Inc.	April 28, 1957	Chicago-Denver-Los Angeles
Delta Air Lines, Inc.	June 22, 1957	Same routes as Delta's DC-7's
National Airlines, Inc.	November 4, 1957	Idlewild-Miami

DC-7C

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pan American World Airways, Inc.	June 1, 1956	Idlewild-London Idlewild-Paris-Rome
Braniff Airways, Inc.	October 20, 1956	Dallas-Chicago; Dallas-New York (Newark)
Northwest Airlines, Inc.	April 28, 1957	Seattle-Anchorage-Tokyo-Okinawa-Manila

DC-8

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Delta Air Lines, Inc.	September 18, 1959 (DC-8-11)	Idlewild-Atlanta
United Air Lines, Inc.	September 18, 1959 (DC-8-11)	San Francisco-Idlewild
Eastern Air Lines, Inc.	January 24, 1960 (DC-8-21)	Idlewild-Miami
National Airlines, Inc.	February 18, 1960 (DC-8-21)	Idlewild-Miami
Pan American World Airways, Inc.	April 24, 1960 (DC-8-32)	Transatlantic and Transpacific Routes
Northwest Airlines, Inc.	July 8, 1960 (DC-8-32)	Idlewild-Anchorage-Tokyo (Haneida)

DC-9

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Delta Air Lines, Inc.	December 8, 1965 (DC-9-14)	Atlanta-Memphis-Kansas City; Atlanta-Birmingham-New Orleans; New Orleans-Dallas; Dallas-Shreveport-Jackson-Birmingham-Atlanta
Bonanza Air Lines, Inc.	March 1, 1966 (DC-9-14)	Las Vegas-Los Angeles; Reno-Las Vegas-Phoenix; Salt Lake City-Phoenix
Trans World Airlines, Inc.	March 17, 1966 (DC-9-14)	Dayton-Chicago-Kansas City; New York-Cleveland-Indianapolis-St. Louis-Kansas City; Chicago-Kansas City
Hawaiian Airlines, Inc.	April 1, 1966 (DC-9-15)	Honolulu-Hilo; Honolulu-Maui-Hilo
Continental Air Lines, Inc.	April 10, 1966 (DC-9-14)	Dallas-Lubbock-El Paso; Dallas-Albuquerque
Eastern Air Lines, Inc.	June 1, 1966 (DC-9-14)	Miami-Atlanta-Nashville-St. Louis; Miami-Atlanta-Memphis
Ozark Air Lines, Inc.	July 8, 1966 (DC-9-15)	St. Louis-Peoria-Chicago; Chicago-Waterloo-Sioux City-Sioux Falls; Chicago-Springfield-St. Louis
Allegheny Airlines, Inc.	September 1, 1966 (DC-9-14)	Pittsburgh-Philadelphia-Hartford; Pittsburgh-Philadelphia-Washington, D.C.
West Coast Airlines, Inc.	September 26, 1966 (DC-9-14)	Pasco/Kennewick/Richland-Yakima-Portland-Eugene-San Francisco; Spokane-Seattle
Trans-Texas Airways, Inc.	October 30, 1966 (DC-9-14)	Dallas-Houston; Dallas-Beaumont/Port Arthur-Houston; Dallas-Houston-Baton Rouge-New Orleans
Northeast Airlines, Inc.	January 1, 1967 (DC-9-15)	Boston-New York
Southern Airways, Inc.	June 15, 1967 (DC-9-15)	Atlanta-Dothan-Eglin AFB; Atlanta-Huntsville; Atlanta-Columbia-Charleston, S.C.
North Central Airlines, Inc.	September 8, 1967 (DC-9-31)	Duluth-Eau Claire-Madison-Chicago; Minneapolis/St. Paul-Eau Claire-Stevens Pt.-Green Bay-Chicago; LaCrosse-Madison-Chicago; Port Arthur/Ft. William-Duluth-Green Bay-Chicago; Duluth-Chicago; Minneapolis/St. Paul-Eau Claire-Stevens Pt.-Green Bay-Oshkosh-Chicago

DC-10

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	August 5, 1971	Chicago-Los Angeles
United Air Lines, Inc.	August 14, 1971	San Francisco-Washington (Dulles)
National Airlines, Inc.	December 15, 1971	New York-West Palm Beach; New York-Tampa-Miami; New York-Miami
Continental Air Lines, Inc.	June 1, 1972	Los Angeles-Denver-Chicago
Delta Air Lines, Inc.	November 22, 1972	Ft. Lauderdale-Atlanta
Northwest Airlines, Inc.	December 16, 1972	Minneapolis/St. Paul-Milwaukee-Tampa
Western Air Lines, Inc.	June 16, 1973	Minneapolis/St. Paul-Los Angeles-Honolulu
Pan American World Airways, Inc.	January 7, 1980	Former National Airlines Routes
Air Florida	April 3, 1981	Miami-London
Aloha Airlines, Inc.	December 14, 1984	Honolulu-Guam
Eastern Air Lines, Inc.	c. July 2, 1987	Miami-Buenos Aires

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POST CARD CORNER

by WILLIAM DEMAREST

This time around we are going to focus on postcards of the DC-Douglas Commercial series of air craft. Now that the last DC-10 has been delivered and the MD-11 has made its first flight, we won't be seeing anymore DC-aircraft being built.

Therefore, I present you in this issue with some choice examples of DC-"Golden Oldies" for your enjoyment.

++++

As you can see from the airline-issue section, much of the latest batch of new postcards seems to be coming from Boeing 747-400 operators. Let us hope the airlines will continue to produce postcards for us.

As always, the commercial publishers have been busy with the printing presses, grinding out new cards for us. I have tried to present a detailed listing here. If you know of any other cards, please let me know.

In previous issues I have discussed various ways of storing postcards and of obtaining new ones for your collection. If you have any other hints, please be sure to let me know as well. I am sure your fellow collectors will make good use of any experience you have gained the hard way during many years of collecting.

Happy collecting!



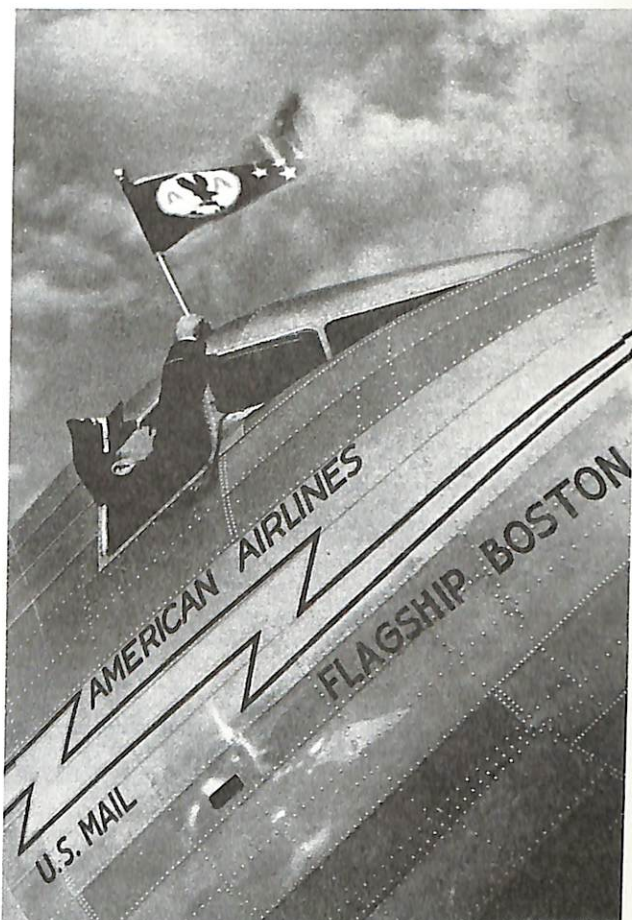
PLACE ONE CENT STAMP HERE

A DOUGLAS B-LINER AT BROWNSVILLE, TEXAS, WHERE BRANIFF AIRWAYS MAKES DIRECT CONNECTIONS TO AND FROM ALL LATIN AMERICA

The Flag you've seen distinguishing American Flagships is patterned on the U.S.N. Admiral's flag. And that's appropriate... American's personalized service makes everyone aboard feel like an Admiral.

I have moved again.
My NEW ADDRESS is:
William M. Demarest
Sugartown Mews Apts.
0-508
DEVON, PA 19333, USA.

IN FLIGHT with the Flagship Fleet of AMERICAN AIRLINES, Inc.



LEFT PAGE:

- DC-2 NC13727 c/n 1253. Delivered to Braniff (from TWA) in AUG 34. BN fleet no. 407
- AA "Flagship Boston", DC-3-208 NC17336 c/n 1961. Delivered JUL 37.
- Braathens SAFE DC-4 LN-HAT "Norse Skyfarer" c/n 10358 (ex-USAF C-54A-15-DC). Delivered to SAFE in 1947.



THE STAR

National Airlines' premier flight. STAR and Starlight service between New York, Florida and Havana — including the exclusive Starlight Lounge, luxurious two-abreast seats, and delicious meals served on your own individual table.



FLIGHTDECK Postcard Checklist 01/90

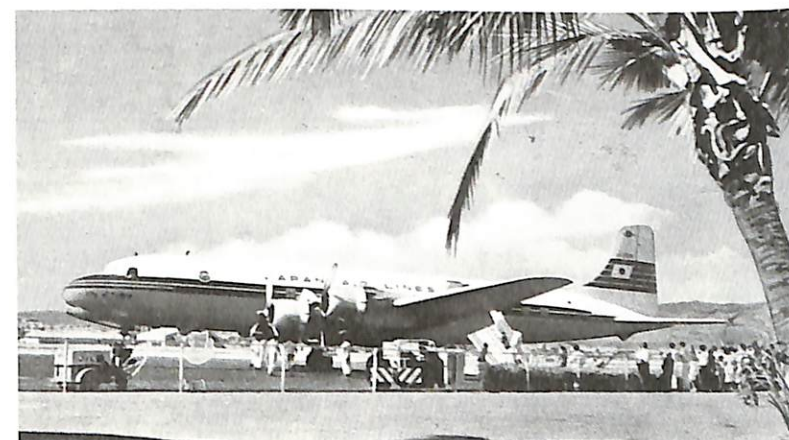
- | | | | |
|--------|--------|-------------|---------------------|
| 01 o/p | G-000B | 757-28A | Air 2000 |
| 02 o/p | G-BFZL | Viscount | Manx Airlines |
| 03 o/p | LX-LCV | 747-123 | Caribbean A/W |
| 04 o/p | EC-BQV | DC-9-32 | Iberia |
| 05 o/p | C-FGWD | A310-304 | Wardair |
| 06 o/p | N356D | L-188A | TPI Int'l A/W |
| 07 o/p | SP-LWA | AN-26 | LOT Cargo |
| 08 o/p | G-BWDM | SD-360 | Capital A/W |
| 09 o/p | LX-GCV | 747-121 | Lionair/Orionair |
| 10 o/p | G-BKMS | 737-208 | Amberair/Diamond |
| 11 o/p | G-DLCA | 146-200 | Loganair |
| 12 Ltd | F-ODSA | ATR 42 | N.F.D. |
| 13 o/p | F-BPPA | Super Guppy | Aeromaritime |
| 14 o/p | G-BLQA | Viscount | BAF Freightmaster |
| 15 o/p | HB-IHE | DC-10-30 | Swissair |
| 16 o/p | B-BNGL | 737-3Y0 | Intereuropean |
| 17 o/p | N284AT | 727-22 | B.A./Am. Transair |
| 18 o/p | CS-TET | 737-2K9 | Air Atlantis |
| 19 o/p | G-BNSA | MD-83 | Brit. Island A/W |
| 20 o/p | G-SCTT | Herald | Channel Express |
| 21 o/p | 9V-TGN | L-1011 | BWIA |
| 22 o/p | G-OJSY | SD-360 | Business Air |
| 23 o/p | G-KKUH | 737-308 | Air 2000 |
| 24 Ltd | G-BLKE | 737-3T5 | Britannia Airways |
| 25 | G-UIET | Bae ATP | Manx Airlines |
| 26 | G-BRWN | G.1 | Aberdeen Airways |
| 27 Ltd | N281GW | 727-247 | Air Malta |
| 28 Ltd | G-UKLA | 737-4Y0 | Air UK Leisure |
| 29 o/p | XT-BBF | 707-328C | Naganagani |
| 30 Ltd | PH-KLH | Fokker 100 | KLM |
| 31 Ltd | C-FCRN | DC-8-52 | Crownair |
| 32 o/p | N602FF | 747-124 | Air Europe (Lsd) |
| 33 Ltd | YU-ANX | 737-281 | Aviogenex/Tower Air |
| 34 | N766BE | L-1011-1 | Hawaiian Air |
| 35 | LN-NPB | 737-2R4C | Busy Bee |
| 36 | C-FBEG | 767-233ER | Air Canada |
| 37 | G-OJET | 146-100 | Manx Airlines |
| 38 | VR-HKL | 707-321C | Air Hong Kong |
| 39 | 9V-SMC | 747-412 | Singapore Airlines |

- FMC:
001 o/p G-BJZD DC-10-10 Cal-Air
002 CCCP82005 AN-124 Aeroflot

Aircraft of Yesterday series:

- | | | | |
|--------|--------|-----------|-------------------|
| 01 o/p | G-AZTG | 707-321 | Dan Air |
| 02 o/p | G-SURE | BAC1-11 | Air Manchester |
| 03 o/p | TF-VLC | 720-047B | Britannia Airways |
| 04 o/p | G-ANCF | Britannia | Invicta Int'l |
| 05 o/p | G-BIMA | A300-B4 | Laker Airways |
| 06 Ltd | 7D-YKA | H5748-256 | Air Malawi |
| 07 | C-GTAL | 707-351 | Transair |
| 08 | EC-DCN | Caravelle | Hispania |

(Ltd = Limited) 13



"City of Tokyo," one of Japan Air Lines' fleet of DC-6Bs peacefully rests her gigantic wings at Honolulu International Airport. The land of palm trees and blue sky is the major stopping point on JAL's world-famous Route of the "Pacific Courier."



LUXURY 5-SEAT CLUB LOUNGE

New DC-7B CONTINENTAL CLUB COACH

CHICAGO KANSAS CITY DENVER LOS ANGELES

Continental's Club Coaches offer "Gold Carpet" service: Hot "Country Club" meals, at moderate cost, with a choice of 4 entrees... Spacious Club Lounge... Reserved Seats... Stag Smoker Lounge... cocktails at moderate cost... radar-equipped DC-7Bs on every flight... at coach fares. It's luxury air-travel at low cost.



Atlantis DC-8 with "fake" registration D-ADER. Atlantis operated Srs.32 D-ADIR and Srs. 63CF D-ADIX, 'IY and 'IZ.

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

xxxx

AIRLINE ISSUES
 Air Nova BAE 146, fr if long card
 Air N.S.W. Fokker 50, co if over SVD,
 data on reverse

Asiana 737-400, co fl if md, from rear
 British Midland 737-400, co fr if
 737-400, co fl if
 BAE ATP, co fl gr

Cathay Pacific 747-400, co dr il
 head-on view. Card reads:
 "The shape of wings to come."
 CSA IL-62, co fl if "OK-CSA" on tail.
 TU-154M, co fl if "OK-CSA" on tail
 Hapag-Lloyd 737-200, 727-100, A310, co
 gr, combi shot

Icelandair 727-200, co fl if
 737-400, co fr gr

Japan Air Lines 747-400, co fl if nc
 767-300, co fr if oc

KLM 747-400, fr if oversized
 Korean Air 747-400, co fl if nc

Lufthansa 737-300, co fr if nc
 747-200, ab co fr if nc
 747-200, co fl if nc from afar
 747-200, co fr if nc
 747-400, co fr if blank back,
 printed in Buenos Aires

747-400, co fr if nc above
 A310, co fr if nc clouds
 A310, co fr if nc above clouds

DC-10, co fr if nc, from below
 DC-10, co fl if nc

Malaysia 747-300 co fl if ml nc
 747-400 co dr fl if nc

Malev TU-154, co fr gr nc
 737-200, co fl if nc of tail

Virgin Atlantic 747 co fl gr, night view
 747-200, co fl gr, at
 ZAS Egypt MD-11 co dr fr if sunset
 MD-83 co dr fr if

With special thanks to:
 Pavol Bencik, Evanilton Costa,
 William Pain, Rick Neyland,
 Pratap V. Kriplaney, Stephane
 Tallefer, Allan van Wickler.

FLORIDA AVIATION HISTORICAL SOCIETY
 In addition to the three postcards
 mentioned in CAPTAIN'S LOG 14/3, the
 FAHS now also has a color postcard of a
 replica of a 1914 Benoist Airboat. All
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 34635.

AEROPRINT
 128 SAS 767-383(ER)
 129 Scanair DC-10-10
 130 Braathens SAFE 737-405
 131 Holstrom Air Dornier 228-200
 132 SAS 767-383(ER)

AVIMAGE
 88 Thai Airways Int'l Bae 146-300
 89 Trans World Express ATR 42-300
 90 Fuerza Aerea Mexicana 757-225
 91 Air Transat L-1011
 92 Cubana TU-154M
 93 Heavylift Cargo 707-351C
 94 Air Mauritius 767-23B(ER)
 95 Malev TU-154B-2
 96 Manx Airlines BAE ATP
 97 Sabena Caravelle 6N

BUCHAIR CARDS (1989 series)
 B901 Ryanair ATR 42-300
 B902 Air City Caravelle 10B3
 B903 Air France Concorde 101
 B904 Air Charter A300B4-203
 B905 American Airlines A300-605R
 B906 Martinair A310-203C
 B907 TAP Air Portugal A310-304
 B908 Air Inter A320-211
 B909 LOT Poland AN-24
 B910 Aerolift Beechcraft 1900C-1
 B911 Air Seychelles 707-324C
 B912 Ariana Afghan 727-113C
 B913 Federal Express 727-2S2F

B914 Aviogenex 737-2K3
 B915 United Airlines 737-322
 B916 Air UK Leisure 737-4Y0
 B917 Iberia 747-256B
 B918 Korean Air Cargo 747-2B5F
 B919 Swissair 747-357
 B920 Syrianair 747SP-94
 B921 Odyssey International 757-28A
 B922 Varig 767-241(ER)
 B923 All Nippon 767-381
 B924 Austral BAC One-Eleven 521FH
 B925 Air Saint-Pierre HS 748-232
 B926 British Airways BAE ATP
 B927 Aliblu Airways Jetstream 31
 B928 TNT/Pan Air BAE 146-200QT
 B929 Binter Canarias Casa CN-235-10
 B930 Mount Cook Airlines Cessna A185F
 B931 Avensa Convair CV-580
 B932 Avesca Curtiss C-46D
 B933 Aerotaca DHC-6-300 Twin Otter
 B934 Markair Dash-7-103
 B935 Air Ontario Dash-8-102
 B936 Air Guadeloupe Dornier 228-202
 B937 Aires EMB-110P1 Bandeirante
 B938 Air Littoral EMB 120RT Brasilia
 B939 Sunshine Aviation Fokker F-27-200
 B940 Austrian Air Services Fokker 50
 B941 Alinord Fokker F-28-1000
 B942 Inter-Canadian Fokker 100
 B943 Interflug IL-62M
 B944 Air Gabon L-100-30 Hercules
 B945 STAF L-188CF Electra
 B946 Saudia L-1011-385-1 TriStar
 B947 El Dorado DC-3C
 B948 Northern Air Cargo DC-6A
 B949 ASA-African Safari DC-8-63
 B950 Kenya Airways DC-8-71
 B951 Unify Express DC-9-15RC
 B952 Air Djibouti DC-9-32
 B953 Aero Lloyd MD-87
 B954 ZAS Airline of Egypt MD-82
 B955 Lufthansa DC-10-30
 B956 Air Aruba YS-11A-213
 B957 Aspiring Air BN-2-26 Islander
 B958 Air Melanesie BN-2A Trislander
 B959 Fomosa Airlines Saab SF-340A
 B960 Jersey European SD-360
 B961 Bristol Helicopters S-61N
 B962 CPS SA-227AC Metro III
 B963 CSA TU-154M
 B964 Sabena A310-322
 B965 Sabena DC-10-30CF
 B966 Sabena 747-329(SCD)
 B967 Balair deHavilland 104 Dove 6B
 B968 Balair Vickers Viking 1B
 B969 Balair DC-4
 B970 Balair Fokker F-27-400
 B971 Balair Transall C-160
 B972 Balair Boeing C-97B

CAP POSTCARDS
 Aeropa Boeing 707
 Aliblu Jetstream 31
 Aligiulia Nord 262
 Alisarda Fokker F-27
 Alitalia Boeing 727-200
 Altair Caravelle
 Cadabo YAK-40
 Columbia H.P. Herald
 LOT Poland IL-18
 LTU Boeing 767(ER)
 Martinair-Air Seychelles DC-10-30
 Monarch BAC One-Eleven
 Nationair Canada DC-8-61
 NFD West-Germany ATR 42
 Radomisure Fokker F-27
 Spantax Convair CV-990
 Sterling-Alisarda Caravelle
 TAS Gulfstream 1

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 U.S.\$7.- incl. airmail postage. Contact:
 Enrico Niccolini, Via Burlamacchi 7,
 20135 Milano, Italy. He is also looking
 for interesting aircraft to feature on
 future postcard issues.

EAH PUBLICATIONS
 (All card numbers prefixed EAH)
 45 Rich International/Pegasus DC-8-62
 46 Northwest DC-9-30
 47 Inter European 737-300
 48 Alyemda 737-200
 49 Midway Connection Dornier 228
 50 Continental Express Brasilia

EDITIONS P.I.
 578 Turkish Air DC-10-10
 579 Air Inter A320
 580 Norjet 737-400
 581 Kel Air HS748
 582 TNT BAE 146-200QT
 583 LAR Portugal BAE ATP
 584 Iberia 747-256

585 Air Caledonie Caravelle 10B
 586 Philippines 747-200
 587 TAT/Tyrolean Dash-7
 588 Aeromaritime 737-300
 589 Air Inter Caravelle 12
 591 Air Afrique A300B4
 592 Aero France Int'l Caravelle 10B
 593 Royal Air Maroc ATR 42
 594 Balkan IL-18D
 595 Linhas Aereas de Guinee Bissau HS748
 596 Aer Turas CL-44
 597 Air Atlantis 737-382
 598 KLM Fokker 100
 599 Brymon Airways Dash-7
 600 Oasis MD-83
 601 British Airways DC-10-30

FLIGHTDECK
 34 Hawaiian Airlines L-1011-1
 35 Busy Bee 737-2R4C

INTERNATIONAL AIRLINE PUBLISHING
 Collector's Series set 12.
 (All card numbers prefixed HC)
 421 Air West DC-9
 448 Capital L-049
 449 Colonial DC-4
 450 Colony Martin 404
 452 Continental 727-200
 453 Eastern Metro Express Jetstream 31
 456 Harrah's DC-9
 457 Hoqanair DC-3
 459 Monarch BAC One-Eleven
 460 Northwest Casa C-212
 461 Piedmont Jetstream 31
 463 USAir MD-80

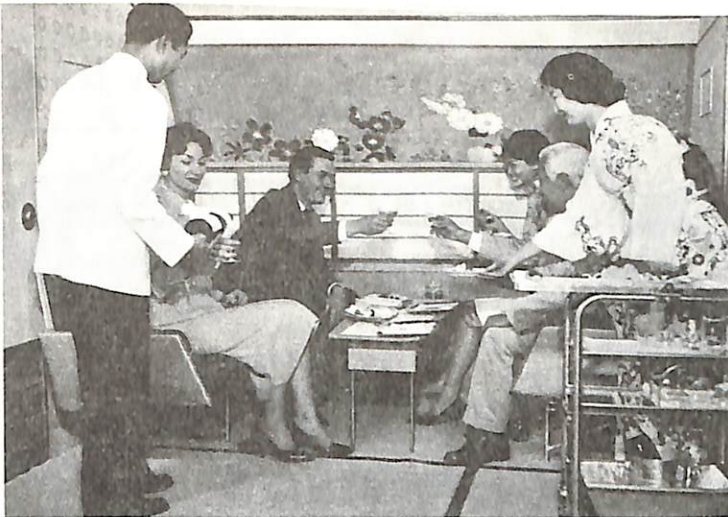
MARY JANE RAILROAD SPECIALTIES
 (All card numbers prefixed MJ)
 B93 Air BC Dash-7-102
 B94 Air Express International CL-44
 B95 Air Florida DC-9-15F
 B96 Air Vietnam DC-4
 B97 Air Vietnam DC-6
 B98 Air Vietnam 727-121C
 B99 Canadian Airlines Int'l 737-275
 900 Capital Airlines DC-3
 901 Capital Airlines DC-4
 902 Cie. Internationale de Transports
 Boeing SA-307B-1

903 Connie Kalitta DC-8-51F
 904 German Wings MD-83
 905 Harbour Air DHC-2 Beaver
 906 Inter-Quebec ATR 42
 907 Litton Industries Caravelle 6R
 908 Naganagani Cie. Nationale 707-328C
 909 North Central Airlines DC-3
 910 Ontario Express ATR 42
 911 Pacific Coastal G-21A Goose
 912 Royal Air Lao DC-4
 913 Thunderbird Air DHC-2 Beaver
 914 Time Air CV-640
 915 Transportes Aeromar ATR 42
 916 USAir Fokker 100
 917 USAir 727-295
 918 USAir 737-401
 919 USAir 767-201ER
 920 USAir Express Jetstream 31
 921 USAir Express SD-360-300
 922 Varig L-188A
 923 Wagair DC-3
 924 Wilderness Airline Ce. A185F Skywagon
 925 Wilderness Airline BN-2A-26 Islander

PLANE VIEWS
 (All card numbers prefixed PV)
 013 Comair EMB 120 Brasilia
 014 Comair Saab SF-340A
 015 Comair Swearingen Metro III
 016 USAir Fokker 100
 017 Midwest Express/Skyway Beech 1900
 018 Eastern Metro Express Twin Otter 300

SKYLINER POSTCARDS
 047 Nigeria Airways Fokker F-27-200
 048 SAS Scandinavian Commuter Fokker 50
 049 USAir Fokker 100
 050 Malaysia Airlines Fokker 50

WORLD AVIATION PRODUCTIONS
 (All card numbers prefixed WAP)
 62 KLM 747-406
 63 America West Airlines 747-206B
 64 Japan Air System DC-10-30
 65 ZAS Airline of Egypt A300B4
 66 KLM 737-406
 67 La Tur MD-83
 68 Air Aruba YS-11A
 69 European Expedito CV-580F



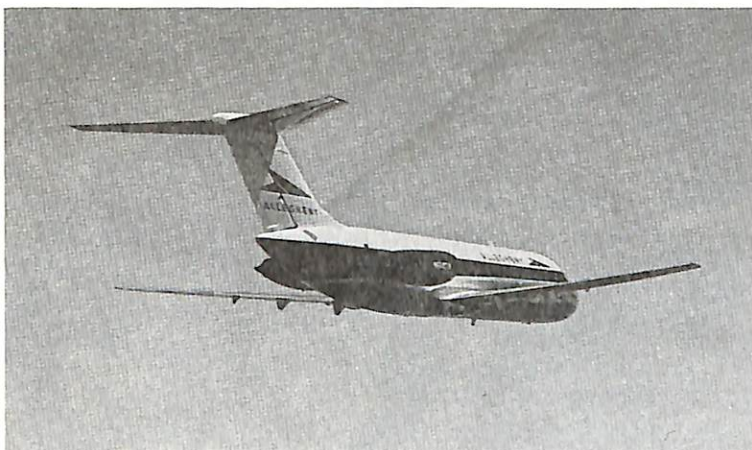
JAPAN AIR LINES

Printed in Japan

"KIKU-NO-MA" Lounge

of DC-8 Jet Courier

Below: Unidentified Allegheny DC-9 Srs.30.



Know which airline to choose for luxurious DC-9 Vistajet service? "Sure, ALLEGHENY"

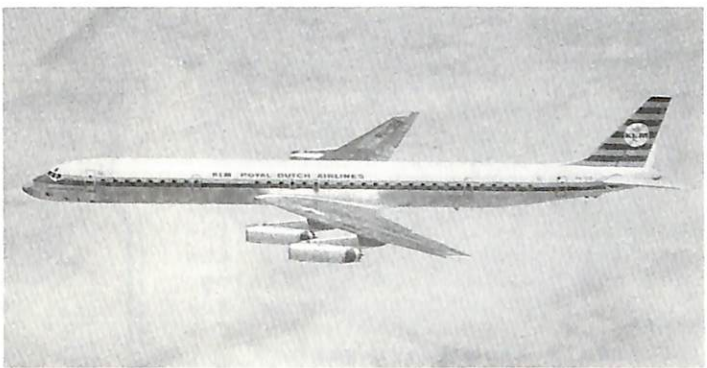
Great American Airways DC-9 Fan Jet - 560 miles per hour - 80-90 seat jetliner. Great American specializes in charter flying throughout the Western United States with the capability to go anywhere in the world. Reno, Nevada (702) 785-2828



ARIANA AFGHAN
 FLY ARIANA AFGHAN'S WIDE-BODY DC-10



ROUTE OF THE COURIERS



The Super DC-8-63, largest commercial jet in the world, flown first by KLM Royal Dutch Airlines



Above, right: KLM DC-8-63 PH-DEB, c/n 45901.

Below: Great American Airways DC-9 Srs.15, N1068T c/n 45782 (ex-TWA).



O JATO DE PRIMEIRA GRANDEZA



STICKER CHATTER

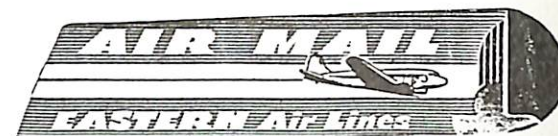
by DON THOMAS



#2



#1



#3



#4



#5

Hi again, sticker collectors and label enthusiasts. I don't know about you, but I still can not get used to this McDonnell Douglas bit. I still list the new labels under Douglas in the new Air Transport Label Catalog. In line with the theme for this issue, I am showing a few DC labels from years past.

First a label used in the Long Beach office of Douglas (#1). Similar labels were used at the Santa Monica, El Segundo, Oklahoma City and Chicago plants during World War 2 to advertise the company. All had a light-green background, except Oklahoma City, which was dark blue.

Two Eastern Air Lines airmail labels are also shown: one shows a DC-2 (#2) and the other a DC-3 (#3). There is not much difference, but the tail is straight up on the DC-2.

The oval American Airlines label showing a DC-3 flying above the clouds (#4) is well known. It has a red border. A similar label, of the same size but with a green border, was used by Canadian Colonial Airways (#5). Both are very attractive. A DC-3 "Flagship" is also shown on the American Airlines de Mexico blotter (#6).

Northeast Airlines (#7) and Hawaiian Airlines (#8) each feature the DC-3 on their earlier labels. Peninsular Air Transport, a post WW2 carrier out of Miami, used the DC-3 on its round label (#9) before



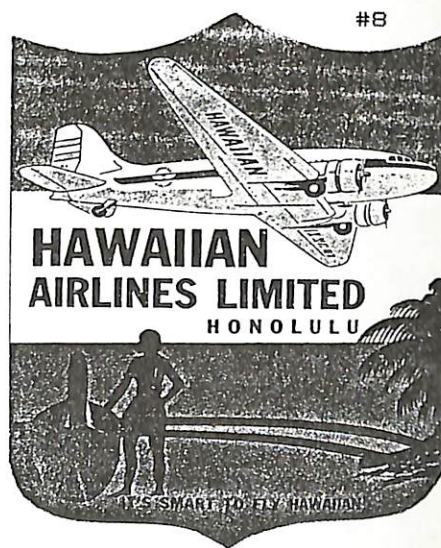
#6



#7



#9



#8

switching to an oval label showing their DC-4 (#10). Delta also had a DC-3 label and later used the DC-4, as shown (#11).

From airlines in the USA we show only two DC-2 labels - Braniff's silver one (#12), which came in two sizes, and TWA's first Douglas label, showing a yellow DC-2 on an orange background (#13).

Australian National Airlines advertised their DC-2s on an attractive round, light-ocre label with black border (#14). They used an oval label with blue/green background when they acquired the DC-3 (#15). Ansett Airlines of Australia also put out a DC-3 label (#16). This label was issued in different sizes.

From South America we show the DC-3s of REAL (#17) and Linhas Aereas Natal (#18), both of Brazil, and of LAB of Bolivia (#19). The latter, with a yellow background, came in two sizes.



#10



#12



#11



#13



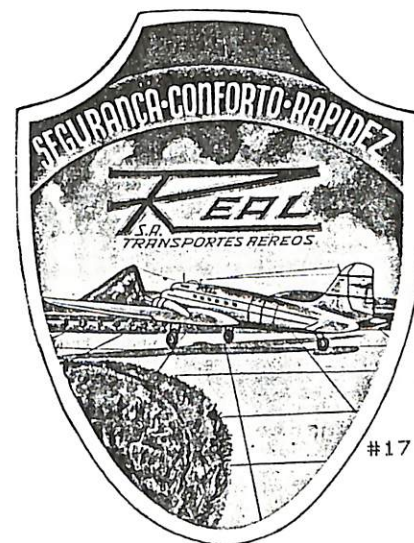
#14



#15



#16



#17



#18



#19

The post-WW2 Greek airline TAE (forerunner of present-day Olympic Airways) also used the DC-3 (#20). China National Aviation Corp. (CNAC) used both the DC-2 and DC-3 in their early operations, as well as several other types. A DC-3 is shown on this pre-WW2 red and dark-blue label (#21).

++++

TONY SCHNEIDER of Louisville, KY attended the Open House of United Parcel Service again in 1989 and obtained the sticker illustrated (#22). Each person who went through their new Boeing 757 was given one sticker, and one was all you could get. The main colors are green, blue and brown.

HECTOR CABEZAS of Frankfurt found a new Dornier label from Bodrum Insik Airlines of Turkey (#23).

HENK HEIDEN of Holland sent in some nice material from Holland and some other countries. Air Holland has issued three beautiful Boeing 757 labels: the round one has a silver background (#24) and the oval one has a blue background (#25). The third one is a cut-out of the 757 and is too large to reproduce here. The big KLM Helicopters label (#26) is about 6 in (15 cm) in diameter and is in red, white and blue (colors of the Dutch national flag) with a dark-blue border. One of the



#20



#22



#24



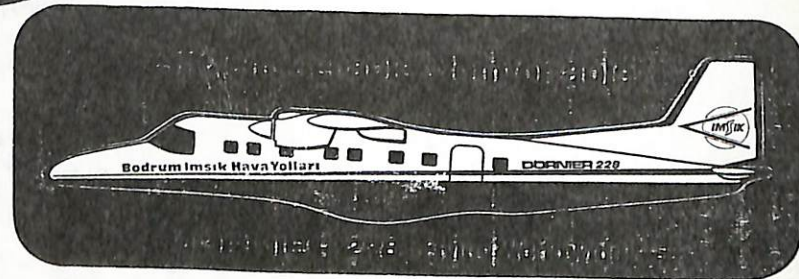
#21



#25



#26



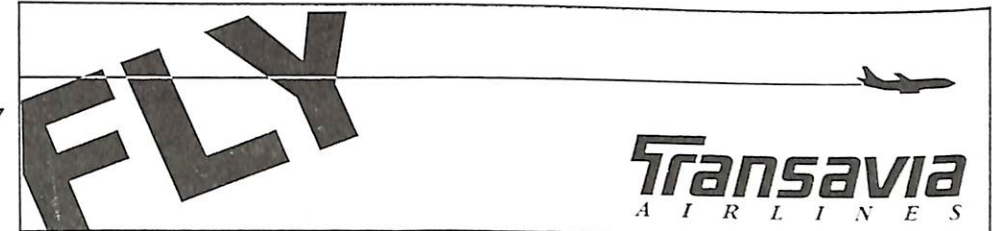
#23

Transavia Holland labels is in black on white (#27) and the other one shows a photo of one of the airline's Boeing 737s taking off over the green tree-tops (#28). The Martinair label is mostly black and red (#29).

Also from Henk came the Aero Lloyd BIL in violet on white (#30). The ZAS-Airline of Egypt BIL (#31) is in red and dark blue on white. Sabena of Belgium is continuing its "GO BELGIAN GO" campaign, but this time the colors are light blue on white (#32). Garuda Indonesia's equator-crossing label (#33) depicts a beautiful scene in West Irian (formerly Dutch New Guinea). LOT's label for cargo is in white and green on a dark-blue background (#34).

Many thanks, Henk.

HERMAN VAN DYK as usual came up with lots of new BILs. The Trump Shuttle is exactly like Eastern's blue BIL, but is in red on white (#35). The other one, with Trump Shuttle in large white letters on a red background (#36), has the lines for name and address on the back. Trans Continental Airlines operates a fleet of CV-440, DC-6A & B and DC-8 out of Willow Run Airport, Detroit, Michigan. Their BIL is in light brown and white (#37).

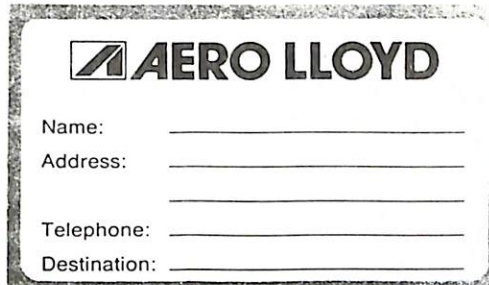


#27

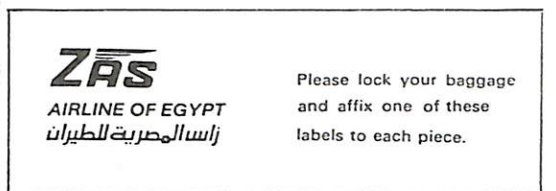
#28



#29



#30



#31



#34



#32



#33



#37



#36

#35

This label could hasten identification and return of your luggage should it ever be lost. We hope this never happens, but as a precaution you need only to complete, pull the label off this backing and affix one to the inside and other to outside of your bag.

PLACE OUTSIDE BAG
Trump Shuttle

NAME - NOMBRE - NOM _____
ADDRESS - DIRECCION - ADRESSE _____
CITY - CIUDAD - VILLE _____ STATE - ESTADO - PROVINCIA - ETAT _____
TELEPHONE - TELEFONO _____ ZIP CODE - ZONA POSTAL - CODE POSTAL _____

PLACE INSIDE BAG
Trump Shuttle

NAME - NOMBRE - NOM _____
ADDRESS - DIRECCION - ADRESSE _____
CITY - CIUDAD - VILLE _____ STATE - ESTADO - PROVINCIA - ETAT _____
TELEPHONE - TELEFONO _____ ZIP CODE - ZONA POSTAL - CODE POSTAL _____

NAME _____
STREET _____
CITY-STATE _____
TELEPHONE _____

MOHAWK AIRLINES
BAGGAGE IDENTIFICATION

#35



#39



#40



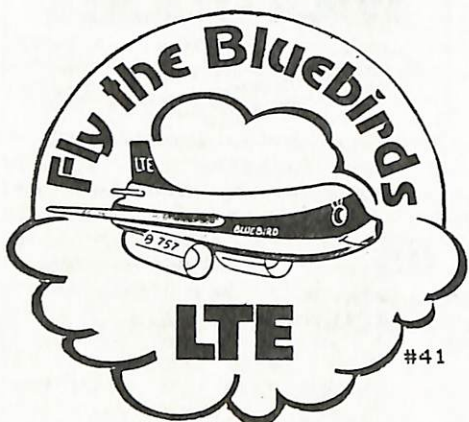
#43



#42



#44



#41

Mohawk Airlines (#38) is not the old Mohawk. It was formed on 23 JUL 89 when Catskill Airways of Oneonta and Horizon Air of Oriskany, both in New York, merged. The new Mohawk operates out of Utica-Rome and Syracuse, NY, and plans to serve the northeast. The fleet consists of six Beech 99s and four Piper Navajos. President is Robert E. Peach, son of the founder of the old Mohawk.

Herman also included cabin baggage tags from Vacationair (which ceased operations in JAN 90), Worldways, both from Canada, and Aeroflot. However, we do not list cabin baggage tags, only gummed or stick-on baggage labels and, lately, baggage information labels (BILs) other than cabin baggage tags or the numbered baggage tags.

The nice Royal Pacific Service cabin tag of United Air Lines, sent in by R.N. WOHL, is one of the types which we have not been listing - there are too many of them around from every airline for the past 70 years. But that doesn't mean nobody can collect them - collectively we in the WAHS collect everything

having to do with the airlines.

The Pan Am Shuttle label (#39) is compliments of BILL GAWCHIK of New York. It is in blue and black on white.

Another regular contributor to Sticker Chatter, DAVE ROWE of England, collected some nice labels. The CAL AIR Boeing 737-400 (#40) has a red border and silver background. The Boeing 757 "Bluebirds" (#41) of LTE (associated with LTU of West-Germany, are based in Palma de Majorca in the Balearic Islands. Time Air of Canada's Dash-8 is depicted on a white background (#42). Sudavia (#43) is a subsidiary of DLT of Munich. The label is in red, blue and black on white. The oval label of Malmö Aviation of Sweden (#44) is in gold on dark purple. These airline baggage and promotional labels are so much larger and often more beautiful than postage stamps, we wonder why there are not a million collectors of

them. Perhaps their scarcity and unavailability to most people, compared to stamps, is the reason.

By the time this issue of the CAPTAIN'S LOG is out, I should have a new book in print, "Nostalgia Northamericana" will be like my earlier "Nostalgia Panamericana", except it will be mostly about the four trunk airlines in the USA and their predecessors of the 1930s - TWA, UAL, AA and EAL, instead of PAA. It will picture mostly land aircraft such as the DC-3s, Ford Tri-Motors and Fokkers, instead of flying boats. Ron Davies, who wrote the foreword, says it looks like a winner.

(A review of Don's new book is published in "Bookshelf" in this issue, p.48 - JG.)

AIRLINE PROFILE

INTRODUCTION

Qantas began operations more than 60 years ago and has grown into the international airline of Australia. It is also the oldest airline in the English-speaking world.

The airline began with a one-room office, a wooden shed and two war-surplus biplanes of questionable use, which carried farmers and graziers (cattle ranchers in North America) over the Australian outback.

Through the 1920s and '30s the airline expanded across the eastern and northern parts of the country and across the Indian Ocean to Singapore.

Throughout World War 2 it carried troops and supplies for the Allied forces locked in battle with Japan. When peace was reached, Qantas expanded to Africa, China and Japan and across the Pacific to Fiji, Tahiti and North America. It reached London and the capitals of continental Europe by way of the Middle East.

Today, Qantas serves five continents, carries more than two million passengers a year, has an enviable safety record and the red tail of its aircraft, with the kangaroo symbol has come to represent Australia throughout the world.

THE BEGINNING

Qantas was founded on 16 NOV 20 with the official name of Queensland and Northern Territory Aerial Services. (This explains why there is no letter "U" after the "Q" in the name). Its head office was at Winton in Western Queensland and the nearby Town of Longreach was home to the operational headquarters.

The airline was the brainchild of two young, former British Royal Flying Corps lieutenants, W. Hudson Fysh and Paul J.M. McGinness. In 1919 they were asked by the Australian government to survey an air route from Longreach in western Queensland, to Darwin on the north coast of the Northern Territory, across a vast stretch of empty wasteland. The route was to be the penultimate segment for the upcoming England to Australia air race later that year. Also part of their task was to find suitable sites for emergency landing sites and fuel caches

For 51 days Fysh and McGinness drove through 1,354 mi (2,166 km) of dry and empty

QANTAS

THE AUSTRALIAN AIRLINE

By BRIAN S. DANIELSON

northeastern and northern parts of the outback in a Ford Model T automobile. On several occasions, during and after a rainfall, they had to borrow horses or oxen from local graziers to tow their car out of the mud.

The two men soon saw the potential for an air service over the vast open stretches between the railheads located at the end of the east-west rail lines running inland from the Pacific coast. Ground travel between these isolated railheads, Charleville, Longreach, Winton and Cloncurry was difficult at best.

raise the remainder of the required capital, mostly from among his fellow-graziers in Queensland.

On 19 AUG 20 Fysh and McGinness ordered two AVRO 504K biplanes for one pilot and two passengers and a flying speed of 65 mph (100 km/h) from the Australian Aircraft and Engineering Company in Sydney. The order was placed by McGinness on behalf of "The Western Queensland Auto Aerial Service, Limited." The name was soon changed to "Australian Transcontinental Aerial Service Company, Limited".

It was under these circumstances that the new airline was formed. But when the company was incorporated on 16 NOV 20, the name "Queensland and Northern Territory Aerial Services, Limited" was on the papers of incorporation.

The new airline's fleet was supposed to have included the two 504Ks, plus an AVRO 547 Triplane for four passengers in an enclosed cabin. One of the AVRO 504K aircraft was cancelled and a privately-bought BE2e was substituted. The Triplane sheared off its landing gear on landing after a test flight at Sydney and never flew again.

The three-aircraft fleet, spare engines, propellers, hangars, workshops, a truck, tools and other equipment was to have cost Aus.\$10,000 but as McMaster was later quoted as saying, "Estimates went hell, west and crooked."



After reaching Darwin, Fysh remained to wait for the winning race entry and McGinness went back to Cloncurry in northwestern Queensland to set up a fuel depot at nearby Davencourt Station for the race participants on their way to Melbourne.

Fergus McMaster, a grazier who had just ended his service with the Australian Imperial Forces, was asked to take on the management of the operation. In Cloncurry he met McGinness and became interested in the proposed air service. During a second meeting, in Brisbane on 20 JUN 20, at which Fysh was also present, McMaster agreed to put up some cash to get the venture off the ground. He also helped

Now Qantas began two years of joy-riding flights and charter services to convince the public in Western Queensland and the Northern Territory of the benefits and safety of flying. 871 passengers were carried and more than 34,000 mi (54,400 km) flown during those two years, all without a single mishap.

Scheduled service started on 02 NOV 22 with one of the airline's two Armstrong Whitworth FK.8 aircraft, acquired in September (a third was acquired a year later). The FK.8 was a for-



The Qantas fleet,
1921 - 1971.
(Courtesy of Qantas)

**The QUEENSLAND AND
NORTHERN TERRITORY
AERIAL SERVICES LTD**
LONGREACH Q.



Ms _____
PASSENGER BY AEROPLANE.
From _____ To _____ / 192____

AERODROMES
LONGREACH
CHARLEVILLE
CLONCURRY.

REGULAR MAIL & PASSENGER SERVICE
CHARLEVILLE, LONGREACH, WINTON & CLONCURRY.
SPECIAL TRIPS BY ARRANGEMENT.

mer WWI observation aircraft and was heavier than the AVRO 504K. The service was made possible by the federal government's selection of Q.A.N.T.A.S. (as the airline then spelled its name) to fly a subsidized mail and passenger service between Charleville and Cloncurry, with five stops en-route. Earlier that year, the airline had moved its registered business office from Winton to Longreach.

A company press release issued that day, said, "Charleville, 2 November 1922 - The inauguration of the Charleville-Cloncurry Aerial Mail service took place at 5:35 A.M. this morning, with many of the town's most important personages present for the most auspicious occasion. The mayor gave a short address suitable to the occasion.

"Previous to starting the machine on its long journey to Cloncurry, Lieutenant McGinness stated that it was two years since the first aeroplane arrived at Charleville and a great advancement had been made since then. Cheers were given when the machine started."

Longreach was made an overnight stop on the 577-mi (923 km) route to Cloncurry because of the great heat in Queensland during the middle of the day. Flying under those circumstances could take place only in the morning and late afternoon.

Early the next morning, at Longreach, Hudson Fysh supervised the loading of mail and the luggage of the first passenger carried by Q.A.N.T.A.S. He was 85-year-old Alexander Kennedy, one of the provisional directors of the airline and a bearded pioneer of Western Queensland for 53 years. He had agreed to invest some money in the new airline and take a seat on the provisional board on the condition that he would get ticket no. 1. Also on board was mechanical engineer Arthur Baird.

The aircraft reached Winton at 8 a.m., about 30 minutes behind schedule due to some problems at take-off time.

Following a cup of tea for the crew and passengers, and a load of fuel for the aircraft, they took off for Cloncurry via McKinlay, and arrived at 11:20 a.m.

The flight was a dream-come-true for Alexander Kennedy. Fifty years previously it had taken him eight months to make the journey across the land, along with his cattle. He continued to make the same flight once-a-year to Cloncurry and sometimes to Mount Isa, until he was 97.

It soon became clear the fleet was too old and too under-powered for the flying they did. The two FK.8s and one deHavilland DH-4 (acquired in MAR 22) were doing all they could to keep airborne. The secondary fleet was even worse, consisting as it did of one AVRO 504K "of

Qantas passenger ticket No. 1 was issued to 84-year-old Alexander

Kennedy. As the plane took off, he shouted "Damn the doubters!"



considerable age" and which carried only the pilot, two passengers and very little baggage, while the BE2e carried only the pilot and one passenger.

Early 1920s BIL of Q.A.N.-T.A.S. Note the "Mr". Women were not flying much, it seems.

By JUN 23 the strain on the airline's personnel was getting worse and Fysh was quoted as saying on 23 JUN: "During the eight months that this service has run, our mechanical staff (headed by Arthur Baird) has been right up against it from the start. Meanwhile, the work of carrying on is becoming more of a problem and when one considers the unstandardized planes which had to be kept airworthy and efficient, I consider that no other mechanical staff would have produced the same results. I claim that our staff, under Mr. Baird, produces as good results with second-hand machines as we could have expected from a new plant."

THROUGH THE YEARS

In 1923 Q.A.N.T.A.S. added two deHavilland DH-9C aircraft for two passengers. They had a "cabin with a lid" and offered a lower noise level and more comfort for the passengers. No longer would they have to wear cap and goggles.

During the year ending 30 JUN 24 the airline made its first profit - Aus.\$1,224, which included a large write-off of capital equipment and the use-less triplane. On 07 OCT of that year, the first of two DH-50 aircraft was delivered and Fysh personally flight-tested it. The first Australian prime minister to travel by air, was flown on 31 OCT on an election tour. Mr. and Mrs. S.M. Bruce flew from Winton to Longreach aboard a DH-50 piloted by Hudson Fysh. Their luggage was flown separately in a DH-9C, with Capt. P.C. "Skip" Moody in the cockpit.

Mainly because the DH-50 had a "proper" cabin, all-but-one life insurance company agreed in JAN 25 not to prohibit policy holders from flying on regular air services.

In JAN 25 Q.A.N.T.A.S. and deHavilland agreed for the airline to build the DH-50 under licence in Australia. Q.A.N.-T.A.S. was to pay a royalty of Aus.\$100 on each aircraft it built.

On 07 FEB 25 service was inaugurated between Cloncurry and Camoweal, nonstop with a DH-4. Lester Brain was the pilot and Frank McNally the engineer.

The first 300,000 miles of flying were completed on 05 NOV 25.

The following year, 1926, saw the start of a long cycle of drought and near-drought in Australia. Q.A.N.T.A.S. was able to

make money, however, because it made a large number of "taxi flights" with graziers in search of feed for their cattle.

Early in 1926, the Department of Civil Aviation selected Q.A.N.T.A.S. to operate two flying schools, one in Brisbane and the other in Long Reach. The company would receive a bonus for each student taught and in December, a large number of applications for joining the school, were received.

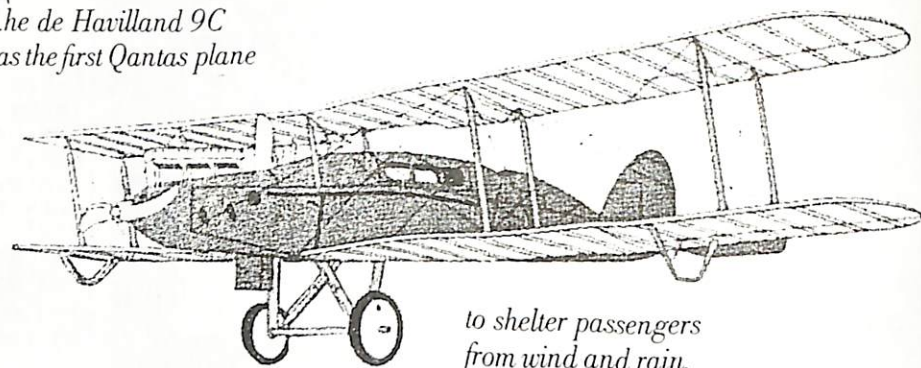
The first school opened in Longreach and taxi trips, joy flights and aerial photography services were planned. The second school was opened at Eagle Farm Aerodrome, Brisbane, on 26 MAR 27 (See the CAPTAIN'S LOG, SEP 89, for a history of Eagle Farm).

Q.A.N.T.A.S. completed its first licence-built DH-50 at Longreach in 1926 and a DH-60 Moth was added to the fleet the same year for training purposes.

Despite the start-up costs for the flying schools, expansion of the route system

from Cloncurry to Normanton, the drought in the grazing districts and the depressed economic conditions in the mining areas of Cloncurry and Mount Isa, the airline could announce an Aus. \$4,019 profit during its seventh annual meeting on 19 NOV 27. The annual report also stated that the Prime Minister of Australia, had asked Q.A.N.T.A.S. to begin service to Brisbane from Charleville and from Camooweal to Daly

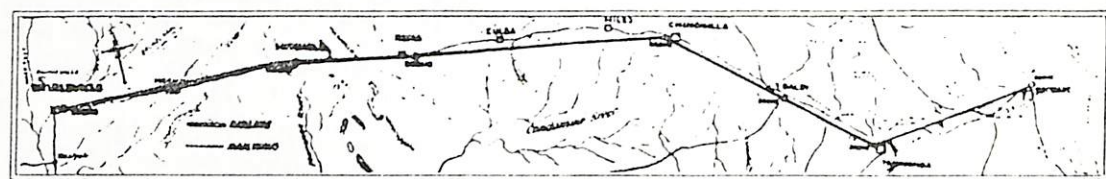
The de Havilland 9C was the first Qantas plane



to shelter passengers from wind and rain.

Early Qantas passengers were offered maps to mark their aerial progress. They were promised a journey of 440 mi (700 km) in the amazing time of 5 hrs 30 mins. (Qantas)

Take this Air Map with you in the Plane!
AIR ROUTE BETWEEN BRISBANE & CHARLEVILLE.



BRISBANE - CHARLEVILLE IN 5 1/2 hrs.

BRISBANE-TOOWOOMBA	Distance 12 miles	Time 20 mins.	DALBY-ROMA	Distance 101 miles	Time 100 mins.	ROMA-MITCHELL	Distance 80 miles	Time 80 mins.	MITCHELL-CHARLEVILLE	Distance 107 miles	Time 107 mins.
TOOWOOMBA-DALBY	Distance 41 miles	Time 38 mins.									

The Queensland and Northern Territory Aerial Services Ltd.

Waters. To get ready for this, construction began on two more DH-50s, bringing the fleet total to six.

In 1928 the Australian Inland Mission chartered a DH-50 (named "Victory") and pilots from Q.A.N.T.A.S. to start a Flying Doctor Service, or "Aerial Medical Service" with its base at Cloncurry. Q.A.N.T.A.S. would operate this service for the next 21 years.

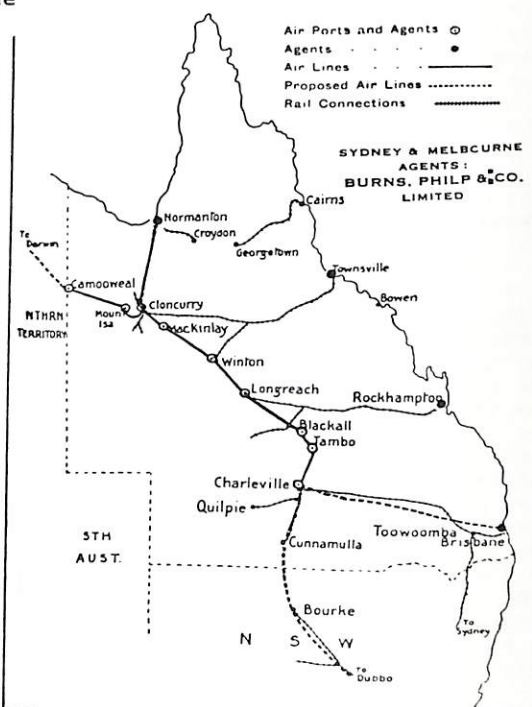
The medical service meant the last obstacle to living in and development of the "outback" had come down.

In 1929 Q.A.N.T.A.S. started service from Charleville and Brisbane and in the following year Brisbane became the new headquarters and workshop location. Also in 1930, the airline marked the occasion of completing its first mil-

lion miles flown during the 10 years of service.

But while Q.A.N.T.A.S. was slowly expanding services in Queensland and the Northern Territory, Fysh was looking for

Map of Route



LEFT: DH-61 shown at Brisbane in advertisement. RIGHT: 1927 route map, after service to Normanton had been started.

wider horizons. He had his eyes on a service to Europe.

This became a reality when in APR 31 the British airline Imperial Airways began an experimental air mail service from London through Europe, the Middle East, Asia and Singapore to Darwin. Q.A.N.T.A.S. picked up the mail in Darwin and carried it to Brisbane.

On 18 JUN 34, Q.A.N.T.A.S. changed its name to Qantas Empire Airways Limited and it officially joined the service to Europe with Imperial Airways. The first regular service left Archerfield, Brisbane, on 10 DEC 34 when His Royal Highness the Duke of Gloucester handed the first bag of Royal Mail to Capt. L.J. Brain. The bag contained letters from the Duke to the King of England and other members of the Royal Family and also letters from the various state governors and premiers to officials in England.

The Duke then used a pair of gold scissors, fashioned like two propeller blades, to cut the ribbon attached to one of the wings of DH-61 "Diana".

It was the beginning of one of the longest regular air services in the world, and also of one of the oldest airline partnerships, being between the present-day Qantas and British Airways. BA is of course the direct linear successor to BOAC, which was formed in AUG 39 with Imperial Airways as one of its constituent airlines.

The load of mail for this first flight was so large, the DH-51 "Hippomes" was pressed into service to carry the overflow. "Hippomes" was the last of the DH-50s that had been built by Qantas at Longreach.

The airline's new DH-61 was a Giant Moth, a single-engined biplane with a 500 hp Bristol Jupiter radial engine and a cruising speed of just over 100 mph (160 km/h). It had a cabin for seven passengers, although only mail was carried initially, and the ultimate refinement: it was the first Qantas aircraft with a toilet.

In 1935 Qantas began service from Darwin to Singapore, where it connected with the Imperial Airways service to and from Europe. The distance between Brisbane and Singapore is 4,360 mi (6,976 km) and the airline had ordered four deHavilland DH-86 four-engined, radio-equipped airliners for this service. The DH-86 had been designed mainly to Qantas specifications and could carry 10 passengers at 145 mph (230 km/h).

The Brisbane-Singapore ser-



DH-50A, first passenger cabin aircraft in service in Australia. (Qantas photo)

vice at that time took 3.5 days one-way with stops at Toowoomba, Roma, Charleville, Blackall, Longreach, Winton, Cloncurry, Mount Isa, Camooweal, Brunette Downs, Newcastle Waters and Daly Waters before arriving at Darwin by DH-61. At Darwin passengers and mail were transferred to the new DH-86 for the flight across the shark-infested Timor Sea to Koepang, Rambang, Sourabaya, Batavia (Jakarta) and Singapore. Overnight stops were made at Cloncurry, Darwin and Rambang. The DH-86 would start operating the domestic segment of the route only in 1938.

Passengers flying on to London from Singapore on Imperial Airways would find 25 more stops along the way. They changed aircraft three times and would travel by train through France. The entire trip from Brisbane to London took 14 days.

While this long route was being flown by land aircraft, and slow biplanes at that, plans were being made in Britain for a new aircraft, one which would offer more comfort to the traveller.

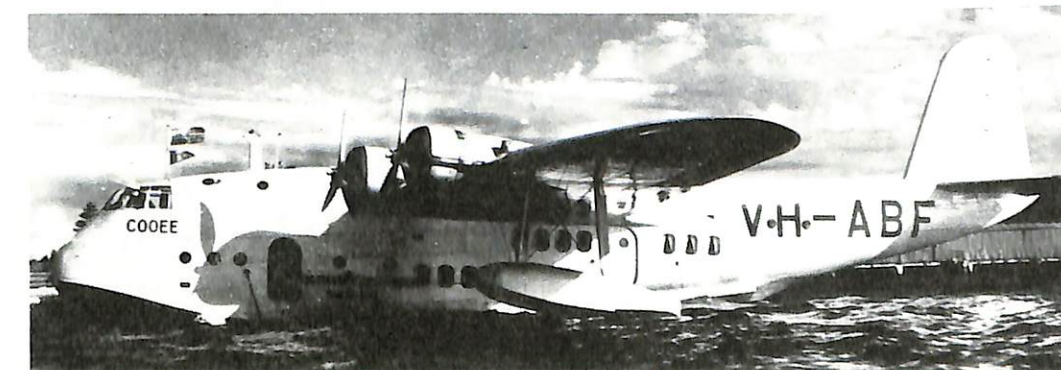
In JUL 38, the Short Empire-class (or "C" class) flying boat entered service with Imperial Airways and Qantas. It brought real luxury to air travel for the first time. At the Austra-

lian end, the new flying boats had their base at Rose Bay Harbor, Sydney and after 27 years of close identification with the state of Queensland, Qantas moved its headquarters from Brisbane to Sydney, in the state of New South Wales. The first Imperial Airways Empire boat arrived at Singapore from London on 02 JUL 38. Qantas crews took her over in Singapore for the flight to Sydney. Altogether, the trip now took 11 - 13 days with 27 stops between Southampton and Sydney. Travel time was later reduced to 9 1/2 days.

Qantas ordered three Empire boats from Shorts and later also took over three from Imperial Airways. The first Qantas Empire boat to leave for England, "Cootee", departed Sydney on 05 JUL 38 and arrived at Southampton on 18 JUL. A Qantas crew flew her to Singapore. The boat stopped at Brisbane, Gladstone, Groote Eylandt, Darwin, Koepang, Bima, Sourabaya and Klabat Bay before arriving at Singapore. Here an Imperial Airways crew assumed control for the remainder of the trip.

In the Fall of 1939 World War 2 broke out in Europe and Qantas began operating the flying boat service as far as Karachi. A reduced and often interrupted service was operated until the

Luxurious Short "Empire" or "C"-Class flying boat (Qantas photo)



Longreach—Brisbane in 10 Hours.

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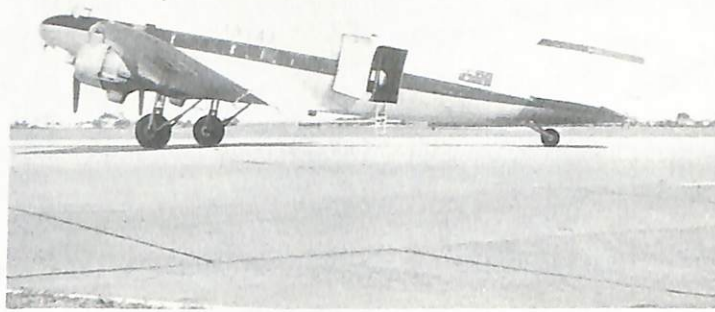
REDUCED FARES

Longreach—Charleville	£6/13/Longreach—Toowoomba	£13/5/
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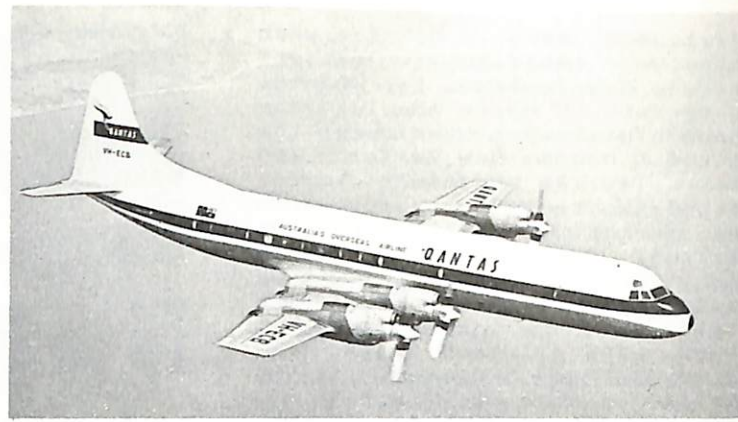
FULL INFORMATION FROM—

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Agents for AUSTRALIAN NATIONAL AIRWAYS, Brisbane, Sydney, Melbourne and Perth.



Douglas DC-3 VH-EDC in later Qantas livery, seen at Essendon Airport, Melbourne. (C5 Heathrow Supacard).



Qantas Electra VH-ECB "Pacific Explorer" was one of four in service from OCT 59 to APR 70.

because it had selected the 707-138. This was the smallest 707, with a length of 134 ft 6 in (40.99 m) and a wingspan of 130 ft 10 in (39.88 m). The engines were Pratt & Whitney JT3C-6 with a thrust of 13,500 pounds (6,130 kg) each and the cruise speed was 550 mph (880 km/h). The -138, with a passenger capacity of 120 (against 143 in the standard 707-100) had been developed especially for Qantas. The airline had sacrificed some passenger capacity because it considered frequency of service more important.

ELECTRAS ENTER SERVICE

In NOV 59 Qantas took delivery of the first of four Lockheed L-188C Electras. It was the second time Qantas operated Electras. On 03 JUL 41 it had re-opened the Brisbane-Darwin domestic service with L-10 Electra VH-AEC. At least one other L-10, VH-AEB, was in service on domestic services as well around this time.

Seating 73 passengers, the L-188C Electra had been ordered to replace the Super Constellation in the Far East. They went on the Hong Kong service on 18 DEC and three days later took over the twice-weekly service to Tokyo.

Orders were placed for three more 707s, this time the -138B, for delivery in SEP 61. The -138B was identical to the -138 except for its engines. These were Pratt & Whitney JT3D-1 turbofans of 17,000 pounds (7,720 kg) of thrust each. They gave the -138B a lower fuel consumption, shorter takeoff, larger payload over longer distances and a higher cruising speed of 600 mph (960 km/h). Qantas subsequently also re-engined its earlier -138s with the JT3D-1.

The first -138B arrived at Sydney on 06 AUG 61 and Qantas announced they would be called

"V-Jets", from the Latin word for fan: "vannus". The first V-Jet service to San Francisco began on 24 SEP and Around-the-World service started on 29 OCT. Qantas now boosted the fastest aircraft in round-the-world service.

Australia and New Zealand agreed to share the route between the two countries across the Tasman Sea equally between Qantas and TEAL (Tasman Empire Airways Ltd.) of New Zealand. TEAL was operating three L-188C Electras on the route at the

time, and chartered Super Constellations from Qantas for some of its services to islands in the Pacific.

TEAL had been founded by the governments of England, Australia and New Zealand in 1940 to operate services between Australia and New Zealand. The Australian interest in the airline had been administered by Qantas. Under the terms of the agreement Qantas sold its interest in TEAL, to New Zealand.

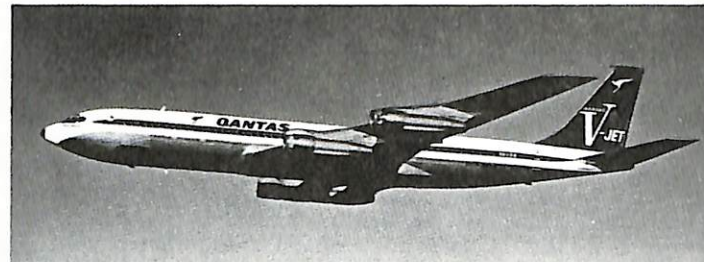
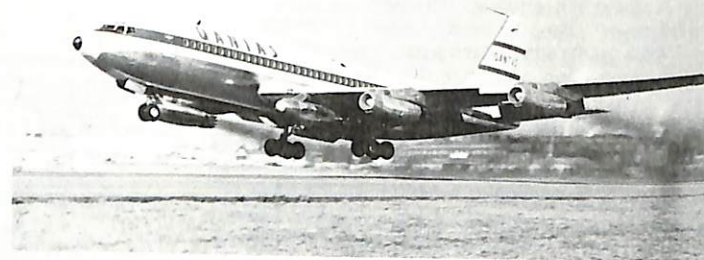
Qantas replaced its Electras on the Hong Kong and Japan ser-

Three different color schemes on Qantas 707s.

TOP: 707-138 in delivery colors. Note fifth engine pod under wing for transporting a spare engine to disabled aircraft away from base.

CENTRE: 707-338B in the "V-jet" colors, named for "vannus", the Latin word for "fan".

BOTTOM: 707-338B in modified colors, introduced when the 747 entered service in 1971.



vices in 1962 with the 707-138B. The Electras then were placed on the Tasman Sea service to New Zealand.

On 01 FEB 62 Perth was added as a stop on two of the four weekly Kangaroo Route services to London via Singapore. That same month Qantas opened new offices in Frankfurt, West-Germany and in Paris, France. It was now represented in 44 foreign cities by its own staff.

Electras were placed on the Sydney-Johannesburg service on 27 APR 62, cutting the transit time by nearly six hours over the 62 hours of the Super Constellation. This had been the last Qantas Super Constellation service and the aircraft were retired.

An order for two more 707-138B brought the fleet to 13.

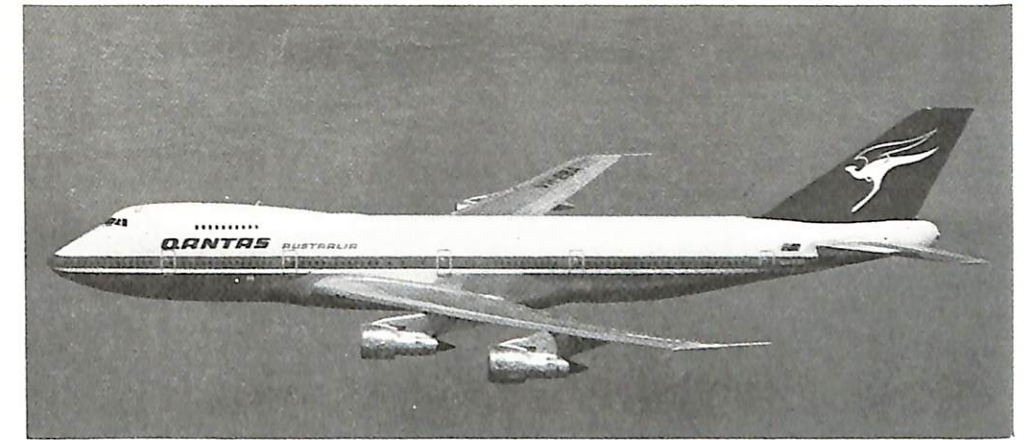
A new eastbound Sydney-London route had started on 28 NOV 1964, via Fiji, Tahiti, Acapulco, Mexico City, Nassau and Bermuda. It was called the "Fiesta Route" and provided the only direct service between Mexico City and London.

Qantas placed a deposit of \$600,000 on 10 U.S. Supersonic Transports in 1964 and two months later placed deposits on for Anglo-French Concorde. The American SST was cancelled by the U.S. government and Qantas dropped its option on the Concorde. Instead, six more 707s were ordered, but this time they were of the -320C version, in Qantas service known as the -338C. The first flight from San Francisco non-stop to Sydney, on 07 MAR 65, by the "City of Townsville" took 14 hrs 32 mins.

Vienna, Austria, was added to the Sydney-London Kangaroo route on 31 MAR 65 and the 707 total was brought to 15 when three more -338Cs were ordered. Airport improvements at Kuala Lumpur in Malaysia, Colombo in Ceylon (Sri Lanka) and Auckland in New Zealand meant Qantas 707s could now also land there.

Two British-made HS 125 biz jets were added in JUN and JUL 66. Painted in full Qantas colors, they were used for pilot training. By 09 MAR 66 the 707 fleet had reached 19 aircraft, including six -338Cs, and five more were ordered. Another 10 -338C were ordered when the airline decided to sell the shorter -138B aircraft.

On 28 MAR 67 Qantas inaugurated a weekly service from Sydney to Amsterdam via Bahrain and on 01 AUG the airline's name was officially changed from Qantas Empire Airways, Limited, to Qantas Airways, Limited. On 04 NOV the airline placed the largest aircraft order in its history



Boeing 747-238B VH-EBA in the 1971 color scheme. (Qantas photo)

when it ordered four Boeing 747, valued at U.S.\$123.

By SEP 68, Qantas had 21 707-338C in service and the few remaining -138Bs were withdrawn and sold. During its nine years in service, the 707-138B fleet flew more than 300,000 hours and more than 135 million revenue aircraft miles (216 million km).

Djakarta had been added to the network in JUL 68 and in December, following extension of the runways at Sydney, it became possible to fly nonstop to Hong Kong and Honolulu, supplementing the existing service to these destinations.

An extensively-remodelled Qantas Air Cargo terminal was opened at Sydney in December and a weekly all-freighter service was started to the USA.

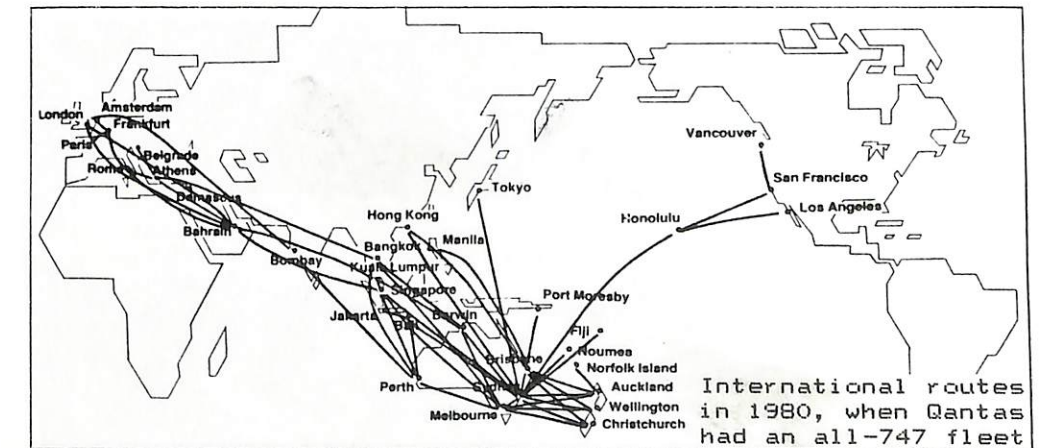
Qantas passengers aboard a flight from Brisbane to Honolulu witnessed the re-entry of Apollo 11 on 24 JUL 69. The captain's commentary on the re-entry was beamed to radio networks in Australia and the USA, giving Qantas great publicity.

Residents of Darwin will never forget Christmas Day 1974. On that day the city was hit by cyclone Tracy. The storm left 22,000 people homeless in its disastrous wake. Qantas pitched in helping evacuate residents. One 747 flight alone carried 674

people and altogether the Qantas flew out 4,925 refugees in the next few days. Qantas and Australia's two large domestic airlines together flew out almost two-thirds of the city's 22,000 population. It was one of the greatest displays of airlift capability in and response to a public emergency anywhere in the world.

By 1979 Qantas, along with most other major airlines in the world, found itself in the midst of a financial crisis as it was having to match low fares while facing rising costs. However, it was decided that any cost-cutting measures would not be done by affecting the airline's world-wide reputation for technical excellence, of which it was justly proud. It had been only two years since the Flight Safety Foundation had cited the airline's unblemished safety record as "the finest of any airline in the world today" and had also stated its record "reflects the extraordinary high standards that Qantas sets."

Qantas hadn't lost money until 1966, but from that year through the 1975-76 fiscal year, it had four losing years. The company was profitable again for the rest of the 1970s, but it was facing new obstacles. The fleet had been transformed from



International routes in 1980, when Qantas had an all-747 fleet

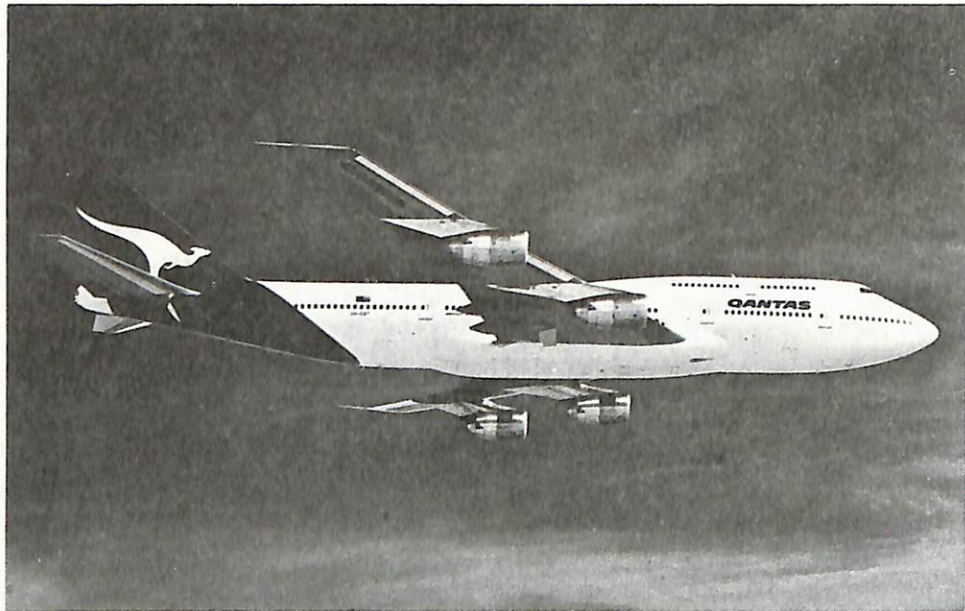
23 Boeing 707s to 19 747s, all of which were powered by Pratt & Whitney JT9D engines. But the airline decided to switch to Rolls Royce power, as fuel savings were promised. And two 747s with Rolls Royce RB.211 engines

were delivered in 1979.

For about five years Qantas was the world's only all-747 operator, following the sale of its last two 707-338s to the RAAF and before the delivery of the 767.



One of two Boeing 747SP, VH-EAB. (World of Transport postcard)



Boeing 747-300 VH-EBT (above) and 767-238(ER) VH-EAJ (below) in the present Qantas color scheme of all-white fuselage and white kangaroo on red tail. (Ed. P.I. card/747 and Boeing/767 photo)



During the 1980s Qantas suffered much the same as the other airlines in the world. The difficult times were caused mainly by the fuel crises. Fiscal years 1980 through 1983 showed losses again, but as the world economy began to recover in 1983, so did Qantas, earning a record profit for the fiscal year ending MAR 85.

The extended-range Boeing 767(ER) was introduced in 1985. Seven 767-238B(ER) models and five longer -338B(ER) are in service at present. The first 767 began operations between Melbourne and Wellington, New Zealand, on 30 JUL 85. All were delivered in the new Qantas livery. The company had ordered the 767(ER) for its long regional routes in Southeast Asia, such as Perth-Tokyo. With 4,600 naut. miles (8,510 km) it is one of the longest and most-successful of these SE Asian regional services. The 767 can also fly throughout Australia, making several stops, before flying overseas.

The biggest growth areas now for Qantas are Japan and the USA. The percentage of Americans among foreign visitors to Australia has grown from 13% to 20% in the past few years. Japanese now total 12% of all visitors, up from 5% only a few years ago. Foreign visitors numbered more than one million for the first time in 1985.

Qantas has 10 Boeing 747-438 in service or on order to replace some of its older 747 models. It is also expecting delivery of three 767-338(ER) this year. The rest of the present fleet comprises 16 Boeing 747-238, six 747-338 with stretched upper decks and two 747SPs.

Australia is now debating airline deregulation and this would have an effect on Qantas' operations at home. Qantas wants the right to carry its international passengers on its domestic routes as well, rather than having to turn them over to the domestic airlines. It had this right until the government took it away in 1979.

Qantas looks to the future with optimism. The challenges of new competition and shifting routes, the ordering of new aircraft and the deregulation issue will all have an impact. The airline is preparing for times ahead and plans to remain a strong force throughout its system.

It lives up to its advertising slogan: "QANTAS, A Great Airline Because It Had To Be."

FLIGHTS OF FANTASY

AIRLINERS INTERNATIONAL

by Jon Proctor



Early in 1977, Paul Collins, founder and self-appointed president of the World Airline Hobby Club, decided to have a little get-together. A loosely organized fraternity of airline and airliner enthusiasts, the two-year-old club was informally held together by its quarterly journal, *The Captain's Log*. Collins sent out notices and advertised in the *Log* for a proposed airliner show, to be held that July at a hotel adjacent to Cincinnati Airport. "About 60 people showed up," recalls Collins, "And we had a pretty good time, swapping and displaying airline memorabilia. None of us back then had any idea of what we were starting."

From that meager beginning evolved Airliners International, a yearly convention which has become the 'Super Bowl' of enthusiast shows for those in search of every imaginable form of air transport aeronautica. Bought, sold, traded and on display are a myriad of airliner photos, postcards, slides, videos, and models, plus the more traditional airline collectibles, like swizzle sticks, playing cards, luggage tags and stickers,



timetables, kiddie wings, china, glass and silverware, menus, uniforms and badges, books, in-flight magazines, brochures, advertisements, manuals, signs, and even some unlikely examples, such as seat pocket emergency information cards and airsick bags.

The club has grown too, and has been renamed the World Airline Historical Society, more closely recognizing its purpose. *The Captain's Log* is a wealth of information on the history of commercial aviation, with columns, articles and research projects, plus a 'wants and disposals' section for trading among members, many of whom are airline employees. But there are quite a few who are not. Collins himself was working for the Chesapeake and Ohio Railroad when he formed the club, and is now with its successor company, CSX Transportation.

In order to get a bigger draw at the first gathering, members of the Ontario (Canada) Aviation Enthusiasts were invited to attend, and several of that group offered to host another show at Toronto the following summer. But from that point on, attendees began voting for future site locations, usually a hotel close to the airport.

Airliners International became the official name a few years later, and matured into a three-day affair, beginning on a Thursday in June or July, with registration and a welcoming cocktail party, hosted by Paul Collins and the Society. Friday morning, exhibitors put out their wares for all to see in a large display hall. Delegates fill the giant room, eager to buy, sell or trade their specialties, which to the layman might have been relegated to the attic, or the garbage, long ago. Little do some realize that the old plastic model airliner bought in the late 1950s for \$1.98 can bring in excess of \$200 now, provided it is in mint condition and still in the original packing box, unassembled. Throughout the hall, one can enjoy just strolling

the aisles, and pursuing the history of commercial aviation in hundreds of different forms.

As the trading and selling picks up steam, continuous slide and movie shows begin in adjoining meeting rooms, while entries for model, slide, and photo contests are logged in and put on display. Outside, buses begin loading for tours of local airline-related attractions, such as museums, airline training and maintenance centers, and airport photo tours. The real hard-core trader will probably remain in the hotel though, not wanting to pass up possible further transactions.

The display hall remains open through the afternoon, then closes for the 'business meeting'. Only one item is on the agenda: future site selection. Club members make pitches for each of the candidate cities, followed by a brief question and answer session; balloting follows. As convention size and necessary planning time increased, the policy of voting two years in advance was adopted. This year, four sites were in the running for 1991: Orlando won, over Detroit, Long Beach and Montreal.



Friday evenings are normally unstructured, giving delegates the chance to visit with each other. But on Saturday morning, the display hall opens again and a good deal of local 'walk-in' traffic appears; visitors learn of the convention through the media and hobby outlets. Contest judging commences, slide shows continue, and in the trenches, last minute 'deals' are offered, usually by those who don't want to carry home what they brought originally. By now, most have accumulated equal or greater amounts, including a 'booty bag', provided during registration, and containing numerous handouts, a convention program, and official logo baggage sticker.

Saturday evening, everyone cleans up for the farewell banquet, highlighted by the announcement of contest winners and next year's site location, as well as door prize drawings, a guest speaker, and some unique competitions. During the 'Name The Plane' event, slides are projected, showing minute portions of airliners, usually from within the aircraft, to test the expertise of the most enthusiastic buffs. The winner this year (a pilot) got 14 of 20 correct, a pretty respectable score in view of the fact that some slides showed only the very tip of a wing, or antenna, or an aircraft's shadow outline. The written trivia quiz follows, a mind-bender conducted while dinner is being served. Some of the most memorable questions from years past are listed alongside.

The banquet's conclusion marks the end of another convention, and can be a bit of a letdown. "People really get into it here," said a regular attendee. "It's easy to get depressed afterwards, realizing you've got to wait another year for the next big one!" (As a spin-off from Airliners International, local groups put on similar, but smaller, shows throughout the year which provide some relief.)

By Sunday morning, most everyone scatters to the four corners of the world, but a select group remains, briefly, for breakfast together. Delegates who have attended all of the previous conventions

(less than 15 qualify) join past, present and future hosts (and hostesses) to toast those who have worked so hard to make it all happen. Then they too disperse, and Airliners International finally closes out.

This year, Toronto became the first city to repeat as a host city. In addition to those already mentioned, Dallas, Detroit, Miami, Los Angeles, Washington, D.C., St. Louis, San Francisco, Hartford, Indianapolis, and Denver have all been convention domiciles. Arguably, the most logical site is scheduled for next year. Airliners International '90 will be held on June 21-23 in Seattle, at the Red Lion Inn/Sea-Tac, next to the city's international airport. Well over 1,000 people are expected to participate, and also visit such attractions as the nearby Museum of Flight and the Boeing 747 assembly plant at Everett, Washington.

Although airliner enthusiasts can justifiably be called 'plane crazy', their interests often extend to other forms of transportation as well. Paul Collins is busy trying to organize a group of 60—about the same number that attended the first convention—for the purpose of riding out to Seattle next summer together... on a train.

Jon Proctor is a frequent contributor to AIRLINERS, and will co-chair the next Airliners International convention in Seattle.

AIRLINERS INTERNATIONAL '90
P.O. Box 1164
Clackamas, OR 97015

THE WORLD AIRLINE HISTORICAL SOCIETY
3381 Apple Tree Lane
Erlanger, KY 41019



WINGS & THINGS

by RICHARD KORAN

With thanks to
Jon Proctor

First
published
in
'AIRLINERS'
Winter '89

Welcome to the 1990s. We are off and running with our respective hobbies and I'd like to extend to each and everyone of you a wish for a prosperous, healthy and exciting New Year of collecting!

Since the previous issue of the CAPTAIN'S LOG, I have received a great number of interesting wings as well as some pins and other miscellaneous goodies. "I will comment on some of these "wings and things" and I'll comment, too, on collecting in general as we move into the new decade. Some "Food for Thought," so to speak. As Russ Huff put it in his latest effort, "collecting seems to be one of those delicious luxuries of life proffered to those who can afford it, take time for it and make it one's own. It meets our needs to preserve something, suits our time-table and is ours to mold in a way that best suits our interest in history while providing welcome recreation."

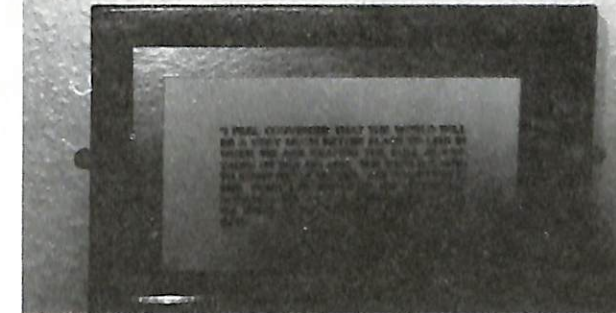
In mid-January, I received Holiday Greetings from Donald B. Holmes, of Air Mail book fame, who is now living in England. I also received an invitation from him to the formal opening of the Airmail Room at the Bath Postal Museum. Holmes had been very busy getting the Airmail Room completed for the 18 JAN 90 event and they will have celebrated the opening by the time you are reading this.

The guest of honor for the opening was Sir Ian Pedder, KCB, OBE, DFC, Air Marshal, Royal Air Force, and Chairman, Dan-Air Services Ltd. As part of the program, Donald Holmes gave a talk entitled, "The Importance of Airmail History", after which Sir Ian pronounced the Airmail Room open.

Another "guest of honor", so-to-speak, was a photograph of a gentleman who has become somewhat familiar in this column: Imperial Airways' Captain Gordon Percey Olley, standing between two other gentlemen, talking with each other before leaving on a flight. Olley is decked out in his leather flying helmet with furry visor and long leather coat with furry collar - warm clothing, indeed, for a cockpit stuck out in the front of an aeroplane in those early days.

A quote of Olley's is framed just below the photograph: "I feel convinced that the world will be a very much better place to live in when we are reaping the full advantages of the air age. The world wants to know itself better. Air Transport is the greatest remover of artificial barriers. We want the universal mind - we want to be citizens of the world."

Photo of Imperial Airways Capt. Gordon P. Olley in an oval frame hangs over a quote of his in the Airmail Room of the Bath Postal Museum in England. "I feel convinced that the world will be a very much better place to live in when we are reaping the full advantages of the air age..." Olley wrote. He is in the center, wearing the uniform of the day: leather flying coat and helmet.

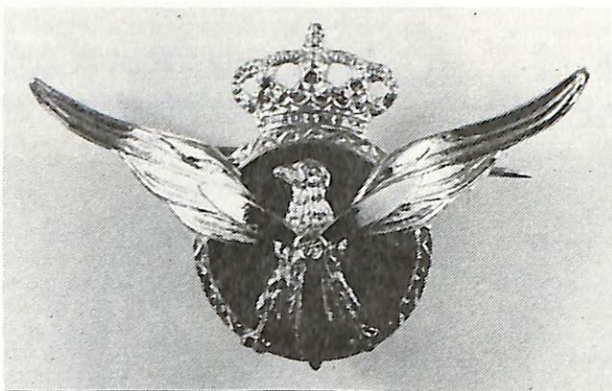


With a post office in mind, the letter I received from Rio-Sul, the major regional airline flying out of Rio de Janeiro, tells a tale of lost letters. I had sent a letter to the airline in May of 1989, asking for their wings and their reply arrived in mid-December.

"Although sent on May 20, only recently we have received your letter, probably lost in these post offices of the world." So, those of you who are still waiting for replies, don't give up hope!

A beautiful hat badge and pilot's badge were received from LTE International Airways, Palma de Majorca, Spain. LTE is associated with LTU of West-Germany. Over time I have discovered the Spanish air carriers use individually-designed hat badges to identify their crews, since the pilot badges awarded are all the same. The pilot badge that came with the LTE hat badge has a gold eagle, with a three-bladed propeller on its breast, mounted on a dark-blue enamelled disc. A gold, finely-detailed, "Monarchy" crown is above the eagle. Portions of this particular crown are cut out whereas another version I have has a solid crown.

The LTE hat badge is a work of art, as you can see in the accompanying photograph. Hector Cabezas (of Frankfurt fame) has sent me numerous pages of Spanish airline hat badges and



This Spanish pilot badge is worn by all airline pilots. It is gold-plated and illustrates the "Monarchy" Crown in fine detail. Note that portions of this crown are cut out, in contrast to one I received some time ago, that doesn't have these cut-outs. A dark-blue enamel disc provides the background for the eagle and the three-bladed propeller. The badge is pinback and bears no hallmarks.



Madrid-based Iberia has a new wing. Its quality tells me it is for cabin staff. The gold "tinsel" thread wing pattern is delicate, as is the circle around the red and yellow "B". The backing is a light felt material and black thread surrounds the whole wing.

they do in fact "tell the tale" as far as identifying an airline when one looks at the pilot's hat. The company logo is usually in the center, accompanied by any style of wreath you can think of - and colorful, too, by the description of the LTE hat badge in the photograph.

As for collecting the pilot badges, there have been two versions of the crowns over the eagle. Earlier badges have the Imperial Crown which appears somewhat flatter ... more compact in height. This Imperial Crown was used during the days of General Francisco Franco, whereas the Monarchy Crown came into use when Juan Carlos ascended the throne of Spain. Also, the Franco-era eagles on the badge usually have much more detail and are more military looking.

Last Fall, when I walked through the Montreal-Dorval terminal enroute to American's gate, I finally went up to the counter of Air Creebec to ask if their pilots wear a wing, and the reply was "yes". And off I went. In response to my letter to Val d'Or, Air Creebec not only sent me their wing, but also enclosed a copy of Flightline magazine in which there was a great article about the airline owned by the Cree Indian band. It says: "Air Creebec is



Hat badge for LTE International Airways, operating out of Palma de Majorca, Spain. LTE is associated with LTU of West-Germany. The badge is a beautiful piece of work! The background is black and padded so it can be sewn to the uniform hat. All of the embroidery is in gold wire with thread accents: medium blue in the center and red thread in the crown together with five small green beads. Close inspection of the hat badge will show that three types of gold wire have been used. LTE's Flight Operations secretary noted that the "hat emblem" was ordered specially for the collection.



Air Creebec, with offices in Val d'Or, Quebec, Canada, got off the ground on Canada Day, 01 JUL 82, when their inaugural flight departed for James Bay. From a single Twin Otter, Air Creebec's fleet has grown to include more than a dozen aircraft, including a Dash-8 and eight BAe 748. The pilot wing is overall gold with a Canadian Goose flying over a Cree symbol that includes yellow-orange-red stripes.

the leading edge of an economic revolution founded by its president, Chief Billy Diamond. Even before the signing of the historic James Bay and Northern Quebec Agreement in 1975, the young Chief of Waskaganish - and first-ever Grand Chief of the James Bay Cree - had scribbled into his diary the need to look into leasing a small plane for the use of his people.

"Before Air Creebec, it was slow, awkward and expensive to journey from the north to the business, political and healthcare centers of the south. Based at Val d'Or, the airline became the beachhead of a now sizable Cree investment in the main-stream Canadian economy."

With "venture tourism" in mind, too, Air Creebec has named their Dash-8 the "Polar Bear Express", delivering tourists near to Moosonee in Ontario, 80 miles (120 km) across the bay from Waskaganish, and the wondrous nature of lower James Bay.



On-Time Machine patch. It is white with a red border, black lettering and accents. The DC-10 is light gray with red and blue stripes along the fuselage, red-blue "AA"s, red "American".



On-Time Machine button is white with black lettering and black outline of DC-10. "American" on the fuselage is in red, cheat-lines are red and blue.

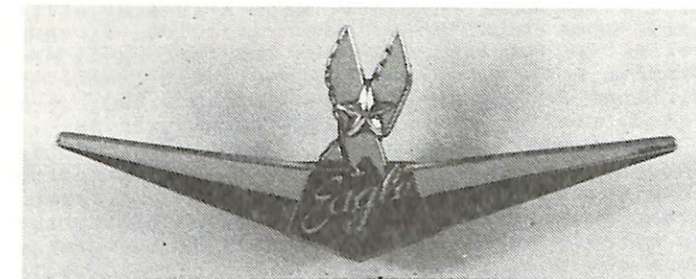
An American Airlines DC-10 is shown on milk chocolate celebrating the 50th birthday of AA and the 200th birthday of the United States of America in 1976. The chocolate is encased in clear plastic and is mounted on cardboard decorated with red and blue "AA"s and banners.

And now a little editorializing. Collectors are a strange breed of folks. I have run into the military collectors for years and now the airline collectors. As a group, we are all the same, and we all share the same excitement of getting something new for our collections. I am going to drop some words on you in the hope that some of you will take the time to respond with information and/or ideas as to what we might be able to do, if anything at all, to confirm or deny what I think has started to take place.

I am talking about lost packets ... envelopes ... small boxes. Recently, I mailed a packet with three wings in it to another collector for a trade, and I insured it, to be sure. He never received it. Has this ever happened to you?

At times I'll joke about one of my envelopes or packets having a "bump" in it, meaning an airline or collector has come through with a wing. That "bump" would make my day! That "bump" might also be interpreted by someone else as something that can be converted into "whatever" ... cash? Any comments?

I don't really point any fingers anywhere, but, I have been hearing from some others that certain sorting facilities have employees who spend a lot of time goofing off and/or doing as little as possible. That includes reading magazines that belong to someone else. Petty theft? maybe some of our "bumps" are going the



New American Eagle captain's wing has a star surmounted on the eagle's wings. Wing is silver with the background behind "Eagle" and the lower half of the wings a matte finish.



way of petty theft? Any Comments? Has this happened to you?

Or is it that too many collectors are writing too many letters to too many airlines for too many wings? Maybe I am getting a little paranoid about this, but I do send out a lot of letters/requests and just maybe they are not sending anything back. I have heard from a few airlines who have been inundated with requests and that they just can't give away or sell wings from their stock. Pressing business needs - such as money - surpass their ability to give away any wings at all. One collector has even received a rejection letter saying his collection is "very impressive but after careful consideration I have decided not to send our current wings. With the recent and ever-increasing terrorist activities worldwide, I feel we should restrict the availability of our uniform emblems at this time." how about that?

Perhaps there is something to be said for all this and I'd like this colum to be a sort of clearing house or forum for your comments as well as mine. Here is your chance! If this commentary falls into another side of collecting, I would imagine each editor who prepares a colum for the CAPTAIN'S LOG would welcome comments, whether they be positive or negative. Insightful comments, please?

Before getting off this kick, though, I

have a few more comments. When prices of military wings began their meteoric climb, I began collecting airline wings as they were less-expensive and, since I had been with American Airlines for a few years, more appealing. Price, really, was the first consideration.

Along with the high-priced military wings, though, I discovered another factor creeping into the shows - bad reproductions and fakes began popping up here and there, complicating an already expensive hobby. Most of the fakes were obvious, but there were those that would test the best collector. And, as more years passed, not only were today's wings being faked, but some manufacturers joined in by producing wings from their "original" dies that had been languishing on dusty backroom shelves.

Last year, another collector wrote me about some contacts he had made with a noted wing faker here in the U.S. by happenstance. The faker was "getting out of the business" and was willing to pass along his "expertise". As we know, anything and everything can be reproduced accurately and elegantly. This guy had crept into the wing market, military and airline, over many years. As the collector put it in his letter to me, "Little, if any, manufacturer variations and the relatively small collecting market (until recently) has protected the airline hobby to a large degree. This situation will change for the worse as we both know."

I have no problems with collectors and manufacturers who are up-front with their wings, whether they be re-strikes, overages or whatever ... just as long as they are honest with what they have and do not try to pawn off a bogus piece on the unsuspecting collector.

From time to time I plan to quote, or create, information on this aspect of our hobby as a means to help educate wing collectors who may be unaware of what is happening in our world of wings. Some folks might dispute these findings while others will make exceptions to the rule. Then, some may question my motives. Whatever, Wings and Things can be a forum if you'd would like it to be. Let us stress truth and integrity.

Besides, guys and gals, I can remember the days when we did not have to worry about whether the wing was real or not ... and I am not that old!

++++

Smithsonian's Air & Space Magazine, FEB/MAR 90, celebrates "anniversaries" and one of these is appropriate for commemorating the work of Donald Douglas:

"1936 February 1-9. The Douglas Aircraft Company unveils the Douglas Sleeper Transport at the National Pacific Aircraft and Boat Show in Los Angeles. Thousands of people paid the 40-cent admission fee to get a close look at the DST, which was the show's chief attraction due to its large size and the prestige of its manufacturer. Airlines used the DST to transport passengers across the country in relative luxury: the airplanes were equipped with upper and lower sleeping berths, and hot meals were served on portable tables."



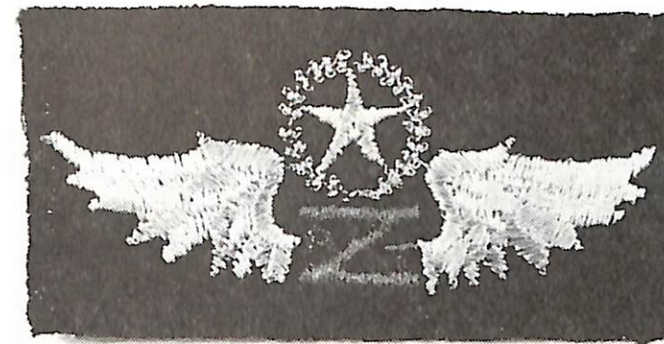
Trump Air company patch worn by members of the maintenance department for their helicopter operations. This black patch has "Trump Air" in yellow-gold thread and red stripes on each side. The helicopter livery on their Boeing 234s is the same, along with a "T" in the center of a wreath.



SATA - Servico Acoreano de Transportes, operates in the Azores and provides services to eight of the nine islands that make up the island group in the Atlantic Ocean. This wing has a somewhat different appearance as most of the wing design is made up of small gold "discs", together with gold wire. The cross in the center is red with gold wire.



New pilot wing of China Airlines. It arrived in an envelope with some great postage stamps on it and a "Please forward" note on the back of a "Boarding Pass Request" form! Made me feel right at home that way. The wing came from their operations division at Sunc Shan Airport, Taipei, Taiwan. More than five different types of gold wire make up this very nice wing.



Zantop Air Transport (ZAT) captain's "patch" wing, worn by Capt. Don Castile starting in 1958. This early ZAT wing is in silver thread, as are the star and wreath. "ZAT" is done in dark-red thread. Don has contributed a few other wings also, including a beauty from Rosenbalm.



The wing of Austrian-based Tyrolean Airways is a golden beauty. The logo colors are yellow-orange-red and "tyrolean" is in black. The wing "lines" are in red. An outstanding photograph of the airline's four DHC-7s can be seen on the cover of the MAR 89 edition of World Airline Fleets, issue #21. Colorful, indeed!



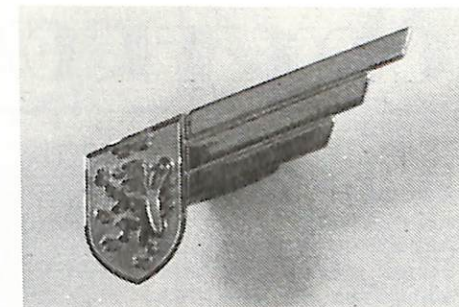
Singapore Airlines pilot wing has their gold logo surmounted on a dark-blue background, with gold wings. This wing has been in use for almost two years.



This streaking Pid Air wing is a "Help! Help!" wing. In other words, does anyone know anything about this wing and if so, can you tell me what it is? It has a two-tone gold wing pattern, a white center and blue lettering ... and "streaks".



"Help! Help!" Another "unknown" wing from England, found at a flea market near Luton. A gold "E" is in the center of a shield that is white at the top and orange at the bottom. The wings are gold wire on black backing.



Cal Air International flight attendant wing. I acquired it on one of Cal Air's re-launched Novair DC-10s, G-BJZE, at Toronto. This overall gold wing has the rampant lion in the shield. The new Novair markings can be seen on the cover of JUL 89 World Airline Fleet News. Cal Air was formerly British Caledonian Airways (Charter).



Rio-Sul, a subsidiary of Varig, is the major regional airline operating out of Rio de Janeiro. The wing is gold-plated with "Rio Sul" centered in the log, which is somewhat difficult to see in this photograph.

REPORT FROM THE FIELD

by JIM "JET" THOMPSON

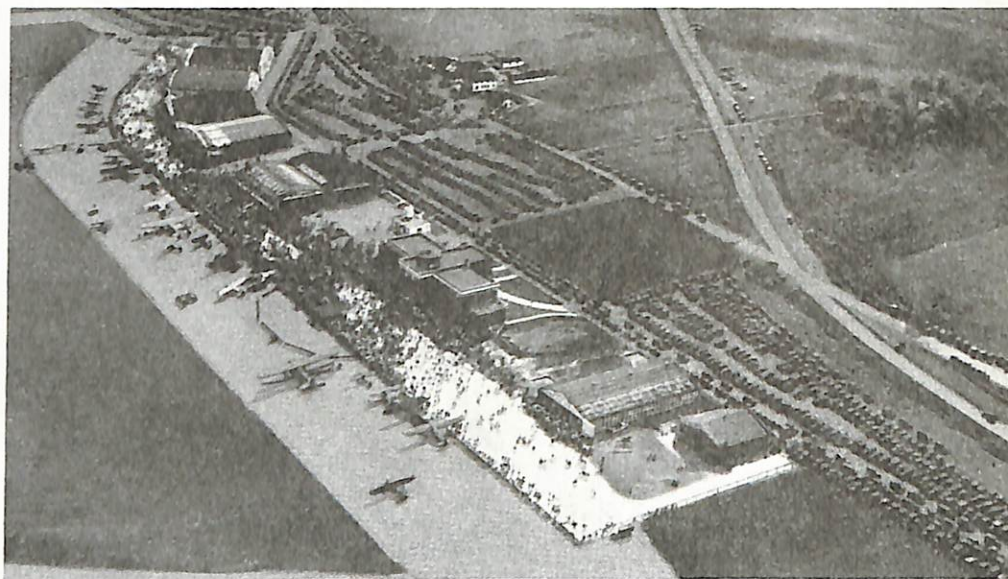
In this issue we look into the history of one of the major airports in the heart of America. It is the primary hub for Trans World Airlines and is one of the half dozen or so busiest air carrier airports in the USA.

I speak of none other than Lambert-St. Louis International Airport (STL), Missouri.

Aviation history in St. Louis began in the early 1900s with balloon ascents. In 1907 the Aero Club of St. Louis raised \$20,000 to purchase land and develop a site for sustained flights for the International Aeronautic Tournament later that year. It chose Kinloch Park, a former race track. After the purchase it became known as Kinloch Field.

Major Albert Bond Lambert, a local resident, became highly influential in the development of Kinloch Field. There were two air shows on the field, in 1910 and 1911. Former President Theodore Roosevelt attended the latter and took a ride in one of the participating aircraft. The world's first experimental parachute jump took place in St. Louis in 1912.

At about this time a flying school was set up at Kinloch Field and the field became a

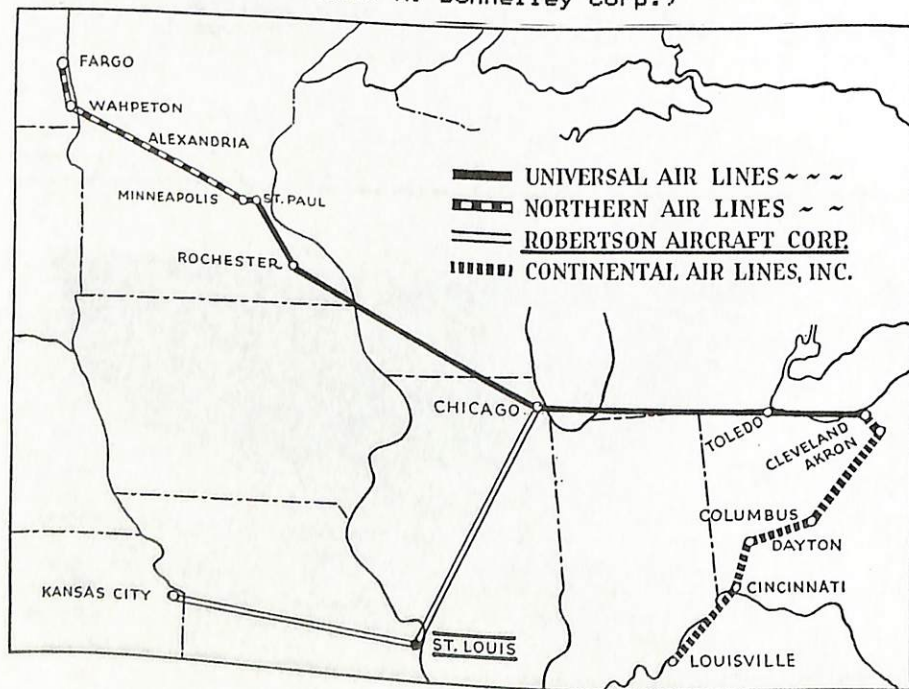


Aerial view of Lambert Field, early 1930s. Administration building and terminal is in the center and Robertson Aircraft Corp. hangar to the right. Note the large crowd in front of the buildings! (C.T. Art-Color tone postcard, Jim (Jet) Thompson Coll.)

ST. LOUIS / STL

(Missouri)

Robertson Aircraft Corp. C.A.M.2 air mail routes, FEB 29. (DAG map, via The Reuben H. Donnelley Corp.)



testing ground. In 1919 Major Lambert purchased 550 acres of land at Kinloch Field and re-named it Lambert Field.

1923 was a big year for St. Louis and Lambert Field. The International Air Races were to be held at the field that year. The St. Louis Aeronautical Corporation, realizing how important this event would be, spent \$315,000 to develop and enlarge Lambert to a "state of the art" airfield. Later that year the 35th Division Air Unit, National Guard of Missouri, was organized and was based at Lambert Field.

During the early 1920s Major William B. Robertson of St. Louis had become appalled at the mass destruction of perfectly good aircraft that had become surplus after the end of World War I. With his brother Frank and a Mr. H.H. Perkins they organized the Robertson Aircraft Corporation under the laws of the State of Missouri in FEB 21.

They started to purchase aircraft at government surplus auctions and since scrap metal dealers were their only competition, the Robertsons and Perkins were able to buy the aircraft at very low prices. They would then either finish building them or rebuild them, and sell them.

The company also bid for and was awarded Post Office mail route C.A.M. 2 between Chicago and St. Louis. Scheduled service began on 15 APR 26 with DH-4 aircraft.



Robertson Aircraft Corporation's only baggage label. Colors are red and blue on white.

(Don Thomas Coll.)

01 DEC 28 timetable of Robertson Aircraft Corporation. RAC used Ford Tri-motors on its passenger and mail services over C.A.M.2. Fords known to have been delivered new to RAC include model 4-AT-B NC-6893, NC-6894, NC-7584 and model 5-AT-B NC-9663, all in second half of 1928.



C.A.M. 2 was the fourth air mail route in the USA to become operational. One of the early Robertson Aircraft Corp. pilots was a man named Charles A. Lindbergh. Flying the mail and being an officer in the National Guard Air Unit gave him valuable flying experience for his nonstop solo trip across the Atlantic from New York to Paris the following year.

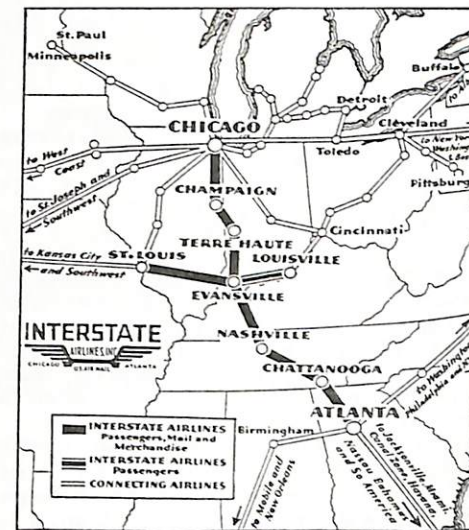
In 1928 the residents of St. Louis approved a \$2 million bond issue to purchase Lambert Field plus an additional 76 acres adjacent to the field, from Major Lambert. Lambert Field thus became the first municipally-owned airport in the country. On 31 DEC of that year Robertson Aircraft Corp. was sold to Universal Air Lines System. It retained its original name, but became a division of Universal.

Many improvements were made to Lambert Field after the city had bought it. A passenger terminal, four hard-surfaced runways, hangars, roads and water facilities were built and floodlights installed.

By DEC 28 Robertson was also flying to Kansas City, calling this the "Skyline Express". The St. Louis-Chicago route was now operated with stops at Springfield and Peoria, both in Illinois and was called the "Skyline Limited". Ford Tri-motors were used on the passenger services and Travel-Airs carried the mail.

Interstate Airlines had begun service to St. Louis on 01 DEC 28, linking the city with Evansville, Indiana. This service linked up with their Chicago to Atlanta service. Interstate was using both Stearman and Fairchild aircraft.

On 08 JUL 29 St. Louis became part of the new transcontinental route between New York and Glendale, California, by Transcontinental Air Transport. Passengers travelled westbound from New York by Pennsylvania Railroad to Columbus, Ohio and from there by TAT Ford 5-AT Tri-motor to Lambert Field with stops at Dayton (Ohio) and Indianapolis and Terre Haute in Indiana. From Lambert Field the journey continued by TAT Ford to Kansas City, Wichita and Waynoka, Oklahoma. At Waynoka, passengers boarded the Atchison, Topeka and Santa Fe Railroad for an overnight ride to Clovis, New Mexico. There another TAT Ford was waiting to fly you to California via Albuquerque (New Mexico) and Winslow and Kingman in Arizona.



Interstate Airlines linked St. Louis with Evansville on its Chicago-Atlanta north-south main route. (DAG map, via The Reuben H. Donnelley Corp.)



© 1928 BY UAL, INC.

On 31 DEC 28, the Robertsons sold Robertson Aircraft Corporation to Universal Air Lines System. RAC continued operating under its own name, but as a division of Universal.



Label of Southwest Air Fast Express. (Don Thomas Coll.) SAFE is believed to have operated at least seven Ford 5-AT-B (NC9662, 9665, 9666, 9671, 9682, 9683 and 9687) and two 5-AT-C (NC9690, 408H) over its routes.

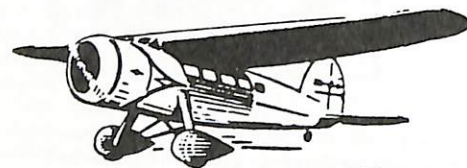
About this same time, a new airline, Southwest Air Fast Express began service to St. Louis Lambert Field with Ford Trimotors flying to Springfield, Missouri and Tulsa, Oklahoma.

On 04 AUG 29 St. Louis was tied into a new transcontinental train-plane service involving SAFE. Passengers would ride a New York Central Railroad train to St. Louis. There they took a SAFE Tri-motor to fly west to Sweetwater, Texas. There they boarded the Texas and Pacific Railroad train to El Paso, Texas to connect with a Standard Airlines aircraft for the remainder of the westbound trip.

By AUG 29 the Robertson Aircraft division of Universal Air Lines was operating Fokker Super Universals on the St. Louis - Kansas City route, along with new Boeing 40B-4, four-passenger aircraft on a second route from St. Louis to Kansas City and to Omaha, Nebraska. Both aircraft had completely-enclosed cabins for passenger comfort.

At Kansas City, travellers could connect to the air-rail transcontinental service of Universal.

In AUG 29. Wedell-Williams Air Service, Inc. began service into Lambert from the south. Using Lockheed Vegas, its route



(Vega)

went south to Memphis and Jackson in Tennessee and then on to New Orleans, Louisiana on a once-weekly frequency.

1929 had proven to be a very busy year for Lambert Field.

1930s, YEARS OF EXPANSION

The 1930s were a time of great expansion in both the number of airlines serving Lambert Field, and other destinations that could be reached from the field. The postcard at the beginning of this history dates back to the early 1930s. It says on the back the field measured 695 acres and "with its huge administration building, cost in excess of \$2,000,000, exclusive of the numerous large hangars" (8 visible). It also states more than 100 commercial and private airplanes are arriving and departing daily. From close examination, it appears that some of the aircraft shown in the card, are Lockheed Vegas. A large biplane is also shown and could be a military aircraft.

ST. LOUIS TO NEW ORLEANS (Daily)					
11 00	Lv.	St. Louis, Mo.	Ar	4 00	
1 35	Ar.	Memphis	Lv	1 30	
1 50	Lv.	Memphis	Ar	1 15	
2 25	Lv.	Clarksdale	Lv	12 40	
2 55	Lv.	Greenwood	Lv	12 20	
3 50	Ar.	Jackson	Lv	11 20	
4 00	Lv.	Jackson	Ar	11 15	
5 45	Ar.	New Orleans	Lv	9 40	

FARES						
FROM	TO	St. Louis	Memphis	Clarksdale	Greenwood	Jackson
Memphis		\$20.00				
Clarksdale		25.50	\$5.50			
Greenwood		28.50	8.50	\$4.50		
Jackson		32.50	12.50	12.50	\$8.00	
New Orleans		45.00	25.00	24.50	20.00	\$12.50

However, 1930 started with a disappointment: Wedell-Williams pulled out early in the year. However, its route was not dormant very long. Frank Robertson, the brother of Major William Robertson and co-founder of the old Robertson Aircraft Corp., set up the Curtiss-Robertson Company at St. Louis with his share of the money from the sale of the company to Universal. The initial plan was to build Curtiss Robin airplanes. When Wedell-Williams suspended service to the south, Robertson set up the Robertson Airplane Service Company, operating as Robertson Air Lines. In 27 APR 30 it began service to Memphis, Clarksdale, Jackson and New Orleans with Ryan Brougham B5 aircraft.

Sometime around the middle of 1930, in a series of buyouts and route swaps, SAFE had been sold to American Airways, but its route from St. Louis to Springfield and Tulsa went to Transcontinental & Western Air (the new operating name of Transcontinental Air Transport following its merger with Western Air Express).

In 1931 another new airline started service to Lambert Field. Rapid Air Transport was operating a small fleet of Ryans and Bellancas from St. Louis to Columbia and Kansas City.

In a series of decisions on air mail contracts during mid-

Robertson Air Lines started operations in APR 30 from St. Louis Lambert Field.

At left is the airline's schedule. (OAG, via The Reuben H. Donnelley Corp.)

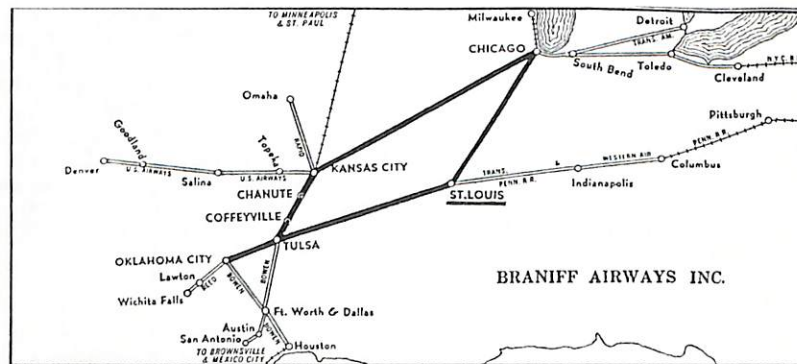
1931, Postmaster General Walter Folger Brown extended the Chicago-St. Louis route of American Airways south to Memphis. This would then connect with AA's new southern transcontinental route through an extension north from Jackson to Memphis and south to New Orleans. It gave American a direct route from Chicago to New Orleans with stops in Springfield, Illinois; St. Louis, Missouri; Memphis, Tennessee and Jackson, Mississippi.

Lambert Field saw another new airline start service there in 1932. Braniff Airways, Inc. began operating from Tulsa, Oklahoma, to St. Louis and north to Chicago with Lockheed Vega aircraft. The St. Louis-Tulsa route was operated in competition with TWA, which, however, had to make a stop in Springfield, Missouri. On the St. Louis - Chicago route Braniff operated in competition with American Airways which had to stop in Springfield, Illinois. Thus, Braniff had a little bit of an edge over the competition, with nonstop service on both routes.

Two new cities were added to routes operated from Lambert Field in 1933. American Airways began service to Terre Haute with a stop at Evansville in both directions. AA also operated scheduled service between Lambert Field and Curtiss-Steinburg Airport at East St. Louis, on the Illinois side of the

BRANIFF AIRWAYS

(1932)
(OAG, via The Reuben H. Donnelley Corp.)



state border and just 16 miles away. However, AA could not carry local traffic between the two airports. The airline stopped at East St. Louis on both its Chicago - New Orleans and its Chicago - St. Louis route.

1934 saw several changes in service from Lambert Field. Two new airlines started operations here, while another one left. On 01 JUN Pacific Seaboard Airlines, Inc., began mail service on its newly-acquired mail route from Chicago to New Orleans via Peoria, Springfield, St. Louis, Memphis and Jackson. Two weeks later, on 15 JUN, they began passenger service over the same route, using Bellanca Pacemakers. This new PSAL service was a result of the rebidding of the Air Mail contracts in that year.

Also in 1934, TWA began a cross-country mail and express service through St. Louis, operated with Northrop Alphas and Gammars.



Transcontinental and Western Air began trans-country mail and express service through St. Louis in 1932 with Northrop Alphas and Gammars. Here TWA's division traffic agent H.H. Hot-tell, left, oversees the loading of a shipment in an Alpha, named the "Miss St. Louis". (TWA)

About this same time Bowen Air Lines, Inc. began service through Lambert on its Chicago to Houston route with Lockheed Vegas and Orions. Other stops on the route were at Springfield (Missouri), Tulsa, Oklahoma City and Dallas. The Chicago - Tulsa portion of the route had former-



Chicago and Southern L-10 Electra



but at that time Bowen was no longer serving St. Louis. It had an air mail contract only for Houston-Tulsa. AA had the mail contract from Tulsa north to St. Louis and Chicago and it was not profitable for Bowen to operate north from Tulsa with passengers only.

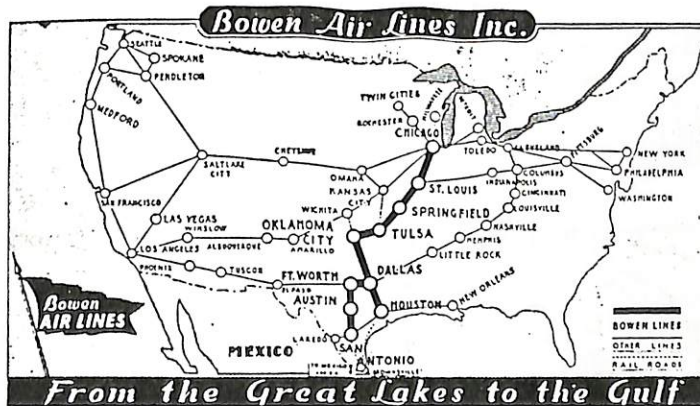
Pacific Seaboard changed its name to Chicago & Southern Air Lines and replaced its Bellanca Pacemakers with Lockheed L-10 Electras. The airline added a stop at Greenwood, Mississippi. American Airlines started service between St. Louis and Houston but dropped the service to Springfield, Missouri.

Now a period of quiet fell over the airport. With the exception of the introduction of Vultee V-1 and Stinson "A" trimotors by American Airlines, there were few changes in operations at Lambert Field.

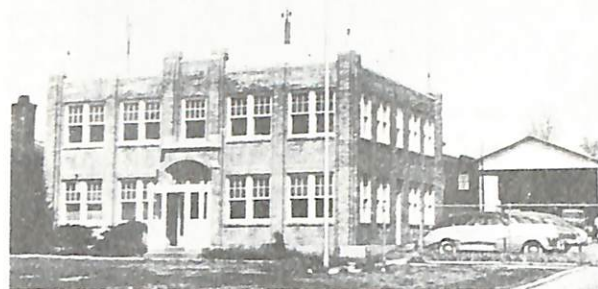
When Midwest Airlines was founded at Lambert Field in JAN 38, it was the first time in four years that a new airline started service at the field. Shortly after Midwest changed its name to Marquette Airlines and it began scheduled passenger and freight service from St. Louis to the Ohio cities of Cincinnati (Lunken), Dayton and Toledo and on to Detroit City Airport in Michigan. Marquette operated a fleet of Stinson "A" trimotors and theirs was the first nonstop service between St. Louis in Cincinnati.

On 06 JUL 39, James Smith McDonnell, Jr. - "Mr. Mac" - opened the doors of his new McDonnell Aircraft Corporation at Lambert Field. He operated out of a small room in the American Airlines building at the airport. The company, now named McDonnell Douglas Corporation, is one of the largest aerospace companies in the USA. It still has its headquarters at the airport.

McDonnell Aircraft, in the



Bowen Air Lines came to St. Louis in the mid-1930s.



The first office building of McDonnell Aircraft Corp. at Lambert Field



words of its founder, intended "to engage in the business of designing, developing, manufacturing, testing, selling and the repair of aircraft and the parts thereof".

This intention has come true. Following a period of small-scale production, McDonnell had nearly 400 employees by mid-summer 1941 and had moved into its first factory, the old, 36,000 square feet plant once occupied by the Monocoupe Corporation at Lambert Field. In the 1930s Monocoupe had been well-known for its sports aircraft.

During World War 2 McDonnell built small and large parts for many of America's fighting aircraft, including tail surfaces (for the Douglas C-47 Dakota and B-18 bomber and the Boeing B-17 Flying Fortress), gun mounts and much more. After the war and to the present day, it has built many of the world's most-advanced military aircraft for the U.S. military and the military of many other Western nations.

Let us now return to the airline scene at Lambert Field. In 1940 Eastern Air Lines began service to Lambert Field from Nashville and Miami. But Marquette Airlines disappeared in 1941. TWA had bought most of Marquette's stock in 1940, but the Civil Aeronautics Board did not approve a complete buyout until APR 41. The purchase was finally completed on 05 DEC 41 and TWA took over the Marquette route.

During the early 1940s the CAB had been looking into the idea of "feeder" airlines which would transport passengers and freight from smaller cities to the larger ones where the trunk lines were operating. One of the airlines set up to investigate the concept on an experimental basis was Ozark Air Lines (See the CAPTAIN'S LOG, Vol.13 No.1, APR 87). It was organized in 1943 but did not begin scheduled service until 10 JAN 45. Service was started on a triangular route from Springfield to

Rolla, St. Louis, Columbia, Kansas City, Clinton and back to Springfield, all in Missouri. Two flights in opposite direction were also operated. Equipment consisted of three four-seat, single-engined Beech 17 Staggerwings. They were soon replaced with two five-seat, twin-engined Cessna UC-78 Bobcats, the "Bamboo Bombers".

The Ozark service lasted to 03 NOV 45 when the officers of the corporation grounded the airline because it was operating at a loss. But St. Louis had not seen the end of Ozark. The company's directors felt there was a need for the service and they had proved they could operate it. However, they needed an operating certificate from the CAB to be eligible for federal subsidies in order for Ozark to survive financially.

Over at East St. Louis, Illinois, Oliver Parks was operating the Parks Air College. This was a reputable, successful training organization, dating back to 1927. Parks had managed to be awarded an operating certificate by the CAB and had also been awarded the Kansas City - Tulsa - St. Louis route. He had hired a team of managers to operate his Parks Air Lines and had also acquired four DC-3s, but he was having problems getting financing. After the CAB had granted him several extensions to start service, it withdrew the certificate in the Fall of 1950 and "in the public good" awarded it to Ozark instead.

The new Ozark began scheduled service from St. Louis to Chicago

go on 26 SEP 50, one day after it had been awarded its certificate. The flight also stopped at Springfield, Decatur and Champaign, all in Illinois. The fleet consisted of four DC-3s, taken over from Parks. Later, services were added to Bloomington, Danville, Moline and Quincy in Illinois; Burlington, Ft. Madison and Muscatine in Iowa and Indianapolis, Indiana.

Only one passenger boarded that first Ozark flight out of Lambert Field, but the airline would grow and expand fast and would become the dominant operator at the airport before its takeover by TWA on 26 OCT 86.

In 1951 an air traffic control tower was built on top of the Naval Air Reserve building and McDonnell Aircraft Corp. purchased more land at Lambert Field to build a new factory.

After this, things would change little at the airport for the next few years.

The City of St. Louis showed its faith in Ozark Airlines by building a new terminal at Lambert, on the south side of the field, and a new hangar for the airline's use. The terminal was to include a huge three-dome structure and several concourses. A fourth dome was added a few years later.

The city also modified the old terminal building and converted it into a headquarters for Ozark. Construction was completed in 1955 and Ozark moved its headquarters and maintenance base from East St. Louis, Illinois, to Lambert Field. Up to this time each night, the overnight aircraft had to be ferried from Lambert Field across to East St. Louis for maintenance.

Also in 1955, Ozark received its permanent operating certificate from the CAB.

The airline jet era arrived at Lambert in 1959 when Trans World Airlines started Boeing 707 service to the city. The military jet era had started at Lambert 27 MAY of the year before, when the first prototype of the McDonnell F-4 jet had made its maiden flight. The F-4 was designed as a shipboard navy



fighter, but during its production run of 24 years it would become one of most-successful air force and navy fighter and fighter-bomber aircraft in the world. 5,039 had been built when production by the parent company ceased in MAR 79. Production continued under licence in Japan until 1980, for a grand total production of 5,177 aircraft.

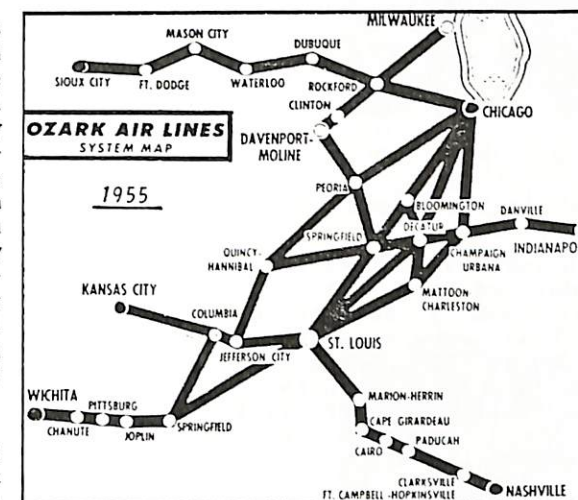
Two years after the arrival of TWA's 707 at Lambert, the space era started at the field when McDonnell Aircraft Corp. began construction of the Mercury series of spacecraft in their factory across the field.

In 1963 plans were drawn up for a new hangar and office facility for Ozark. The old hangar would be torn down to make room for a second instrument runway. The new hangar was completed in early 1964.

Commercial airline history was made at Lambert Field, in 1966 and 1967. In 1966 Ozark removed the DC-3 from passenger service. It kept the faithful Dakota in service for only two more years, to carry freight.

In 1967 TWA retired its Constellation from service. Flight 249, an L-749A, N6020C c/n 2658 "Star of Kentucky" arrived at St. Louis from New York on 06 APR. It was TWA's last piston-engine passenger flight.

Ozark began jet service from Lambert on 08 JUL 66 with the DC-9-15 and operated its first FH-227B propjet service on 19 DEC of the same year. As the DC-9 and FH-227B fleets entered service, the piston-engined Convair 240s and Martin 4-0-4s were also phased out. The last Martin service was flown in AUG 67 and the last DC-3 cargo aircraft took off on 26 OCT 68. The fleet was now all-turbine.



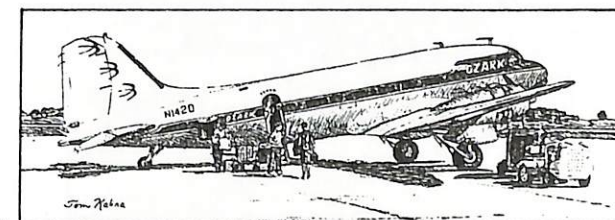
Ozark's local service network in 1955, 10 years before the big expansion started.

Big news - and good news it was! - happened at Lambert in 1967. The McDonnell Company (it had been renamed in DEC 66) merged with Douglas Aircraft Corporation of Long Beach, California, on 28 APR 67 to create the McDonnell Douglas Corporation.

A new airline for Lambert, Lake Central Airlines inaugurated service to Terre Haute and Indianapolis, Indiana, in 1967.

1968 was less than three months old when an Ozark DC-9 had a mid-air collision with a Cessna 150 on approach to Lambert. The DC-9 survived. In July Allegheny Airlines took over Lake Central and shortly after began jet service to St. Louis.

But Lambert Field's future was in question. The Illinois state legislature created an



Ozark withdrew the DC-3 from passenger service in 1966 and from cargo operations two years later. N142D is wearing one of several variations in the DC-3 livery. (Tom Kalina)

(Left) - TWA started the jetliner era at Lambert with its Boeing 707-131 fleet in 1959 (N738TW, c/n 17665 illustrated). McDonnell F-4 (below) was first military jet. Prototype first flew in 1958.



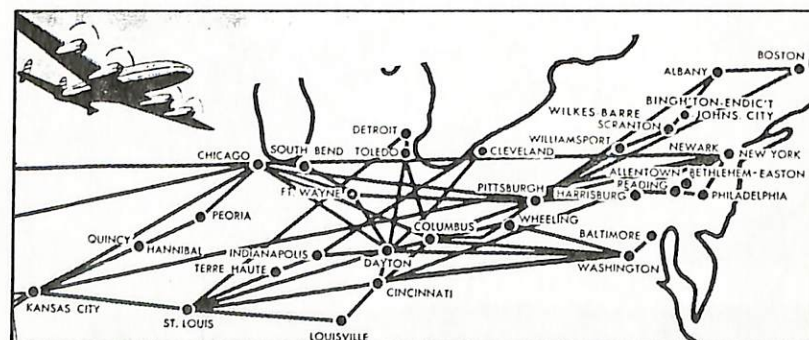
Airport Authority to study the idea of moving the airport across the Mississippi River to the Columbia-Waterloo area. The authority began to lobby for the move, but it failed to gain much support. A year later construction was started at Lambert for a new corporate headquarters building for Ozark as it continued to grow. The building was completed in JAN 72 and the airline moved in on the 14th.

During the late 1960s Ozark had started spreading its wings farther and farther afield. Denver, Colorado, was added in 1966 and by 1969 the airline was 2/3 continental with services to New York (La Guardia) and Washington as well. The network, still centered on St. Louis Lambert Field, stretched from Minnesota to Texas and from Colorado to New York.

1973 brought some sad attention to Lambert Field again. On 23 JUL an Ozark FH-227B (N4215) crashed while on approach to the airport. 37 passengers and the flight attendant were killed. The aircraft was flying through a thunderstorm when the accident took place.

Despite the failed lobby bid, the discussion about moving the airport over to the Illinois side of the Mississippi was still going on and in 1976 U.S. Transportation Secretary Brock Adams agreed to review an earlier decision to replace Lambert Field. During this same time, in spite of talk about moving the facility, construction was begun on a new Ozark hangar and a new concourse at the terminal.

Part of TWA Summer 1953 network out of St. Louis.



The future of Lambert Field became secure when the federal government in 1977 decided to retain Lambert as the primary airport for the St. Louis area. In the same year the new Ozark hangar and new concourse were opened.

In DEC 77 the Airline Deregulation Act was passed and a new beginning was in the works for Lambert Field.

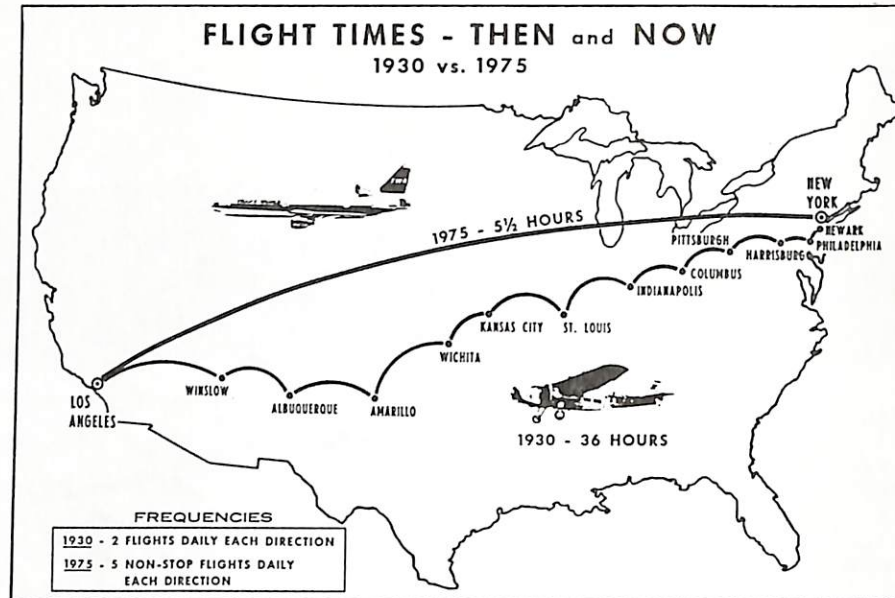
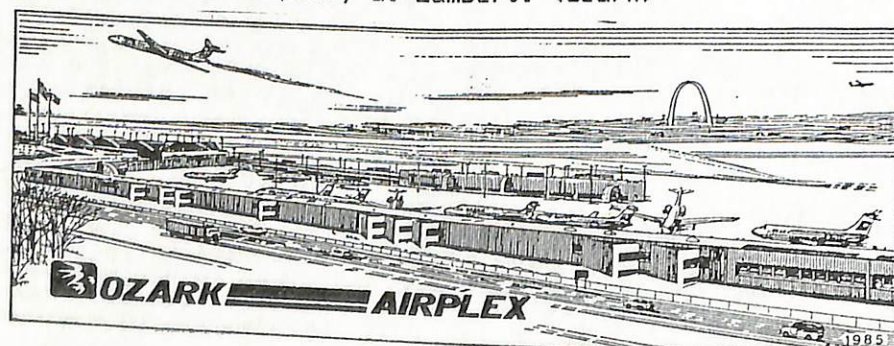
A 15-year expansion and improvement program was the first sign that the City of St. Louis wanted to stay in the forefront of America's air transport industry under the new order. Beginning in 1979, the existing concourses were expanded and new ones built. Old buildings and hangars were torn down and moved to other locations.

The airlines were also expanding under Deregulation. As part of this, they were seeking out certain airports to develop into primary hubs and were setting up what today is known as the "hub and spoke systems". Some airports were becoming dominated by one or two airlines and other carriers were cutting back service at those airports to add it to their own hubs.

Lambert was also affected, with both its leading airlines - Ozark and TWA - greatly expanding their facilities and services there. Ozark was a natural with Lambert being its home base and the heart of its system. It inaugurated services to places as far afield as Florida, California and Texas. In 1985 the airline opened its Airplex at the St. Louis hub. This facility provided the airline with a modern, 22-gate terminal, complete with moving sidewalks for passenger comfort. Ozark also established a commuter affiliation with Air Midwest, which operated services as Ozark Midwest, flying Metros and SF-340s.

TWA was looking at both St. Louis and its home base across the state, Kansas City. The airline had been expanding at St.

In 1985 Ozark opened its own dedicated terminal, the Airplex, at Lambert. (Ozark)



Louis for several years and it now decided to go full-force by using Lambert as its primary hub. What Lambert gained on the one had by the Ozark and TWA expansion, it lost on the other as American and USAir (formerly Allegheny) cut back their services to St. Louis.

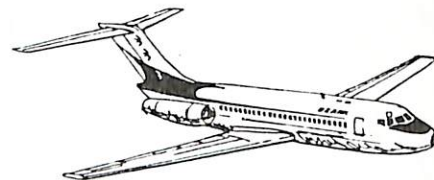
In 1983 the airport unveiled one of the largest aviation murals in the world in its main terminal. It stands eight feet high and is 145 feet in length.

Much of the airport expansion was completed in 1984 and both parallel runways had been extended and instrument landing systems had been added to all major runways. New taxiways and ramp areas had also been built. More gates were still being added and by 1985 there were 83. The airport handled 428,000 aircraft and 19 million passengers that year.

The years of 1985 and 1986 were years of huge aircraft mergers. In MAR 86 Trans World Airlines announced plans to buy out

their primary competition at St. Louis, Ozark Air Lines. In what turned out to be the fastest of the huge airline mergers, the U.S. government had given its approval by 15 SEP of that year and the full merger was completed on 26 OCT. Now TWA was alone as the sole hub airline at St. Louis.

New airlines were still seeking out St. Louis as a destination. In 1988 Southwest Airlines began service there with flights



to Indianapolis, Houston, Little Rock and Oklahoma City.

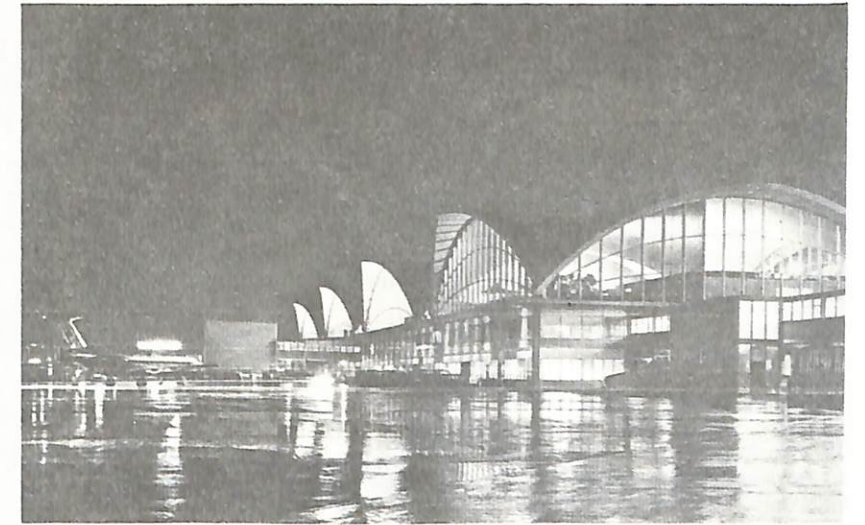
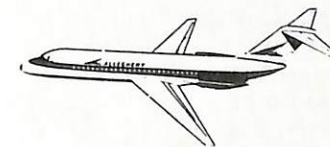
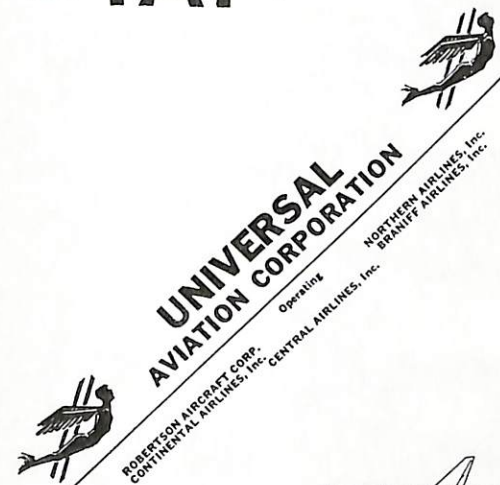
The future looks good too. Plans call for 36 new gates to the west side of the terminal to bring the total to 119. There are plans for three new runways, two of these parallel and near the two present parallel runways, but at a slightly more northern angle. The third new runway would be to the west of the present terminal and Air Guard area. It would cross over Lindbergh Boulevard and continue northwest from there.

The two present parallel runways are 12R/30L and 12L/30R with the crosswind runway being 06/24. At 11,015 ft., 12R/30L is the longest. 12L/30R is 9,000 ft long and 06/24 is 7,600 ft. Runway 17/35 was re-opened after having been closed for several years. Prior to being re-opened it was shortened because of construction of the new concourse on the east side of the build-

ing. It is now used only for general aviation and commuter aircraft.

For photographers and spotters there are two areas of access, from what I have been told. The first location is along the west side of the field on Lindbergh Boulevard. There is a public parking lot from where you can view the aircraft take off and land. The second location is near the Aero Squadron restaurant on the north side of the field. I have been told there is a hill you can climb up onto, to view the approaches and takeoffs from runways 30L and 30R. From looking at the layout, your best photography would be in the morning for runway 30R operations. This would be the closest to you. Runway 30L looks a bit far for photographers, unless you have a real long lens.

I would like to thank the following people and publications for their help in providing information for this article: Tony Boos, information specialist at Lambert-St. Louis International Airport; Daniel F. McIntyre, WAHS member; "Airlines of the United States Since 1914" by R.E.G. Davies; "Birth of an Industry" by The Reuben H. Donnelley Corporation; "Ozark Airlines Contrails" by Ozark Air Lines; "Piedmont Airlines Airport Analysis Manual" by Piedmont Airlines; "The McDonnell Douglas Story" by Douglas J. Ingells, the airline history books about American Airlines, Braniff, Delta and Trans World Airlines by George Cearley Jr. and "Legacy of Leadership" by TWA.



A night view after a rain fall, of the terminal building at Lambert - St. Louis Municipal Airport, as the facility was then still called. Presence of American Airlines BAC One-eleven on the ramp (left in photo) dates this card to the late 1960s.

(St. Louis Postcard Co. via Jim (JET) Thompson Coll.)



Interior view of the main terminal building at Lambert - St. Louis International Airport. This "Grand Central of the Air" combines ticket counters, waiting areas, shops and dining facilities in one large, unobstructed space.

(St. Louis Postcard Co. via Jim (JET) Thompson Coll.)



Livery pattern is typical Ozark, but titles and colors are "TWA red". After taking over Ozark in 1986, TWA initially repainted Ozark's DC-9s simply by substituting its red color for the Ozark green. Illustrated is DC-9-31, N990Z c/n 47136, seen at Cleveland, Ohio in JUL 87.

(Joop Gerritsma photo)

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

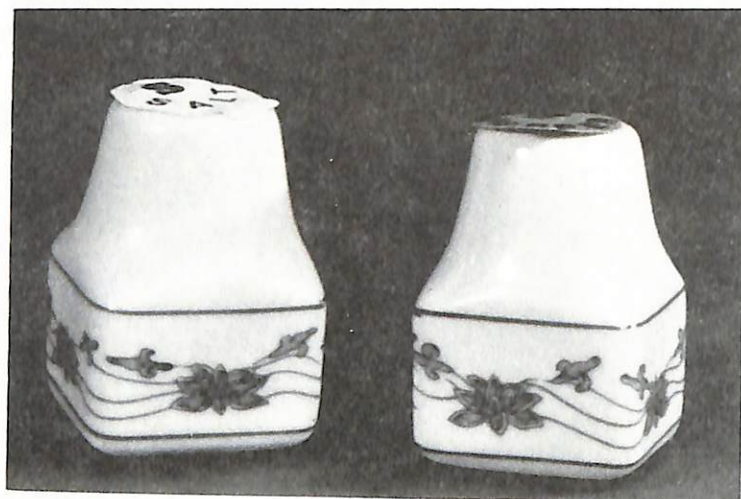
No more foil packets of salt and pepper when one travels First Class! When seasoning is required, how about using china salt and pepper shakers ...? It does add a touch of class, doesn't it?

That is why I am going to feature this kind of ware in this issue.

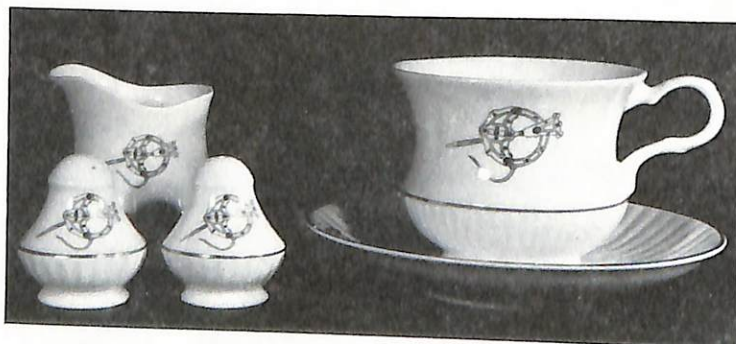
I realize other airlines also use salt and pepper shakers, some even made of glass. If any collectors have additional ones I have not shown, please drop me a line or better yet, a photo.

What's on tap for next time? For starters, some more airline ash trays, and how about the new Air Force One china?

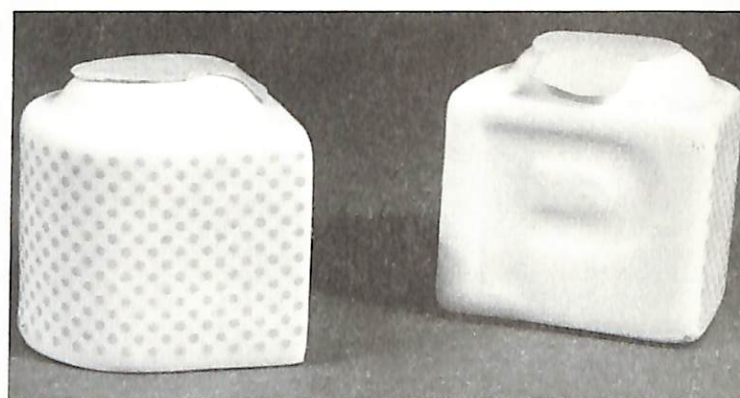
I would appreciate some feedback since I rarely hear from anyone. I am sure I am not wasting my time and energy doing this column, but a note or phone call from readers now and then would be appreciated. I am looking forward to hearing from you.



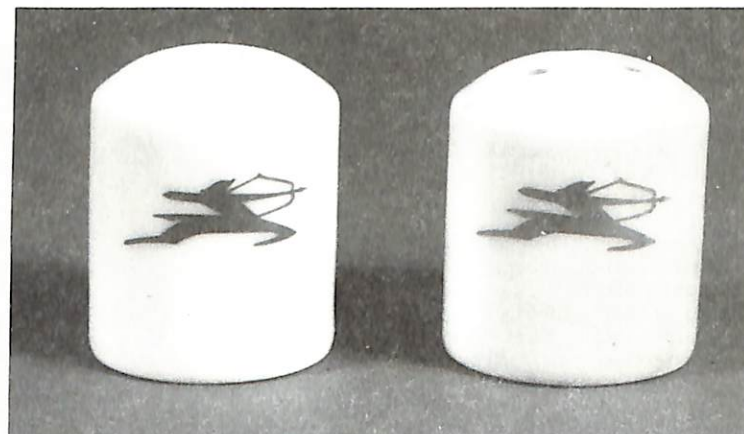
A cobalt-blue design decorates the shakers used by China Airlines.



Aer Lingus of Ireland used a beautiful bone china for their front-of-the-curtain service several years ago. The china was made by Noritake of Ireland.



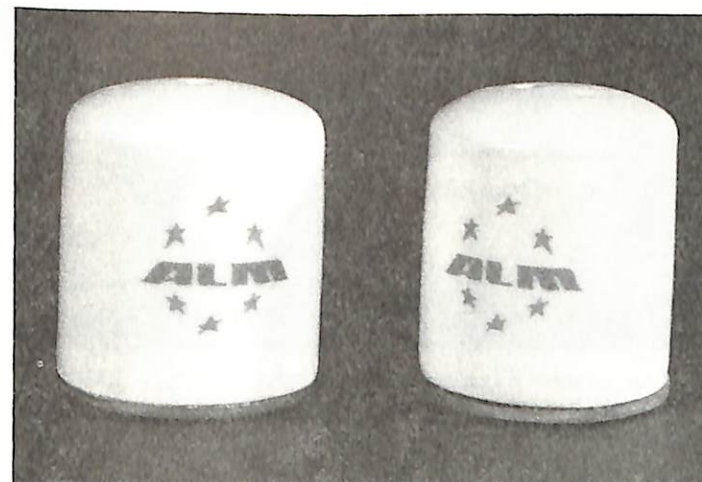
Lufthansa has chosen a modern design for their ware. Notice that on the inside of each is the letter S or P. Each piece is marked on the bottom with the airline's name. The design features gray dots on a white ware.



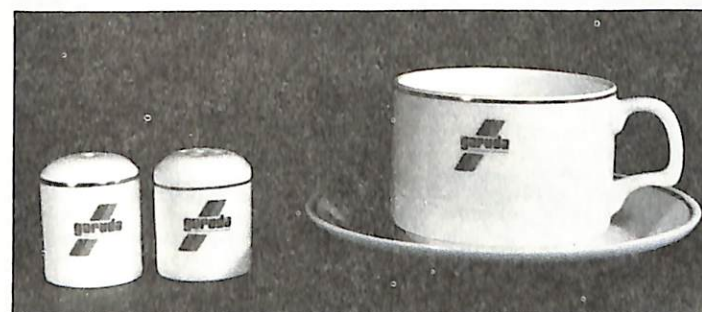
Air India uses white ware with their logo decorated in a satin gold. No manufacturer is indicated on the ware.



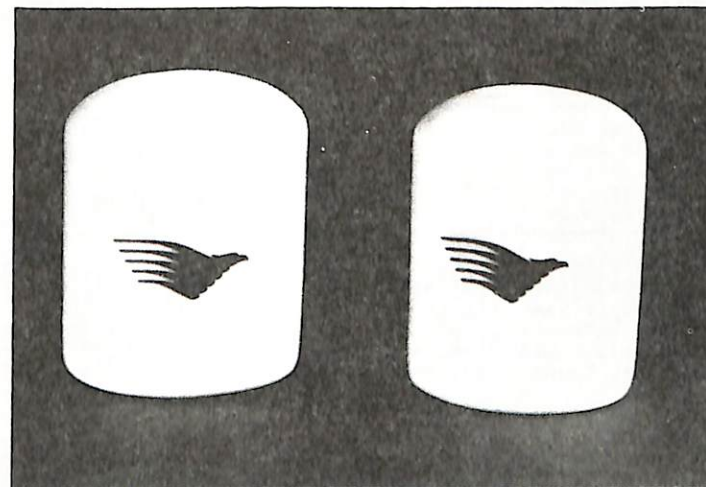
Smaller than the Air India pieces and shaped differently are these shakers used on Air New Zealand in First Class. They were made in Japan.



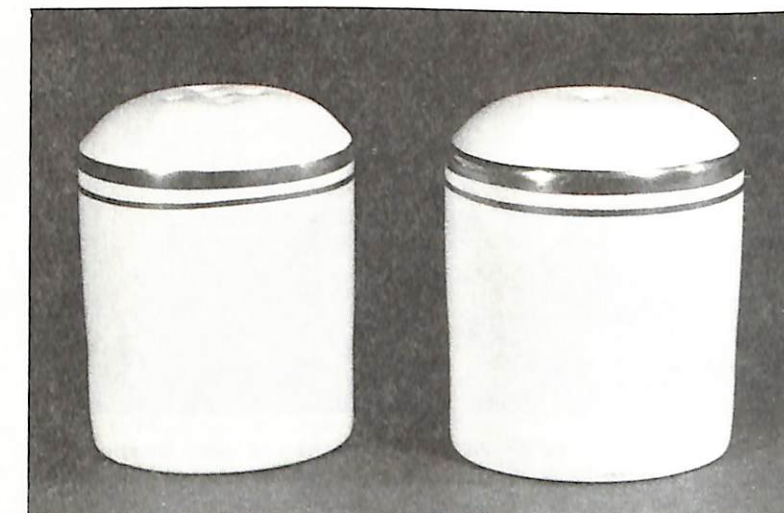
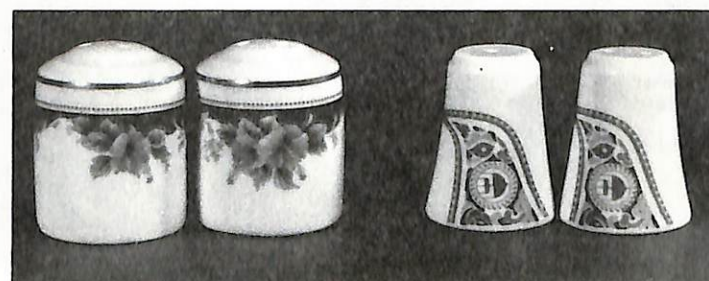
Antillean Airlines uses a more-utilitarian design, made by Bauscher of West-Germany. The letters are in a medium-blue and the stars are orange.



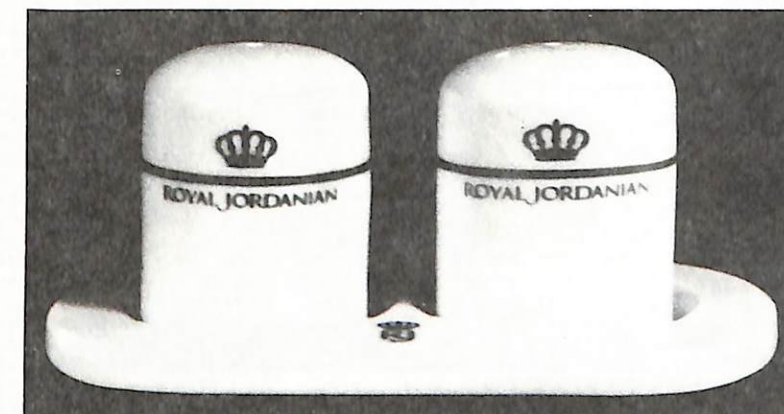
Garuda Indonesian Airways used this attractive multi-colored design bone china. The logo is red and orange and the trim is gold. Made by Royal Doulton of England.



A current pattern of Garuda shows a cobalt-blue logo. No manufacturer is shown on these pieces.



Government-owned LAN Chile uses a plain white ware with a wide gold band and a thin cobalt-blue stripe. Made by Florencia of Chile.

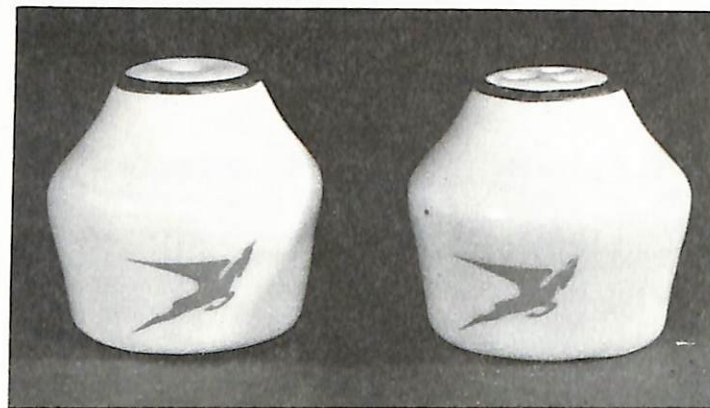


Few sets have their own stands, but this one does. Royal Jordanian uses these shakers which are decorated with a satin-gold printing. The sets are made in Japan.

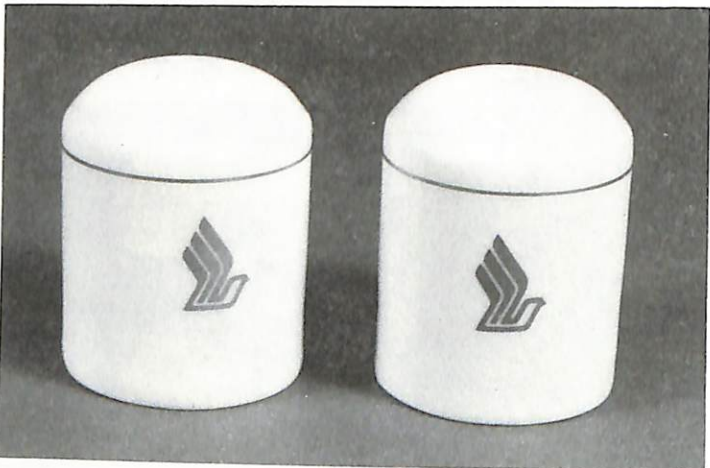


Saudi Arabian Airlines uses these attractive shakers made by Ridgeway China of England. The wide band is a dark-green while the pin-stripes and logo are in satin-gold.

Malaysian Airline System uses two patterns. On the left is the design used in first class and on the right the design used in Business Class. Both patterns are multi-colored and would be a nice addition to any meal tray.



South African Airways displays an orange winged springbok logo and a simple gold pinstripe at the neck of the shaker. No manufacturer is indicated on the ware.



Singapore Airlines employs this ware, decorated in gold with one pinstripe and logo. Narumi Bone China of Japan made these pieces.

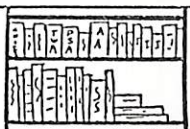


An older pattern, from Egypt Air, uses a plain white china featuring a bright polished-gold pinstripe and lettering.



Closing out this column is a pair of Virgin Atlantic shakers. This white ware is decorated with an orange logo.

BOOKCASE



All reviews by JOOP GERRITSMAN unless otherwise indicated at end of review.

NOSTALGIA NORTHAMERICANA

Author and Publisher: Don Thomas, 1801 Oak Creek Drive, Dunedin, FL 34698, USA (1990). Softcover, 9 by 12 in (22 x 29.5 cm), 64 pages, numerous full-color illustrations. Price: U.S. \$17 postpaid (Florida residents add \$1 state sales tax), overseas \$19 by surface mail, \$23 by air.

The first thing that came to mind when I opened this book, was "Don, you have done it again!"

The author, "Sticker Chatter" Editor of the CAPTAIN'S LOG, among other things, picks up where he left off in his book "Nostalgia Panamericana". Here, in brilliant colors, are many hundreds of pre-WW2 posters, stickers, time tables and other publicity material by all the great U.S. airlines not covered in his earlier book.

Besides the illustrations, there are also short summaries of the oper-

ations and routes of these airlines. It would go too far to mention them all, but here is a representative sample: Florida Airways, The Detroit-Cleveland Air Line, Philadelphia Rapid Transit, Stout, Colonial Air Transport, Universal Air Lines System, TAT, Bowen, Maddux and on and on. United, AA, TWA, Delta etc. are not forgotten.

"In some cases ... the schedules comprise the only documentary support for vignettes of airline history that were only briefly mentioned at the time in magazines or in the "Aircraft Year Books" says Ron Davies, Curator of Air Transport at the National Air and Space Museum, Smithsonian Institution, in his foreword.

These airlines and their colorful 24-page limited first-edition booklet of Colonial Air Transport. From "Nostalgia Northamericana" by Don Thomas.

aircraft "represent long-forgotten chapters in the glorious history of air transport in the United States.

"To share Don Thomas's nostalgia is also to enjoy a flair for good old-fashioned showmanship that is perhaps



lacking in the modern airline world of cash flow, code-sharing and take-over bids," says Davies.

Don't just walk to the post office to mail your order, run, so Don won't be sold out before it arrives. You won't regret it.

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IN PLASTIC: COMMERCIAL AIRCRAFT KITS

Author: John W. Burns, **Publisher:** Kit Collectors' Clearing House, 3213 Hardy Dr., Edmond, OK 73013, USA (1989). Softcover, ringbound, 8 1/2 by 11 in (20.9 x 27 cm), numerous photos. **Price:** US\$20 (incl. book rate postage), \$3 extra for First Class/Air Mail USA & Canada, \$7 for overseas.

John Burns has published the fourth volume of his "In Plastic" series, this one dealing with plastic commercial aircraft model kits. Unlike his "Value Guide", which deals primarily with the monetary value of plastic kits, this latest book attempts to provide a reference listing of every commercial airliner model kit ever produced.

The heart of the book is the listing by kit manufacturer, including kit number and name, the manufacturer's last known address, company logo, country of origin, scale and current availability. There is also a company history, notes on previous or subsequent use of the kit molds and photographs of box art and unique model parts. If this were not enough, an index of kits by prototype name is included. Using this list, the modeler or collector can determine if a desired model was ever produced, by whom and in what scale.

I can't imagine an airline modeler who would not find this book worthwhile. The serious airline kit collector now knows what to search for and the airline kit builder has a list of what is, or was, available. The beginner and casual reader are treated to interesting text and photos describing the history of airline modeling.

In any reference of this type the temptation of the reviewer is to try to find errors or omissions. I mean, John and his crew of worthy assistants must have missed something, right? Well, not much. The 1/100 scale DC-9s of Nitto (TDA) and Maquettes M&B (Air Canada) are listed as Series 30 models while the Entex (SAS) kit is listed as a Series 40. The molds did not change, all these kits are actually of the longer Series 40. A similar problem occurs where the minicraft 1/200 scale Eastern DC-9 is mistakenly listed as a Series 30 instead of a Series 40 aircraft. Are any kits missing? I have a Maquettes 1/100 scale M&B Boeing 737, catalog number 105 and current-livery Canadian decals that isn't listed.

All in all, an outstanding effort and highly recommended.

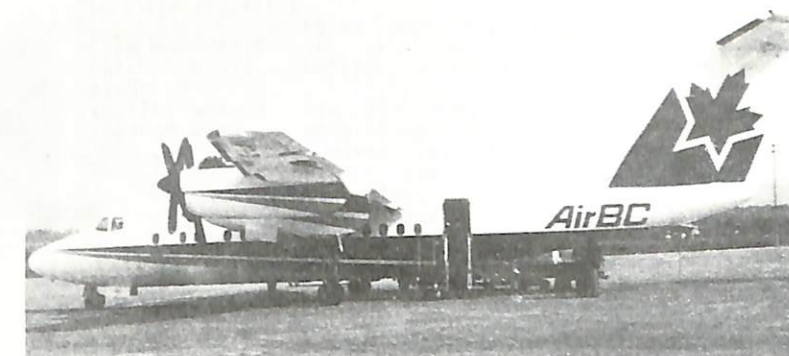
Review by GERRY COLE model editor THE CAPTAIN'S LOG

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A HISTORY OF AIRLINES IN CANADA

Author: John Blatherwick, **Publisher:** The Unitrade Press, P.O. Box 172, Station "A", Toronto, Ont. Canada M5W 1B2, or from the author at 1060 W. 8th Ave., Vancouver, B.C. V6H 1C4 (1989). Hardcover, 8.5 by 11.5 in (21 x 28 cm), 263 pages, 87 B&W photos and

Air BC Dash-7 C-GJPI. From "A History of Airlines in Canada" by John Blatherwick.



route maps, **Price:** Can \$34.95

This is a well-produced book about Canada's major, commuter and many of the smaller airlines since WW2.

Coverage is thorough of Air Canada (and Trans-Canada Air Lines), Canadian Airlines International (and Canadian Pacific Airlines/CP Air), Wardair, the six former Regional airlines, commuter and jet charter airlines. Shorter histories are presented of Canada's present and former smaller airlines since WW2 (but by no means all former smaller airlines), and the air transport operations of federal and provincial government agencies, including the Canadian Armed Forces.

Historians, photo collectors and model builders in particular will find the historic fleet lists and descriptions of color schemes of these airlines of interest.

I was a little disappointed with the photo coverage. Photos of past and present aircraft of the major carriers are well-known airline or manufacturer's PR shots. There are few historic photos of commuter and smaller airlines. Photos of current aircraft of these carriers all appear to be from the camera of the author, or were perhaps contributed by other hobby photographers. I am all in favor of this, since they often grab shots airline PR folks don't think of taking. These photos include some real gems, such as a PWA Nord 262, an Echo Bay Mines CV-640 and Air BC Dash-7, to mention only three. A few photos of taxiing aircraft are a little fuzzy. A higher shutter speed and panning of the camera would have helped. Why does it appear most of these fuzzy shots were taken at Toronto (YYZ)?

I am glad an extensive bibliography

for further study of Canadian airline history is included.

Despite the few minor shortcomings signalled above, this book is well worth its price.

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FOKKER VERKEERSVLIEGTUIGEN

Author: René de Leeuw and others, **Publisher:** P.R. Dept. of Fokker Aircraft Comp. with Van Holkema & Warendorf Publishers (1989). **Available from:** Verzendboekhandel Hoekman, Antwoord Nummer 6000, 4400WB Yerseke, The Netherlands. Hardcover, 8 1/2 by 12 in (21 x 29.5 cm), 208 pages, 600+ B&W and color photos and other illustrations. **Price:** Dfl. 59.50 + Dfl. 10 for postage and handling.

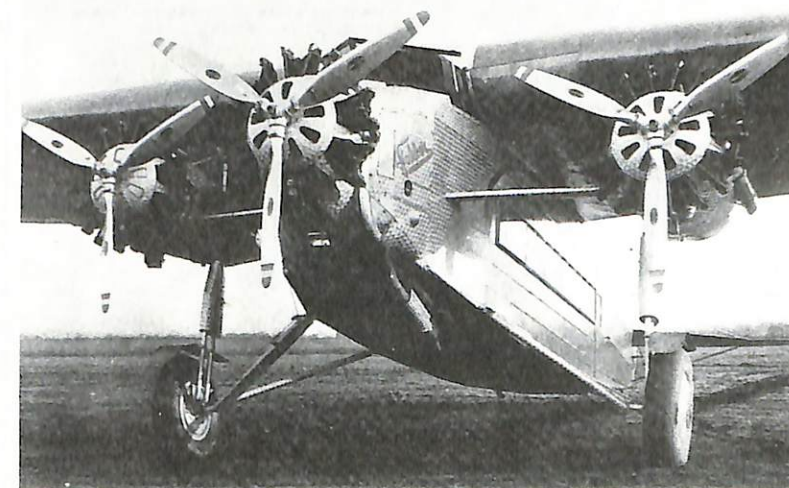
Published in Holland, this book is an excellent idea gone wrong.

It details the development of every type of Fokker airliner built and many unbuilt projects from the F.I of 1918 to the Fokker 100 of today. The text is combined with many unique historic photos and full-color paintings by Serge Stone - one of each type in a typical operating environment. There is also a complete production list. All this is printed on top-quality, coated stock. Here my praise ends.

Sadly, the photo layout is a big horror story!

A very large number of the more than 400 photos and almost all paintings are split over two pages for no obvious reasons. They could easily have been printed in their entirety on one page, even if they would have had to be made a little smaller. As it now stands, the images are ruined. With many of the smaller photos, the "over-

Fokker F.10. From "Fokker Verkeersvliegtuigen" by René de Leeuw and others.



lap" is only 1/4 inch, but the split cuts right through the nose, tail or other part of the aircraft, again, ruining the image.

Numbered photo captions are set together at the bottom of each page and refer to small sequential numbers with the photos. Fine! But why number the photos beginning at the bottom of each page? We do read from top to bottom, don't we? As a result, on some pages the order of the captions does not match the order of the photos. How careless can you get?

The text of this book is full of interesting facts, but its usefulness is limited to those who know Dutch. A better photo layout could have compensated for this in the eyes of others.

This book deserves to be published in English for wider distribution. If it ever is, I sincerely recommend and hope the present photo layout is thrown away and a new start is made. It is the one thing that can, no must, be done to make this book better.

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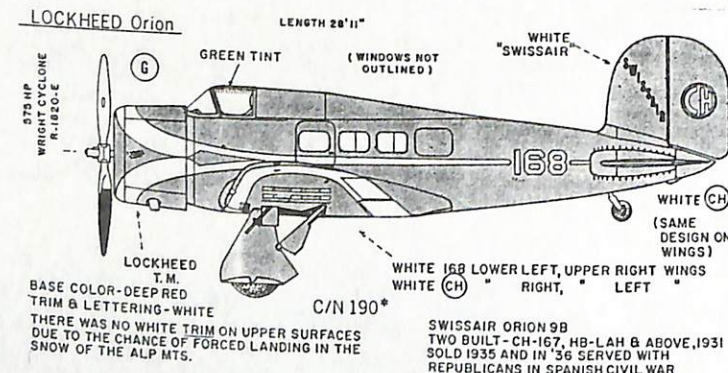
REVOLUTION IN THE SKY

The Lockheeds of Aviation's Golden Age

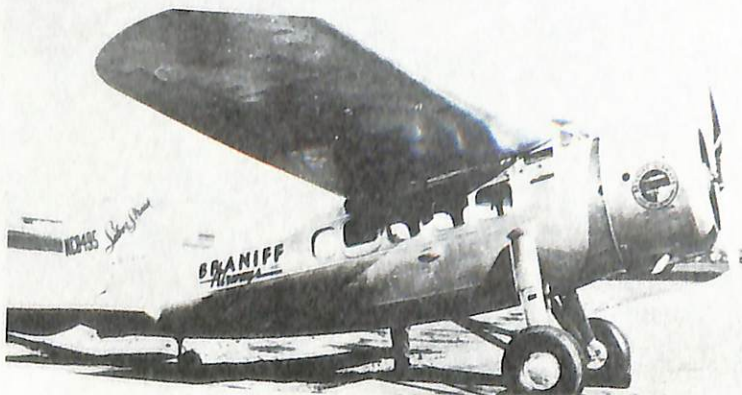
Author: Richard S. Allen, **Publisher:** Orion Books, Div. of Crown Publishers, 225 Park Ave. South, New York, NY 10003, USA (1988), price US \$27.95. Revised edition, hardcover, 9 by 11 in (22 x 27 cm), 254 pages, 300+ B&W photos, diagrams, 3-views and other illustrations.

When this book first appeared in 1964, it rightly became a classic and the standard reference on Lockheed's "Wooden Wonders", the Vega, Air Express, Altair, Sirius, Explorer and Orion. No wonder the original edition has been out of print and nearly impossible to obtain second hand for many years.

Designed by Jack Northrop, the Vega set the small and struggling Lockheed Aircraft Company of Allan Loughead on the road to fame, if not riches.



*HB-LAJ (& H) WERE FIRST U.S. AIRLINERS SOLD IN EUROPE. SET MANY RECORDS. INSPIRED HO-70, ETC. TO SPAIN (REP AF) '36.



Singapore Airlines 737-112 9V-BFD. "From Boeing 737" by Dave Minton.



BOEING 737

Author: David H. Minton, **Publisher:** Aero, Div. of TAB Books, Blue Ridge Summit, PA, USA 17294-0850, (1990). Softcover, 7.5 by 9.25 in (18x22.5 cm), 76 pages + 8 color pages, 40 B&W photos and other illustrations + 16 color photos. Price US \$10.95

David Minton is a former modeling editor of the CAPTAIN'S LOG and this book shows where he is coming from.

He details the development and airline service of the "Baby Boeing", "Pat Albert" or whatever you want to call the 737. He also devotes an entire chapter to plastic model kits produced of this aircraft, the decals available and he offers hints about how to correct mistakes, do conversions, add details, etc. There are also several close-up photos of details of the real aircraft, of interest to more than only modelers.

There is also a large color photo of the -300's cockpit instrument panel and a complete construction number list up to the date of publication with a registration cross index.

A separate chapter discusses crashes, hijackings and other incidents. You'll find details about for instance the Air Florida Washington National crash, the Lufthansa 737 hijacked to Yemen, the Aloha aircraft which lost its cabin roof, and more.

I'd like to congratulate both the author and the publisher for the extraordinary clarity with which the photographs have been reproduced, even the B&W ones on non-coated paper.

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F 27 FRIENDSHIP Fokker's Turboprop Bestseller

Author: Hans-Jürgen Becker, **Publisher:** NARA-Verlag, Postfach 48, D-8051 Allershausen, West-Germany (1988). Hardcover, 144 pages, 143 B&W photos and other illustrations + 26 color photos. Price DM 45 + postage.

Published in West-Germany, this book has German and English text side by side. With typical German attention for detail, it tells the story of the development and operational service of the Fokker F.27 and its U.S. licence-built version, the Fairchild F-27 and FH-227.

Several close-up photos, detail drawings, 3-views and cut-aways are included. So are extensive tables with technical descriptions and specifications. One table, for instance, lists the cruising speed for each of the 25

models and sub-models of the F.27, F-27 and FH-227, another their service ceilings. Another table, giving the range at various payload and fuel reserve combinations, takes up four pages. Now, that is attention to detail, German-style!

The production list shows only the name of the first operator and first registration for each aircraft built, not subsequent owners and registrations. Yet, many of the photos shown alongside the list are of aircraft in the colors of subsequent operators. I would have welcomed some more detail in this list.

The English translation suffers a bit from what I call "dictionary translation". It appears the translator lacks some knowledge of technical aviation terms: for instance, the second prototype F.27 was scrapped or broken up at the end of its life, not wrecked. The German "klappen" does refer to "flaps", but also to covers or doors used to close fuselage openings.

Nevertheless, anyone interested in the F.27 will find this German publication a very fine addition to his or her bookcase.

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LOCKHEED TRISTAR Modern Civil Aircraft: 8

Author: Philip J. Birtles, **Publisher:** Ian Allan Ltd., Shepperton, Surrey, England (1989). Softcover, 6.75 by 9.25 in (16.5 x 22.5 cm), 96 pages, 80 B&W photos, many diagrams, cut-aways and technical detail drawings. Price: Br.pounds 6.95

Everything you always wanted to know about the TriStar, but did not know where to find!

Profusely illustrated, this book details at length the technical development and operational career of the TriStar from the CL-1011-28 wide-body twin concept for 250 passengers to the ultimate L-1011 Series 500.

The author shows how Lockheed worked closely with American Airlines to define the L-1011 and how AA in the end selected the competing DC-10.

Eastern, TWA and Delta became interested only after Lockheed had changed the design to offer non-stop transcontinental range.

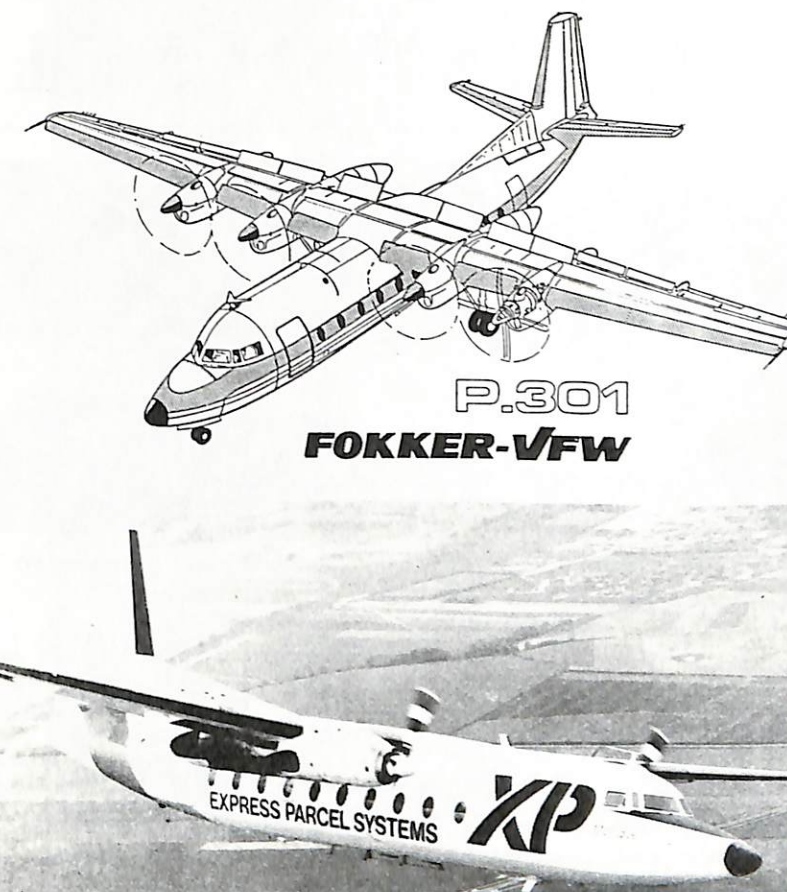
Both Lockheed and engine maker Rolls Royce were brought to the brink of bankruptcy by the heavy development costs of the aircraft and its RB-211 engine and both were saved only after the respective governments came to the rescue with massive financial aid.

Air Canada, PanAm and British Airways also placed sizable orders for the TriStar, but other customers took numbers in the low single digits and only 250 TriStars were built.

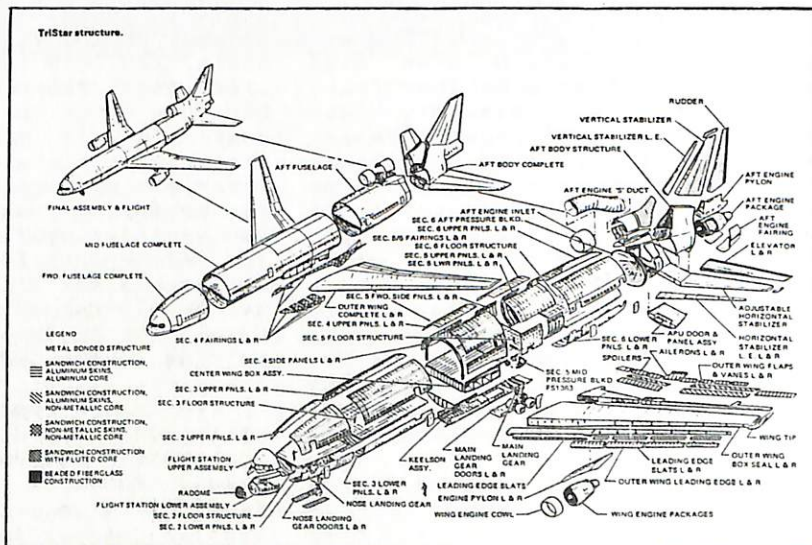
The author concludes the Tri-Star did not sell in larger numbers "because of the lack of a complementary long-range version early in the program available to compete with the DC-10." This, he says, was "largely due to a lack of funding."

TriStar is a worthy addition to the "Modern Civil Aircraft" series started by Ian Allan in 1982. My only complaint about the series is that a new title is published on average only once a year.

Fokker P.301 project for four-engined STOL development of F-27 (above) and F-27-600 PH-FKT of Express Parcel Systems (right). Both from "F27 Friendship" by Hans-Jürgen Becker.

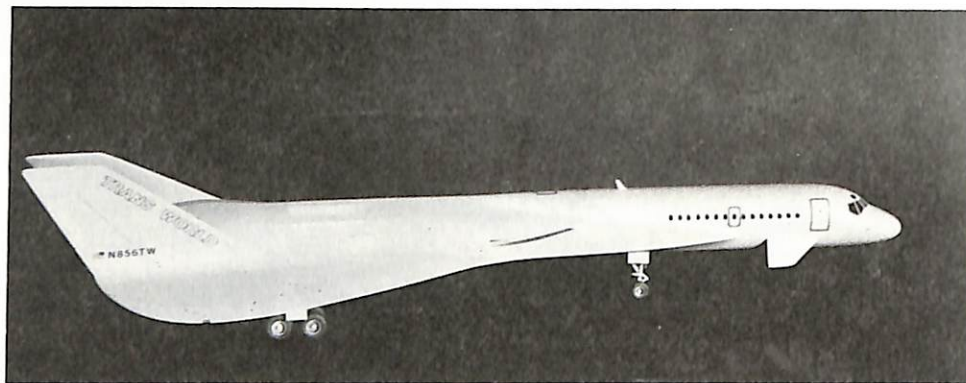


All Nippon L-1011 landing at Hong Kong (right) and diagram of TriStar structure (right) Both from "Lockheed TriStar" by Philip J. Birtles.



AIRLINE MODELING

by GERRY COLE



#1. Gerry Cole's 1/200 scale stealth transport.

Since the theme of this issue is Douglas Commercial aircraft, I thought you might find my model of their stealth transport of interest.

Developed from the DC-9 series of commercial transports, the real aircraft utilizes aerodynamic and powerplant consulting support from the well-known and talented stealth technology experts and model kit designers of The Testor Corporation.

The real TWA stealth transport seats 88 passengers in a mixed-class configuration with a "view" section forward and a "no view" section aft. The unusual (for an airliner) color scheme was borrowed from the military F-15 program in an attempt to minimize visual detection at high cruise altitudes in unfriendly air space. Even the TWA lettering is "stealth" with title outlines only.

My stealth model was constructed in 1/200 scale. Two Hasegawa 1/200 scale DC-9-40 kits were combined to make the fuselage, and that assembly was mated to the 1/72 scale Testor stealth fighter wing, vertical tail and powerplant group. The lengthened landing gear struts and wheels came from the Hasegawa DC-10 kit, with gear wells suitably modified. The Testor kit parts were de-militarized by the deletion of all sensors, antenna fairings and pods. Extensive use of epoxy filler and scrap styrene was required to blend the units together. Traditional DC-9-50 style forward fuselage strakes were modeled using the fins on the Testor stealth fighter kit in-

takes. Red and green transparent plastic was used for wing tip position lights, and 1/43 scale car parts for red beacons and nose gear-mounted landing light.

The model was finished using Testor (naturally!) Modelmaster ghost greys and Metalizer paints and TWA decals from an old 1/200 scale MicroScale 727 sheet. Passenger cabin window decals came from ATP and were each given a spot of Future to give them a gloss finish.

The model was a lot of fun to design and build and has never failed to generate interest wherever it has been displayed. Of course, there is no real stealth transport, is there?

NEW PRODUCTS:

Flight Design has come forth with more new decals since the previous CAPTAIN'S LOG. For those of us who love white and green aircraft, Evergreen International decals are available for the Boeing 727-100C in 1/144 scale, the DC-8 Super 61 in both 1/144 and 1/200 scales and the DHC Twin Otter in 1/144 and 1/72 scale. In all cases, multiple registrations are provided. There are also decals for the new Northwest red-crown scheme, designed for models of the Boeing 747 in both 1/144 and 1/200 scales and the 1/144 Airbus A320 by Revell-Germany. The 1/144 Twin Otter is the only set containing window decals.

Jim Childs reports that decals for the Hobbycraft 1/72 scale Otter and Beaver are next, likely subjects being Trans Provincial for the former and Pacific Coastal for the latter.

At about the same time expect Boeing 737 decals for the new USAir colors. Future decal projects include more USAir and Northwest aircraft, plus additional decals for 1/72 scale Otters, Beavers and the (dare we hope) DC-3. Please note that Flight Design's new address is 1075 SW Murray Road, Suite 205, Portland, OR 97229-5501, USA.

The Hawk Viscount 700 kit in 1/96 scale has been re-released by Glencoe Models. While old and lacking the crispness of some modern kits, this one is definitely worth building. The kit comes with Capital Airlines and British European decals, with the BEA markings showing their Viscount entered in the London - New Zealand air race. The list price is about U.S.\$10.

Lloyd Jones of Glencoe has provided three new decal sheets for the above. Sheet 05501-1 has Air France and Northeast, sheet 05501-2 includes Alitalia, Trans-Australia and Aer Lingus, and sheet 05501-3 has Trans-Canada and Air Canada decals. The registration on the sheets I purchased through AA/ATP ranged from good to perfect, with particularly beautiful badge details on the Canadian sheet. All sheets have been designed with elliptical holes where the windows will go. This may require some extra care so that the decal isn't stretched during application. You might want to cut the window areas into sections to minimize the problem.

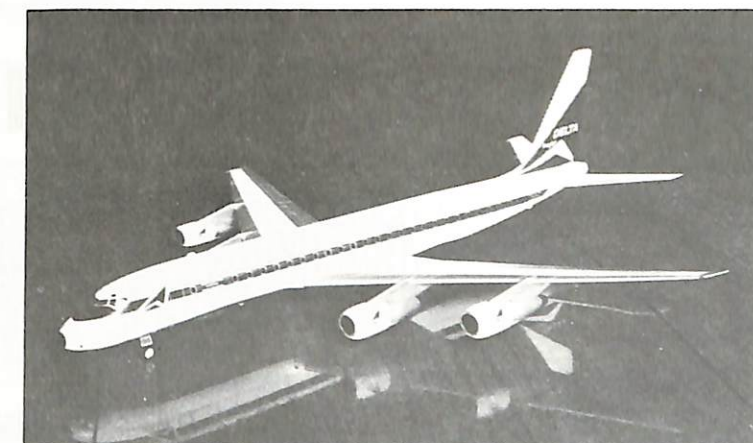
Airways Vac Form have produced a 1/72 scale BAC One-Eleven Series 300 to go along with their VC-10 kit. The One-Eleven kit includes a large sheet of vacuformed parts, cast metal gear and flap fairings and clear-fix decals for British Eagle's "SuperB" G-ATPL. Other than wrinkles in the fuselage molding in the wing root area, this looks like a good kit for the modeler with experience in building large vacuforms. The biggest task will be the drilling out and filing to shape all those cabin windows. The list price is about U.S.\$36 from Precision Enterprises Unlimited, P.O. Box 97, Springfield, VT 05156, USA.



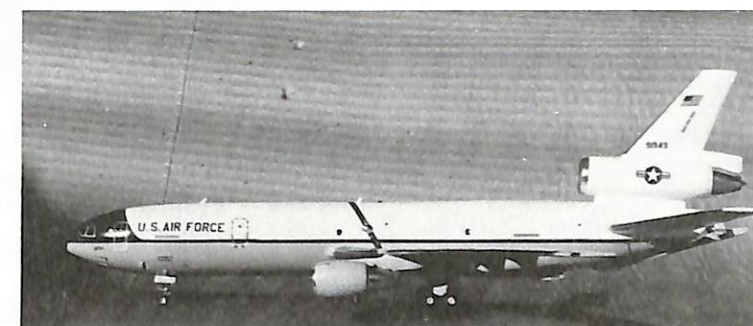
#2. Airfix DC-9-30 by Tom Lewis.



#4. DC-9-50 in 1/144 scale by Tom Lewis.



#3. DC-8-51 cut down from Revell stretch DC-8 kit, by Tom Lewis.



#5. Tony Schneider's KC-10 from Revell kit.

AIRLINERS INTERNATIONAL '90:

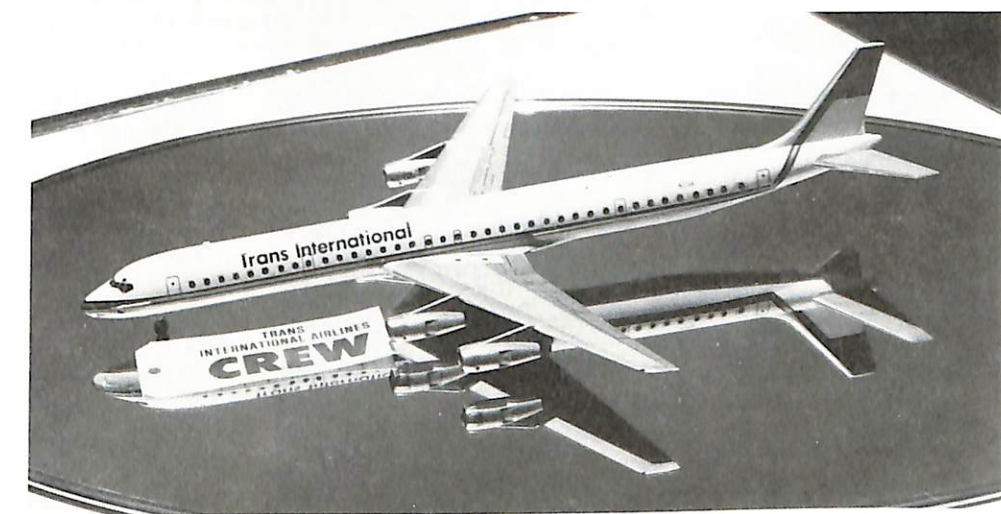
The annual AI convention model contest will be held in Seattle, WA on June 22-23, 1990. All models must be registered by 11 a.m. Saturday. The special theme award this year will go to the best model of an airliner manufactured by Boeing. A Junior (age 14 and under) category is being offered this time, so pass the word on to likely entrants.

READERS' PHOTOS:

Tom Lewis of Bradford, PA, is both an excellent modeler and amateur photographer. In an attempt to increase depth of field he has been photographing his models with timed daylight exposures. His Minolta Maxxum 7000 SLR is set to f.22 with a programmed shutter speed of about 20 seconds. Naturally, the camera is mounted on a tripod.

Photo 2 shows his Delta DC-9-30 from the 1/144 scale Airfix kit, modified to incorporate a black nose, American flags and registration number relocated to in front of the engine nacelle. Tom's Delta DC-8-51 is shown in photo 3. This is a Revell stretched DC-8, cut down and decaled with Big-D decals. The Allegheny DC-9-50 in photo 4 was built from two Airfix DC-9 kits, decaled using Microscale and ATP products. Note the fuselage strake and blade antennas.

Tony Schneider sent photo 5 of a military KC-10 tanker in 1/144 scale, built from the Revell kit. Those highly-polished intake lips look great.



#6. Stretch DC-8 built by Tom Sheridan from Revell kit.

The Trans International stretched DC-8 in photo 6 was built by Tom Sheridan of Sunrise, FL. Tom's son worked for TIA, so photo opportunities were numerous. The kit windows were filled in and the fuselage painted with Testor Classic white on top and B-707 grey on the bottom. The engine nacelles were painted silver, with the forward cowlings finished in SnJ buffed silver. The intake lips were then painted copper, to indicate hush-kits had been installed. All decals come from Microscale, including the win-

dows, door outlines, and titles from the DC-10-30 sheet. The cheatlines were cut from gold and blue solid color decal sheets, applied with lots of Micro-Sol.

One very attractive model.

DEPARTURE LOUNGE:

I hope to see many of you at Airliners International 1990 in Seattle, and at the IPMS National Convention in Miami. If you go, bring a model to enter. Let the organizers know that airline modeling is alive and doing well.

THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II



Thai Airways Int'l. 737-2P5 Adv HS-TBD, c/n 22667 at Bangkok (BKK). - Ger Buskermolen photo

Welcome once again to the Slide Collector and many thanks to Joop for pinch hitting for me in the previous two issues. It is good to be back and the focus on photography in this column is the recently annointed "most-popular" airliner of the Western world, the Boeing 737.

In 1989, as the production of the 737-200 came to an end, the 737-100, -200, -300, -400 combined sales total climbed over the previous mark, held by the

727. 1,831 of the latter were sold.

Today, the 737 makes up the largest fleet of any type in the fleets of several airlines. They include United, USAir, America West, Southwest and Midway, among others in the USA alone.

The "Fat Albert" is a tough little workhorse, the oldest of which is still flying (with Continental via People Express and Lufthansa). During the type's production run, Boeing has

proven the airframe to be quite elastic. The fuselage has been stretched and shrunk, the engines were changed, elevators lengthened, the standard gauges in the cockpit were replaced by cathode-ray tubes (the so-called "glass cockpit") and the range was increased to allow transcontinental operations in the USA.

I should also add that the 737 is one of the most-photogenic airplanes around. With its short body length, one can easily fill the frame with a very detailed image.

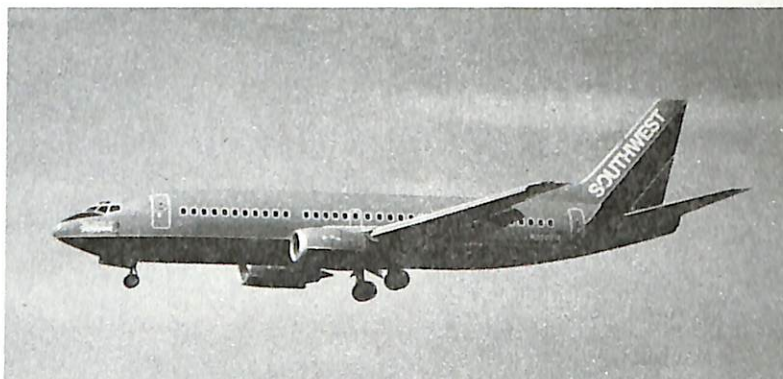
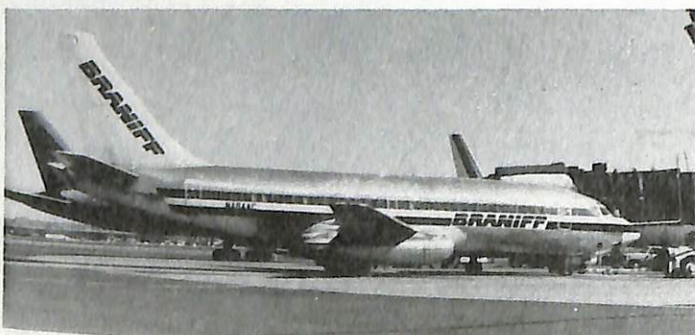
As a brief aside, I have also included a photo I snapped recently during a FAA proving run at EWR. United's new 757 (N501U) made an appearance, showing off the airline's "new" colors on an overcast day. Funny though, does the basic design not remind you of another popular airliner?

Keep clicking! Bye for now.



Air Florida 737-2T4 Adv. N56AF, c/n 22369 at Chicago Midway (MDW) - Tom Rambis photo

Braniff's former AirCal/AA 737-293 N464AC, c/n 19309 at Newark (EWR). - Richard Fedorco photo

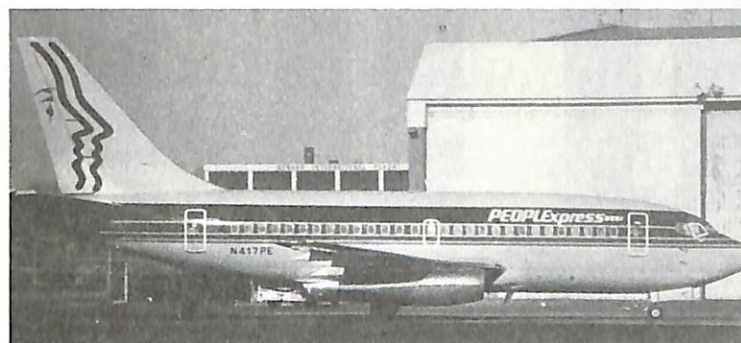
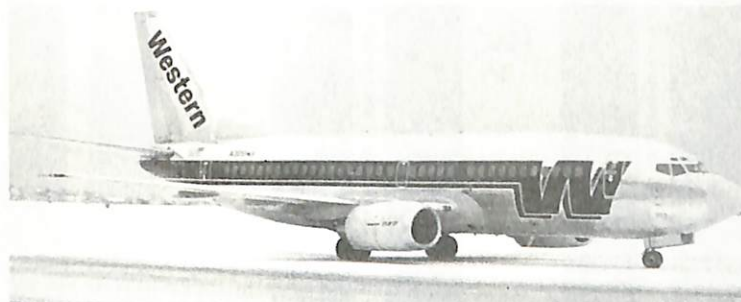


Southwest 737-3H4 N300SW, c/n 22940 "Spirit of Kitty Hawk" at Chicago Midway (MDW). - Tom Rambis photo

Continental 737-3T0 N16301, c/n 23352 at Boston (BOS). - Graham Alliance photo



United 737-222 in "Stars and Stripes Friendship" colors, N9018UA, c/n 19056 at Newark (EWR) - Richard Fedorco Sr. photo



BELOW, TOP TO BOTTOM, LEFT
 - Western Airlines 737-347 N309WA, c/n 23442 at Boston (BOS) - Graham Alliance photo
 - "Crying" PeopleExpress 737-130 N417PE, c/n 19794 at Newark (EWR) - A.J. Smith photo
 - "Fond Farewell". Piedmont 737-281 N776N, c/n 20414, into the sunset - Richard Fedorco photo
 - United 737-322 N319UA, c/n 23951 at Newark (EWR) with small titles - Richard Fedorco photo
 RIGHT, TOP TO BOTTOM
 - USAir 737-3B7 in older colors, N367AU, c/n 23317 at Pittsburgh (PIT) - Richard Fedorco ph.
 - Midway 737-25A Adv., N725ML, c/n 23791 at Chicago Midway (MDW). - Tom Rambis photo
 - American (ex-AirCal) 737-3A4 N303AC, c/n 23289, Chicago O'Hare (ORD) - Richard Fedorco photo
 - United Airlines 757-222 N501UA at Newark (EWR) during FAA proving run. - Richard Fedorco photo.



AIRLINE HAPPY HOUR

by AL S. TASCA

In 1937 a company named All American Aviation was founded. It started mail air mail services in Pennsylvania and West Virginia in 1939. In 1949 the company changed its name to All American Airways and it started scheduled passenger services with DC-3s.

In 1953 the name was changed again, this time to Allegheny Airlines. The airline continued to grow and in JUL 68 it absorbed Lake Central Airlines, followed by Mohawk Airlines in APR 72.

The latest name change took place on 28 OCT 79, when the carrier was renamed USAir. Today, USAir is a major international airline with its main hub in Pittsburgh, PA.

USAir has retained the old Allegheny colors of red and maroon and these can be found on most of its swizzle sticks.

Fig. 1: This one-sided stick is 4.5 in (11.4cm) long and is all-clear with the name/logo raised on the disc-shaped top. The shank is round and the stick does not display a manufacturer's name.

Fig. 2: This is one side of a flat, two-sided, white stick from Mohawk. Length is 6.25 in (15.9 cm) and the hot-stamped, red text is self-explanatory. The name of the manufacturer, spir-it usa, appears just forward of the round end but can probably be on either side because of the way the stick is made. (From the collection of ISSCA member Bill Price.)

Fig. 3: This shows the other side of the stick in Fig. 2. In white and also with red, hot-stamped text.

Fig. 4: I have been told this USAir stick was used in the airline's private-membership airport lounges. It is 5.5 in (14 cm) long, flat and one-sided. It is all-white with the words THE and CLUB also in white, but with black edges for the outline. The word US is in red (or possibly reddish-orange) and AIR is in solid black. The name spir-it usa for the manufacturer is on the reverse, just forward of the pointed end. (From the collection of ISSCA member Bill Price.)

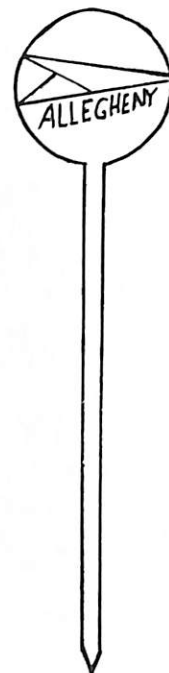


Fig. 1

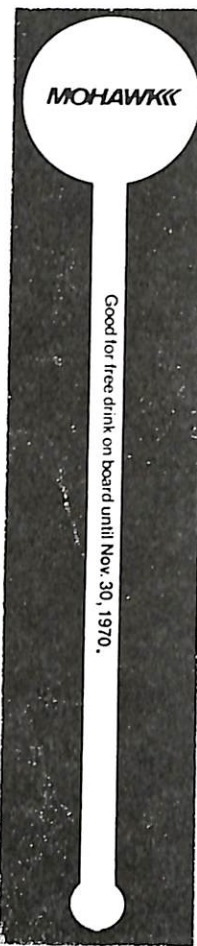


Fig. 2



Fig. 3 Fig. 4

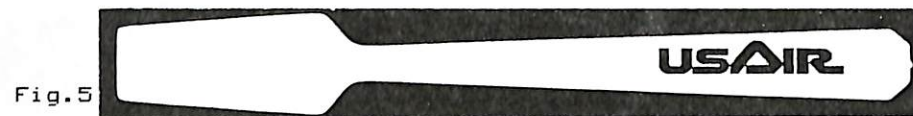


Fig. 5



Fig. 6

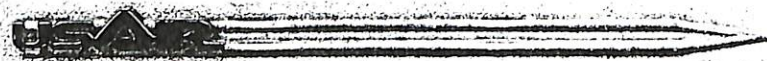


Fig. 7

Fig. 5: This all-white 5 in (12.7 cm) flat, paddle-shaped USAir stick is also one-sided and has the large, hot-stamped name in maroon. The manufacturer's name Mi-Ko over USA is on the front, just forward of the paddle end.

Fig. 6: This flat USAir pick is 4 in (10.2 cm) long and also all-white with the name hot-stamped in maroon. The manufacturer is spir-it, with the name appearing on the reverse, just forward of the pointed end.

Fig. 7: This stick is 4.75 in (12.1 cm) long. It is all-white except for the raised name at the end, which is in gold. The shank of this stick is hollowed out with the manufacturer's name spir-it usa in the hollowed-out area just forward of the pointed end.

NOTE: I received this stick from a WAHS member, but I unfortunately misplaced the envelope with his name on it. If he will drop me a line, I will make sure in my next article he is given the credit he deserves. Thanks.

MEETINGS & CONVENTIONS

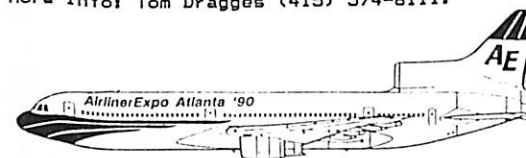
COLLECTIBLES SHOW & SALE



BAY AREA AIRLINE HISTORICAL SOCIETY

05 MAY 90 (Saturday)
BURLINGAME, CA.

Airline collectibles show & sale by Bay Area Airline Historical Society. Sheraton Airport Hotel, 1177 Airport Blvd, Burlingame, CA. Adm. \$3, children under 12 (with parent) free. Hotel room rates \$55/night. Reservations (415) 342-9200. More info: Tom Draggas (415) 574-8111.



19 MAY 90 (Saturday)
ATLANTA, GA

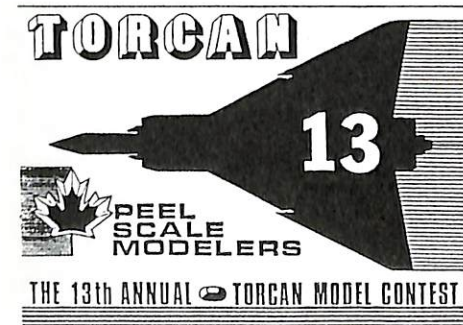
Airline Expo Atlanta '90, North America's largest one-day airliner show, 0900 - 1700 hrs. Model contest; trading, buying, selling; slide shows; door prizes; displays; trivia contest. Sheraton Atlanta Airport Hotel, 1325 Virginia Ave, Atlanta, GA 30337. Ph (404) 768-6660. Admission \$3 at door, child under 12 free, tables \$18 (includes 2 adult admissions) Call toll free 1-800-325-3535 for convention room rate of \$55s, \$60d (regular rate will be quoted, convention rate given on check-in). Free airport shuttle. For more info & table reservations, call Bryant Pettitt (404) 292-6969 (days), John Joiner (404) 487-3732 (nights), or write Bryant Pettitt, P.O. Box 634 Clarkston, GA 30021.

19-20 MAY 90 (Sat-Sun)

SANTA MONICA, CALIFORNIA, USA
The one and only Bushmaster 2000, the 1960s aircraft based on the Ford 5-AT-D, will be auctioned off by the Museum of Flying, Santa Monica Airport. Also on the auction block are more than 300 other aircraft, including many warbirds and classics, and \$2 million worth of historic aeronautica from the Donald Douglas Space Museum and Library. Info from: Diana Markes, 2772 Donald Douglas Loop North, Santa Monica, CA 90405, USA. Ph. (213) 393-6392.

25-26 MAY 90 (Fri-Sat)

TORONTO, ONTARIO, CANADA.
Torcan 13 - 13th annual Torcan Model Contest, Cara Inn, Pearson Int'l Airport. More than 78 categories, out-of-box awards, more than 200 theme and ca-



tegory awards. Themes: Best battle of Britain Aircraft, Sino-Soviet military vehicle, Humorous figure, Warship of WW2, Civilian replica vehicle. Also, videos, seminars, vendors, raffles, door prizes. More info: Garry Dowling, 41 Mississauga Valley Blvd, Unit 55, Mississauga, Ont., Canada L5A 3N5, (416) 848-9106, or Bill Campbell, 2255 Weston Rd. #809, Weston, Ont., Canada M9N 1Y5, (416) 247-1712, or Garry Wilks, 71 Rockcliffe Blvd, Toronto, Ont., Canada M6N 4R4, (416) 763-4517.



21-23 JUN 90 (Thurs-Sat)
SEATTLE, WA, USA.

AIRLINERS INTERNATIONAL '90. Red Lion Hotel, Sea-Tac, 18740 Pacific Highway South, Seattle, WA 98188, Ph. (206) 246-8600, Rooms \$78/night for 1-4 people from 18 thru 25 JUN. Trade, buy sell airline memorabilia of all kinds. Tours of Boeing 747/767 assembly complex, Museum of Flight, Alaska Airlines, Sea-Tac ramp tour. Scenic flights over Mt. St. Helens on Horizon Air Dash 8 available. If you haven't received your registration package in the mail yet, write to: Airliners International, P.O. Box 1164, Clackamas, OR 97015, USA.

14-15 JUL 90 (Sat-Sun)
DENVER, CO

Transfair, a total transportation show featuring airline, railroad, steamship and motor coach memorabilia. Located at I-70 and Brighton Blvd., Denver, CO. For info send a #10 SASE to: N.R.H.S., Dept. CL, P.O. Box 5181, Denver, CO. 80217

17-22 JUL 90 (Tue-Sun)
MIAMI, FL

IPMS/USA National convention at the Miami Convention Center, Hyatt Regency Hotel downtown. Room rates \$70/night for

Meetings & Conventions is a free listing service for anyone organizing airliner mini-conventions, slide shows, airliner model contests, swap meets etc. Items for M&C must be received by the following deadlines to qualify for inclusion:

FOR JAN-MAR meetings - 15 OCT
APR-JUN meetings - 01 FEB
JUL-SEP meetings - 01 MAY
OCT-DEC meetings - 01 AUG

Items must include name and address of the event contact person and/or the sponsoring organization. Inclusion of a contact telephone number is advised, but is at your own discretion. Event logos may be published on a space available basis.

Items will be included in all issues of the LOG expected to be published before the event date. The earlier we receive your notice, the more issues it will appear in and the more exposure it will get.
Send your M&C items to the Editor, Joop Gerritsma, P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5, or if time is short, call him at (416) 735-1036.
For inclusion of flyers in the LOG, contact Paul Collins.

up to four people per room. Tours of Homestead AFB. Other aviation/convention attractions: Weeks Air Museum (military aircraft WW1 to WW2 period, Orange Blossom Hobbies shop, Convention beer blast sponsored by Canadian IPMS. For more details: IPMS Nationals 1990 Committee, 13211 SW 44th Street, Miami, FL 33175.

08 SEP 90 (Saturday)
NEWARK, NJ

Airliners Northeast convention. 0900 - 1700 hrs at Vista Newark Airport Hotel, 1170 Spring St., Elizabeth, NJ 07201, Ph. (201)-351-3900. Rooms \$65 s/d weekend rate. Free shuttle bus between terminal and hotel. Tables \$20, wall tables \$25. Info: Bill Gawchik (914) 965-3010 or Bill Hough (212) 589-3936

15 SEP 90 (Saturday)
ATLANTA, GA

Airliner Expo Atlanta '90, North America's largest one-day airliner show, 0900 - 1700 hrs. Model contest; trading, buying, selling; slide shows; door prizes; displays; trivia contest. Sheraton Atlanta Airport Hotel, 1325 Virginia Ave, Atlanta, GA 30337. Ph (404) 768-6660. Admission \$3 at door, child under 12 free, tables \$18 (includes 2 adult adm). Call toll free 1-800-325-3535 for convention room rate of \$55s, \$60d (regular rate will be quoted, convention rate is given on check-in). Free airport shuttle. For more info & table reservations, call Bryant Pettitt (404) 292-6969 (days), or John Joiner (404) 487-3732 (nights), or write Bryant Pettitt, P.O. Box 634 Clarkston, GA 30021

22 SEP 90 (Saturday)
LOS ANGELES, CA

Los Angeles Airliner Xpo. "North America's Largest One-Day Airliner Show and Sale, 0900-1700 hrs. Models, books, photos, slides, timetables, baggage labels, tos, slides, timetables, trade. General collectibles - buy, sell, trade. General admission \$4, display tables \$30, pay-able to Dekker/Williams Enterprises. At: Hacienda Hotel at LAX, 525 North Sepulveda Blvd., El Segundo, CA 90245, USA, Ph. (213) 615-0015. Special Room rates available. For info and table reservations: Tim Williams, (213) 598-4033 or John Dekker, (714) 841-4446, or write: LA Airliner Xpo, P.O. Box 820, Seal Beach, CA 90740-0920, USA.

14 OCT 90 (TENTATIVE DATE)
(Saturday)
BURLINGAME, CA.

Airline collectibles show & sale by Bay Area Airline Historical Society. Sheraton Airport Hotel, 1177 Airport Blvd, Burlingame CA. Adm. \$3, children under 12 (with parent) free. Hotel room rates \$55/night. Reservations (415) 342-9200. More info: Tom Draggas (415) 574-8111.

JUN or JUL 91
(dates to be confirmed)
ORLANDO, FL

Airliners International Convention AI'90 Don and Linda Levine & Southern Florida Airline Historical Society are hosts. More details at AI'90 in Seattle, WA.

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

DENVER, CO

Colorado Airliners International Aspen AW/United Express VIP Lounge, Stapleton Airp. 7 p.m. Meetings. Speakers, films, trading & more on the program. For info write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. Note: Once or twice a year the meeting is held on a day other than the last Tuesday of the month. Make sure you check with the CAI folks BEFORE you make travel and hotel reservations.

READERS SAY:

UNITED AIR LINES 100,000 MILE CLUB PLAQUE

In DEC 89, the CAPTAIN'S LOG, published a picture of a plaque of the United Air Lines 100,000 Miles Club. The picture had been sent in by WAHS member Ken Taylor of Calgary, Alberta, Canada with the request for details.

Two readers quickly responded by writing Ken. Our thanks go to them too for sending copies to the LOG as well. Here are their letters:

"I have one almost identical to yours, which was described in the December 1989 issue of the CAPTAIN'S LOG.



"Mine was issued to 'B.S. Downward' and is dated (in the bottom left corner of the rectangular plate) as having been issued in 1958. The airplane is still something like the DC-3, but sadly, mine has lost much of its starboard wing.

"The only other difference is that mine has four five-pointed metal stars each about 0.6 inches (1.6 cm) across, fixed to the wood plaque. I guess these may be like bars on a military decoration; if so, Mr. Downward would have travelled half a million miles on United.

"I found the plaque in a general flea market here in England, and the seller knew no more about it than can be seen on inspection (of the plaque itself). But it would seem that airline 'frequent flyer' recognition programmes, much in the news of the 1980s, are far from new."

John D. Edwards
Winchester, England

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MORE ABOUT 100,000 MILES CLUB AND THE UNITED HAWAII PLAQUE:

"I believe these (plaques) were routinely given by United to passengers who logged more than 100,000 miles during the late 1930s and 1940s. I have one that was given to a friend's grandmother, Mrs. Edith Cummings. She was a sales representative for the Charles of the Ritz cosmetics company and traveled frequently opening new salons. The plaque is identical to the one shown in the LOG - down to the same style on the engraved name. I think that hers must be unusual in that so few women traveled extensively - especially for business - in those days. I never met her, but her grandson, Norman Hoffman, says she was quite a lady. In fact she took him on his first airplane ride - Santa Rosa, CA/SFO. The bug that bit him that day took him to a career with SFO Helicopters in San Jose and on to a twenty-year career with Continental Airlines.

"I remember a similar plaque that my father had from American Airlines



that named him 'An Admiral of the American Skies'. It got mislaid some years back and I wish I still had it. I've seen one or two of the United plaques at shows, but never one of the American ones. I suspect it must have been from the early/mid 1960s. My dad flew a lot on both TWA and American in those days.

"I also have some information about the United Hawaii plaque that appeared in an earlier CAPTAIN'S LOG (JUN 89, P.106). I recently bought an almost identical item at the local Salvation Army store (I also picked up a Mexican HiBall glass at the same store the same day!). It (the plaque) is missing the word Hawaii, but has a space for it. I suspect, from the typestyles and graphics that these were used at travel agents and airport locations around the time of the 747 introduction. I think mine was intended to have an individual agency's name put in the space where 'Hawaii' is on the one in the LOG."

Frank Brownie
Santa Barbara, CA.

++++

SKYTRADER CORPORATION

SKYTRADER

Skytrader is no more. In our DEC 89 issue we presented you with some details about the Skytrader light utility passenger and cargo STOL aircraft.

"Unfortunately Skytrader is now defunct," Terry Anderson of Independence, Missouri, wrote just before press time of this issue of the CAPTAIN'S LOG.

The company had big plans to build the aircraft for the commuter and small air force market in areas and countries that lack sophisticated airports.

Skytrader did not live long enough to see its plans come true. Unknown to your editor, the company had filed for Chapter 11 bankruptcy protection in APR 89 and barely had the DEC 89 issue gone to press or word was received the company had been liquidated.

Terry sent the LOG a newspaper clipping from the Kansas City Times which says that the Skytrader assets were sold at an auction on 08 FEB 90. The prototype aircraft, illustrated in our DEC 89 issue, had already been returned to the company's biggest creditor, California businessman Grant MacCoon.

A five-foot long model of the air-

craft was sold at the auction for \$20. "I would have paid \$21 for the model," Terry wrote.

Terry Anderson
Independence, MO.

++++



SAC SUPER CONNIE

In JAN 90, the Save A Connie, Inc. of Kansas City was negotiating with a film company for the use of its restored Super Constellation, N6937C, in a movie at Blythe Airport, CA.

"(It is) a German film company and the result might not be a film that will be released in this country (USA)."

The plans are "to fly the Connie to California and take in-flight and landing shots.

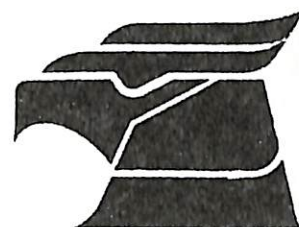
"Since it is to be a crash scene, they (the film company) will dig a pit beside the runway to tow the aircraft into so a low side shot will look like the aircraft is on its belly on the runway.

"The film company also bought old cowlings and an engine and other parts to scatter around for debris.

"We'll have to wait and see if this passes."

Terry Anderson
Independence, MO.

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PIEDMONT-ALTAIR F-2B

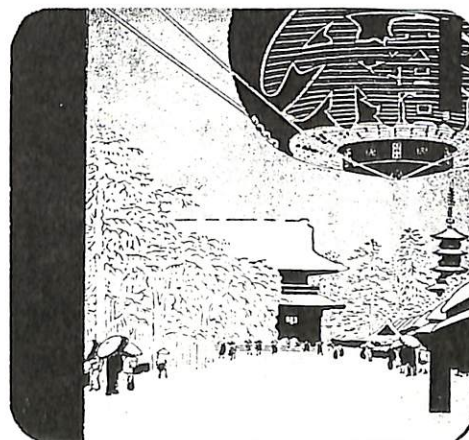
"I'm sure you have already heard from others, but just in case I thought I'd drop a line. Vol.15 No.4 of the CAPTAIN'S LOG states that Altair merged with Piedmont. As I'm sure you know, this is incorrect. Altair went bankrupt in the early '80s without merging."

Barry Elam
O'Fallon, MO

(Editor's reply: Thanks for writing, Barry. You were the first and only reader to point this out. Of course you are right! Altair Airlines went bankrupt in 1982 and its fleet of six F-2Bs was stored at Philadelphia. Four more, not yet delivered, were cancelled. The six that were stored later went to Empire Airlines. Empire was taken over by Piedmont on 01 MAY 86.)

Airline coasters are not regularly featured in the CAPTAIN'S LOG, and we don't know how many people collect these items.

For those who do, we present these six beautiful UKIYO E coasters by CP Air. The set was contributed by CAPTAIN'S LOG reader DICK ARTER of Richmond, British Columbia, Canada.



They show examples of Japanese fine art in delicate colors by well-known artists.

The top picture in the centre column shows the front of the box with its gold border and the bottom picture is of the back of each coaster, with double-orange CP Air logo and black text. The text in the centre with details



KITAGAWA UTAMARO (1751-1805)

Utamaro was very good at painting pictures of beautiful women. Choosing his subjects among beautiful women in towns and gay quarters, Utamaro's realistic touches in his painting show rare quality. There are elegance, sweetness and even coquetry in his pictures of these beautiful women. He thus, became the most leading Ukiyo-e artist.

TOSHUSAI SHARAKU (?-?)

Sharaku is called one of three famous portrait painters in world art history. A real biography about Sharaku is unknown. However, it is well known that his unique painting of portraits of Kabuki actors was not recognized in his time. Sharaku created about 140 prints during one year. His works came to be appreciated in the Meiji Era by foreigners who were studying Japanese prints.

ANDO HIROSHIGE (1804-1858)

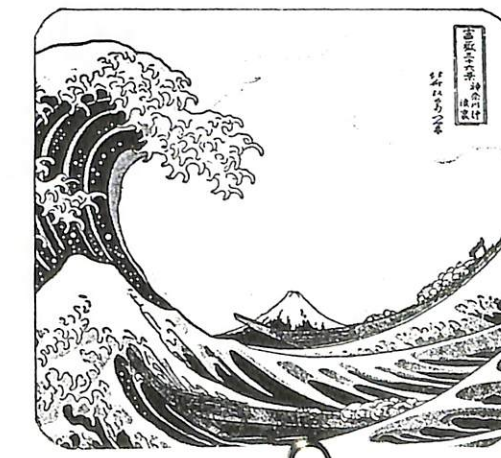
Hiroshige was born in Edo, present Tokyo and was very proficient in landscape painting. Above all, his technique of perspective is so wonderful as to surprise the contemporary public. "One Hundred Scenes of Edo" "Famous Various Provinces" are representative works. The most famous of all is the "53 Stations of Tokaido (Highway)".

PRINTED IN JAPAN



about the artists, is on the reverse of the box.

Mr. Arter said CP Air used these coasters for a short time as a special promotion when it introduced the Boeing 747 on its new "Orient Express" service to Tokyo and Hong Kong from Vancouver. Production and fleet lists show this was in DEC 73. (JG)





Waglisia Air DC-3

Card by Mary Jayne's

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

by

Paul F. Collins

So much for promises!!! In the last issue of the LOG, in this column, I made a promise that we would get all issues of Volume XVI out on time. Due to a number of factors we are already a month behind! I must apologize for this delay. Joop had an extreme amount of work in his workplace to do and I was not at home when the LOG arrived from Joop. The printer promised that he would get the material back as fast as possible so as little time as possible would be lost. All things considered, we did not do so bad. Joop is planning on getting another issue before the convention in June, so we can set a goal of getting this issue out a little bit earlier. Please bear with us and try not to be to critical.

With that behind us, let's get on with some positive things. This issue of the LOG contains over 60 pages of good information. Almost all the editors have submitted material for this issue. In addition, the official 1990 Membership Roster is enclosed. With about 30 pages, it probably is the largest roster we have published to date. Still there could be about ten more pages in the roster. At the time we went to press, some 325 members had not renewed their subscription to the LOG. Since that time, renewal notices have been sent out and now are returning. Since the roster went to the printers, about 80 members have renewed. Also during this time period some 15 to 20 new members have joined the Society. These new members are a result of the Dallas, LA and Phoenix mini-conventions. For those of you that did renew before the February 15 deadline, your continued support is greatly appreciated.

In the last several issues of the LOG I have been seeking help from the membership to take over several different positions on the Society staff. While the offers to volunteer have not been pouring in, I would like to thank those of you that have sent in letters of support and also thank those that have offered limited support in their home areas. All is not that bleak! The Society will continue to function and the LOG will get out, eventually, and there will be very little change in the overall operation of the Society. The one basic tenet that all of us should remember is that the CAPTAIN'S LOG and the World Airline Historical Society is for hobbyists. The world will not end if the LOG is not mailed out at the time we promised and the material contained within its pages will not get "old" since 99 per cent of the material contained within is historical mat-

erial anyway. I will continue to perform my duties as in the past and Joop will continue to do the fine job that he has been doing over the past several years. Also our assistant editors will continue with the fine work that they have been producing. All in all I believe that the quality of the LOG will continue and the number of subscribers will continue to grow as the hobby itself continues to grow. Let's all just sit back and enjoy what we have. If and when I reach the point when I just could not stand to put out another issue of the LOG I will let you know and then you, the membership, can decide what you want done. Until that time comes around, it's business as usual and full steam ahead!

A number of Society members have questioned why there are so many mini-conventions scheduled so close together with some even being on the same date. This is really a tough question to answer. Of course the most obvious answer is that there is no one individual or committee that is co-ordinating the activities of all the groups and individuals that are hosting these mini-meetings. Even if there were a co-ordinating person or committee, I would certainly not want to be a part of it. What a lot of folks do not understand is the problems that the individual groups have that want and do host mini-conventions. A site has to be selected and dates established when that site is available for a show. This might seem like a simple thing to those of us that attend shows, but it is a major problem to those setting them up. This is especially true when your setting up a show four or five months in advance. A number of hotels want a large sum of money "up front" before they will give you an advance date. This is one way they protect themselves if the show does not go on and they miss the opportunity to rent the hall because your a "no show."

Also with regards to dates, how would you be able to tell a group in LA that they could not have a show the last week-end in July because the group in New York was having a show that same week-end. These sites are a country apart! Would the same people attend both shows if they were held a couple of weeks apart? The answer would probably be sure, if your an airline employee. But for Joe Blow that lives in LA or New York, it wouldn't matter beans to him if both shows were held on the same date, because his budget is pretty much limited to what he can spend on travel and thus he is almost limited to local travel and local shows. The same is true for the guys that live in Cincinnati, Chicago, St. Louis, Dallas, Denver and LA. However, since so many collectors are able to travel, almost at will, it is important to them that mini-conventions we held at different times, regardless of the location. So basically we have two fractions of the collector field to satisfy. How do you do it? I for one do not have the answer. If you have a solution to this problem, send in a letter giving your opinion or we will bring it up at the convention in Seattle in June. It certainly is a problem that needs to be looked into.

With regards to the mini-conventions, it is my understanding that those recently held in Dallas, LA and Phoenix all attracted rather large number of crowds. I for one am very happy to hear that the efforts of the host committees are paying off. Airline memorabilia collecting may well be the collectors hobby of the 1990's! With each mini-convention and Airlines Int'l show, more and more collectors are turning out. This is what its all about! A hobby that all of us can enjoy. It certainly makes no difference if you collect post cards or slides or safety cards. As collectors we now have the opportunity to attend shows in just about every part of the country and enjoy our hobby with others that have the same interest. What more could you want?

With this issue of the LOG we have enclosed a number of flyers about products that should be of interest to you. We have flyers about future show dates, Don Thomas's new book and the latest in post cards from Mary Jayne's Railroad Specialties. Also included is the last "regular" drawing by Tom Kalina. I say regular because Tom mentioned that from time to time, he will be sending in a drawing for publication in the LOG. Some of you will be receiving a renewal sheet if your membership lines ends with 16/1 (second notice) and 16/2 (first notice). Of course everyone will be receiving the official 1990 Membership Roster. A lot of stuffing--but I am sure you will enjoy it all.

With regards to the roster, some members have stated that they think it is a waste of money and paper to have it printed. What is your feelings about the roster? Should it be printed and updated each issue? Do you really use it to find members when you travel? Is it worth the time and effort that goes into pasting it up? Drop a line to Society HQ and let us know your feelings.

That about covers everything for the time being. Once again, sorry for the delay in getting this issue of the LOG to you, maybe the next issue will come a little early! Until then, happy collecting!

Paul 

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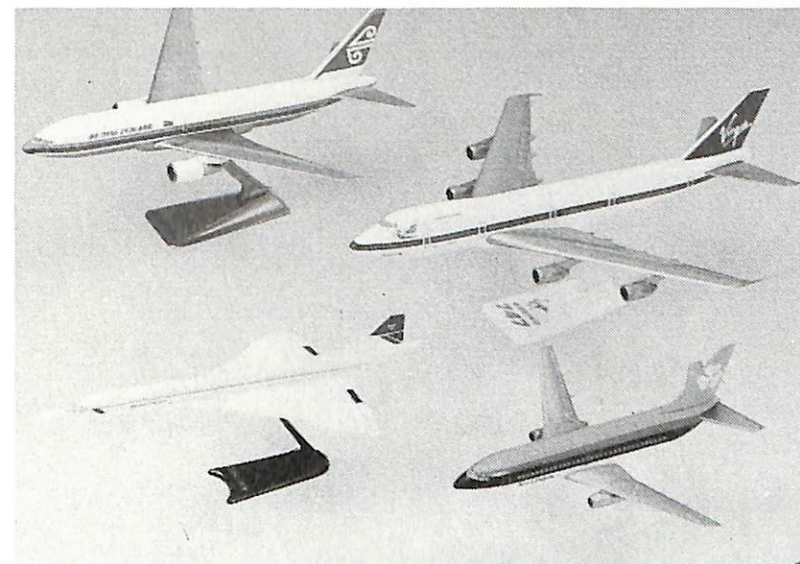
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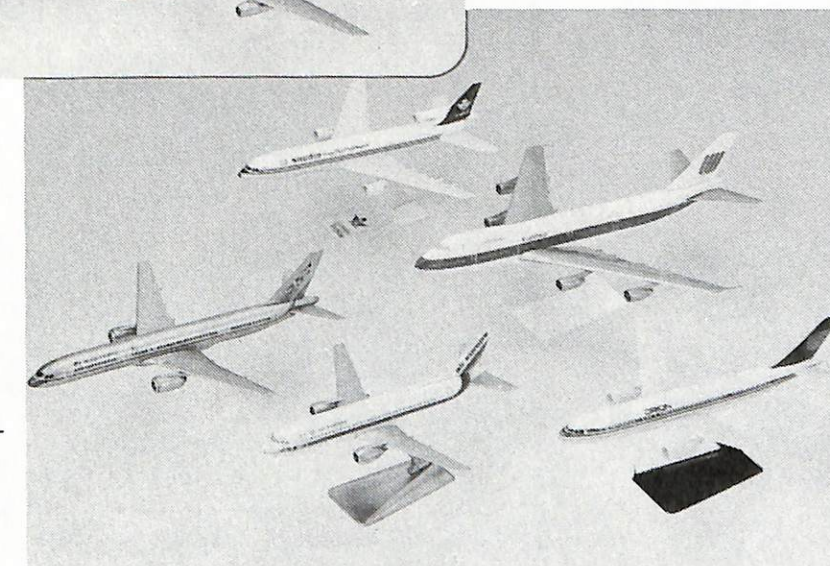
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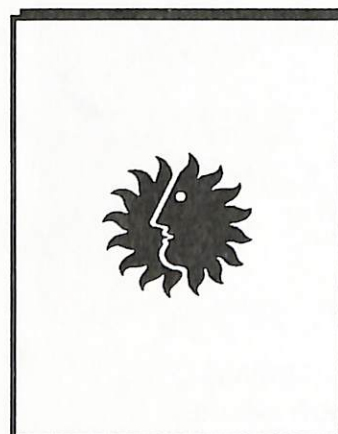
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National Sun King

Both decks are white with the carrier's logo in full color. National's Sun King is in Orange & Yellow; Northeast's Yellowbird is in yellow with its name in black. Decks are \$4.50 each including shipping.

Mugs



Northeast Yellowbird



National Sun King

Mugs are 12oz. white porcelain. Each has the carrier's logo in full color on one side, National's Sun King is in Orange & Yellow, Northeast's Yellowbird is in yellow, with the carrier's name in black on the other side. Mugs are \$7.00 each including shipping.

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Northeast Airlines

Baseball Cap is black polyester foam & mesh, with an adjustable strap so one size fits all. Northeast's logo is in gold puff print. The Tie Bar & Tie Tac are exact duplicates of those worn by Northeast Airlines employees in the late 60's. They are gold-tone with the NE logo on a cloisonne emblem. Price for each of these articles is \$7.00 each including shipping.

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Colonial	Yellow
Continental	Red
Delta (1950's)	Dk. Blue
Eastern	Blue
Frontier	Red
Lake Central	Red
Mid-Continent	White
Mohawk	Black
National (1950's)	Lt. Blue
North Central (1960's)	Blue
Northeast (1950's)	Blue
Ozark	Green
Pan Am	Blue
Southern	Blue
Western (1950's)	Lt. Brown
Wien Air Alaska	Blue

Glasses are 10.5oz. sham-bottomed highball glasses with the carrier's logo in the color listed on one side. Glasses are \$5.50 each including shipping.

Ordering Instructions

Please send a check or money order, (Massachusetts residents add 5% sales tax), along with a list of the items you want. Allow two to three weeks for delivery. Any items not in stock will be back-ordered.

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Tom Kalina

