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SEPTEMBER '90

July 18th thru July 21, 1991

CAPTAIN'S LOG

Airline and Airliner quarterly

Winning first place in the Salon Photographs class of the AI'90 photo contest is this superb shot of a United Air Lines Boeing 747-422, newly delivered from the manufacturer. Note the

high shine on the skin of the wing, making possible the reflection of the airline name and fuselage cheat lines. Our congratulations to the photographer, Mike Chew of Belmont, CA.





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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.

Society memberships expire at different times in the year. For further details, see Membership Update in this issue. You will be notified before your membership expires. Please get your renewal in as early as possible to ensure you won't miss a single issue of the CAPTAIN'S LOG.

THE FLIGHT EXCHANGE

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

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).

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

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Thank you

CAPTAIN'S LOG

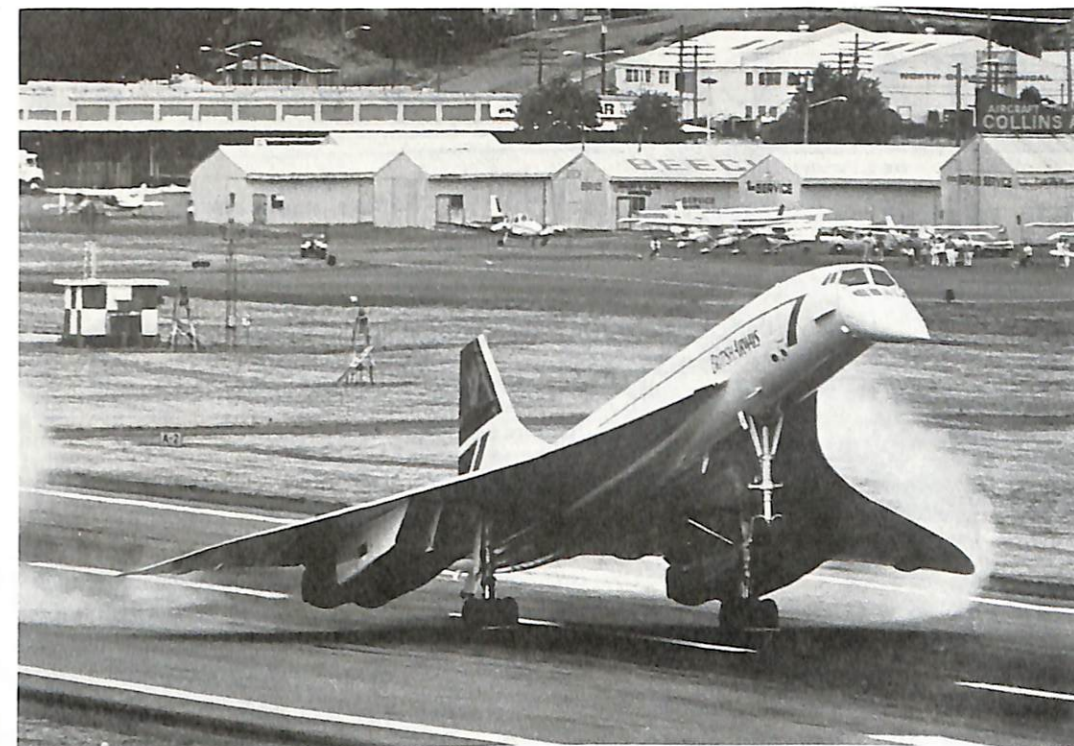
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Ronald Miller of Seattle, WA, took this shot of a supersonic Concorde of British Airways at the exact moment of touchdown. This B&W photo earned him first place in the Black & white enlargements class of the AI'90 photo contest. Congratulations, Ron.

Ansett.

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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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TAKE-OFF TALK

I can't believe how fast time flies. Here you have the SEP 90 issue of the CAPTAIN'S LOG in your hands, and I have not even recovered yet from the Airliners International convention in Seattle back in June.

Except for one big disappointment, it was a magnificent show. Met lots of good friends and made lots of good buys and trades. Those of us who live in Seattle assured me even the weather was super, with clear blue skies and beautiful warm weather. Quite unusual for the area that time of the year ... at least for four days in a row. It was my first time on the west coast and I enjoyed every bit of it. The farthest west I had ever been before was in Edmonton, Alberta, Canada and that was in the month of March, a few years ago.

I don't want to dwell too much on the convention activities here. I am reporting on them elsewhere in this issue. But I do want to say that the Boeing tour was a BIG DISAPPOINTMENT to me ... and to many, many others.

Maybe we WAHS members look upon a tour like this with eyes and hear with ears that are too knowing. Much more knowing than those of the general public. But still ... I for one can not believe that a company with the resources of Boeing is not able to provide just a little extra to make a group of "experts" like WAHS members happy. Enough said! The rest is in the convention coverage in this issue.

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Those of you who have been reading the CAPTAIN'S LOG for some years, know that politics is one area I studiously avoid discussing in these pages.

However, I cannot help but think that perhaps, just perhaps, the current Middle East crisis may lead to some good for the airline industry.

On the negative side and apart from the cost in human misery and military expenditures, we have already seen air fares go up substantially in response to the increase in oil prices that followed the invasion and takeover of Kuwait by Iraq. But now I read in the travel section of one of my favorite newspapers, the Toronto, Ontario, GLOBE AND MAIL, that "at least air czars (are)

grateful to Saddam" (Iraqi president Saddam Hussein).

The article, written by one of the Globe's travel writers, Carey French, says Federal Aviation Administration boss James Busey said at a recent conference in Crystal City, VA that the crisis has provided a "breathing space" in which to sort out some of the more pressing problems of air space congestion.

If this indeed comes about, it will probably be the only silver lining of the crisis.

Busey said the increases in air fares have reduced the growth in air travel and this has reduced the howls of complaints by passengers furious over delays.

The Official Airline Guide, which monitors air fares, routes and flight frequencies of more than 700 airlines world-wide, says fuel price hikes have led to a 205% growth in the changes in air fares in August alone. At least four of the big U.S. airlines announced in early September they would be increasing their fares by an average of 10% in October.

Ever since the dawn of commercial aviation, airlines have been rerouting their services around trouble spots. Some of the best examples of this are found in Europe in the late 1930s. After Hitler's troops went on the march, the air space over entire countries was closed to civil airlines as the conflict spread. In one case this led to KLM transferring the European terminus of KLM's East Indies service to Naples from Amsterdam, on 16 SEP 39.

In the current crisis, airlines from around the world are flying around the Middle East on services between Europe and Asia. But this leads to longer flights and has already resulted in some shortages of aircraft. Several U.S. airlines are hit double because they have temporarily transferred some aircraft to the air force under the reserve air fleet program. Hawaiian Airlines has suspended its Sydney service, blaming the draft for a shortage of aircraft.

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In this issue I am finally able to finish my series on the history of airlines in China before the communist takeover of the country on 01 OCT 49. The entire series was finished

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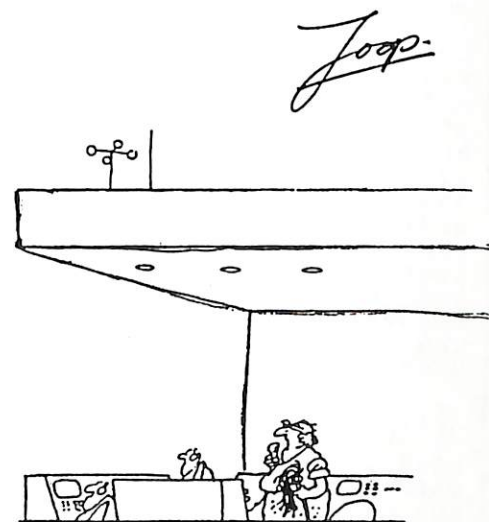
before I even ran the first part, but space considerations forced me to split it up over several issues. The fifth and final part is in this issue.

Also in this issue the first of two (I promise) parts about the history of Ansett Airlines of Australia.

This article started life as a six-page (including photos) contribution by our member John Chivers of England (now back in Australia again). However, by adding from a large number of sources I have expanded it considerably in both text and illustrations, as you, John, will see when you read it. I have two pages of text left. After adding some photos and other illustrations, there are three or four pages to go ... easy to get into the next issue.

Faithful readers will know this is the third of an irregular series on the history of commercial aviation in Australia. Brisbane Airport was covered by John Chivers and your editor in the SEP 89 issue and Brian Danielson's history of Qantas appeared in the MAR 90 issue. I have some more Aussie material on hand and this will find its place in the CAPTAIN'S LOG soon.

I also have two more airline histories by our members ready to go and your editors are already working on other fact-filled material. In view of this, all I can say, is "It is worth your money to be a member of the World Airline Historical Society."



"Sorry, we got nobody here by the name of May Day."

AIRLINE PROFILE

Ansett.

Part 1



Above: Ansett Airways' first aircraft, Fokker Universal VH-UTO, seen here while still in England. Left: Boeing 767-277 VH-RMD, c/n 22692, in current colors.

By JOOP GERRITSMA
with JOHN CHIVERS

NEARLY 55 YEARS AGO, A YOUNG AUSTRALIAN PILOT STARTED HIS OWN AIRLINE BECAUSE EXPANSION OF HIS LIMOUSINE BUSINESS IN THE STATE OF VICTORIA WAS FRUSTRATED BY RAILWAY INTERESTS AND THE POLITICIANS WHO SUPPORTED THEM

TODAY, ANSETT AIRLINES OF AUSTRALIA IS THE LARGEST AIRLINE CONGLOMERATE IN THE COUNTRY. IN ITS MARCH IT HAS ABSORBED - DIRECTLY OR INDIRECTLY - EVERY OTHER PIONEER AUSTRALIAN AIRLINE

HERE IS THE COMPANY'S HISTORY

ambitious man named Robert Gordon Menzies, had not introduced a bill in 1933 designed to protect the Victorian State Railways from road competition.

ANSETT AIRWAYS

When the Victoria Government denied Ansett the right to enter Melbourne by road, he placed himself outside the state's jurisdiction by flying into the city. As in most countries, aviation was (and is) a federal jurisdiction in Australia. He bought a second-hand, six-passenger, single-engine, American-built Fokker Universal (VH-UTO) in England for £1,000 and as Ansett Airways Pty. made his first flight from Hamilton to Melbourne on 17 FEB 36. Beginning on 25 MAY he also carried mail under a

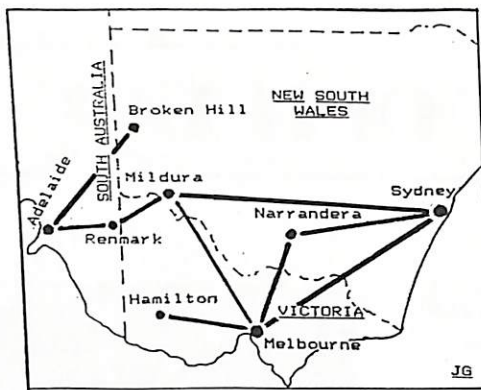
post office contract.

Ansett's supporters in the airline venture included several graziers (cattle ranchers). They sensed a good investment and he soon had a second airplane, an Airspeed Envoy, once the private aircraft of Lord Nuffield in England. A low-wing wooden aircraft, it had two engines, could carry eight passengers and cruised at 150 mph (240 km/h). It had been designed by Neville Shute Norway, who later became famous as Neville Shute, the author of several successful novels, including "A Town named Alice" of 1950.

With two aircraft in his fleet, Ansett increased his Melbourne service to twice-daily from 08 FEB 37 to meet demand. He moved his operations base to Melbourne and floated

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a public company, Ansett Airways Ltd. The time for this was not propitious because a series of airplane crashes had made investors wary of airline ventures. Unable to find a broker, Ansett did the job himself. Task accomplished, Ansett now ordered three Lockheed L-10B Electras (VH-UZN/O/P) and started Melbourne - Broken Hill service on 05 SEP 37, Melbourne - Narrandera - Sydney service on 04 OCT and Sydney - Adelaide service via Narrandera and Mildura on 27 NOV. Sunday-only direct Melbourne - Sydney began in APR 38.



Ansett network in 1939.

The L-10 was an all-metal aircraft for 10 passengers, cruised at 182 mph (290 km/h), had a retractable undercarriage, and was equipped with variable-pitch propellers for better flying performance and electrically operated wing trailing edge flaps for better take-off and landing capabilities. It had become popular with many smaller airlines that neither had the money nor the traffic for the larger Douglas DC-2, especially in the United States and Europe.

Despite its modern fleet, Ansett Airways faced a number of serious challenges. It lost £A30,000 in its first year of operations and as a result had to fight off a takeover offer by Ivan Holyman of Australian National Airways. The situation was so bad that even the chairman of the Ansett board, a banker named Ernest O'Sullivan, recommended acceptance of the offer. Calling a public meeting of his shareholders, Ansett debated the issue with O'Sullivan and carried the meeting. He had a new chairman elected on the spot.

If this was not enough, Ansett's Melbourne - Sydney service was meeting stiff competition from ANA's DC-2 service between Brisbane and Adelaide via Sydney and Melbourne. The Melbourne - Adelaide service suffered from competition by Adelaide Airways, operating a Short Scion from Adelaide to Melbourne via Mount Gambier. Furthermore, Guinea Airways entered the Adelaide - Sydney route on 16 AUG 37 on weekdays with the L-10A Electra.

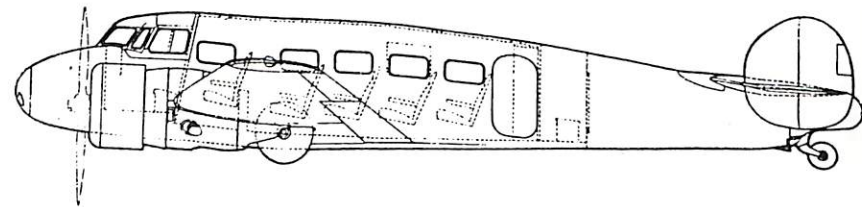
Ansett's financial health received a tremendous boost in late 1938. The threat of the coming war over Japan's expansionist policies in Asia and the Pacific changed the Australian government's attitude toward subsidizing airlines. It believed an expanding airline industry could serve defence purposes as a back-up to the Royal Australian Air Force. From NOV 38 Ansett was paid a

subsidy large enough to keep it in business.

In FEB 39 Ansett suffered a severe setback when fire destroyed the airline's hangar at Essendon Aerodrome, Melbourne. Among the aircraft destroyed were one of Ansett's Electras and its original Fokker Universal. The next morning, however, Reginald Ansett was in his office, explaining his plans for expansion of his airline.

When World War 2 broke out in Europe in 1939, Ansett Airways had a network of services including Melbourne - Sydney via Narrandera; Melbourne - Adelaide via Mildura and Renmark; Adelaide - Broken Hill; Mildura - Sydney and the original Melbourne - Hamilton service.

In JUN 42 Ansett ceased commercial operations, except on the Hamilton - Melbourne route. It continued to operate this with the Envoy and put the two



Above: Ansett bought three L-10B Electra in 1937.

Right: Post-WW2 DC-3 of Ansett. VH-AMK, named "Anstratus" has c/n 13362 -Ansett photo



Electras at the disposal of the U.S. forces in Australia for transport duties across the country.

After the war had ended, Ansett started a slow rebuilding process. Commercial services were resumed on 05 FEB 45 on the Melbourne - Mount Gambier - Adelaide and the Melbourne - Wagga Wagga - Canberra routes. Two DC-3s were acquired in JUN 45 to replace the Electras and services were started to Sydney and Hobart. Five more DC-3s followed over the next few years and in late 1947 Ansett introduced second-class fares. These became immediately popular and they were followed by an across-the-board fare cut of 20% in MAR 48. Ansett's main competitor, ANA, would not introduce tourist class fares until 1953.

However, the future looked cloudy for Ansett Airways. In 1945 it fought off an attempt by the labor government to nationalize it, together with all other airlines in the country, and on 18 NOV 52, the government's new Civil Airline Agreement Act came into force. Popularly-known as the Two-Airline Policy, it called for official government recognition for only two major domestic airlines - privately-owned Australia Airlines. The government guaranteed financial assistance to ANA to ensure it would have an equal share of the market with TAA. The policy was to avoid "unnecessary overlapping of services and wasteful competition to provide the most economical services with due regard to the interest of the public." In

other words, the act wiped out serious competition between the country's two major domestic airlines, ANA and TAA, and ensured the survival of both. It was to be in force for 15 years - to 1967.

Despite the new act, Ansett managed to expand slowly. In 1952 it took over Barrier Reef Airways and its service to Hayman Island in the Great Barrier Reef off the east coast. The following year Ansett added flying boat services from Sydney to Lord Howe Island and from Sydney to Hobart, both previously operated by Trans-Oceanic Airways. Six Short Sandringhams were bought for these operations, but only two are known to have been in service at any one time and in 1963 Ansett bought and civilianized a former Royal New Zealand Air Force Sunderland to Sandringham standard to operate alongside its sole remaining Sandringham, the "Beachcomber", VH-BRC.

Barrier Reef Airways began operations on 08 DEC 47 with a Brisbane-Daydream Island service, operated by Catalinas.

Ansett also bought Hayman Island in the Barrier Reef to develop as a holiday resort.

Trans-Oceanic Airways began flying boat services to Lord Howe Island in the Pacific and to Hobart on Tasmania after WW2.



In 1954 Ansett bought two Convair 340s to supplement its six DC-3s (two were disposed of) and two Sandringhams. Eight CV-440s were delivered in 1957-58 to meet the competition of TAA's Viscounts which had entered service in 1954. The two Sandringhams would remain in service until the mid-1970s, when they were replaced by land aircraft.

Ansett's biggest coup came in 1957. In that year the airline's parent company, Ansett Transport Industries, took over Australian National Airways for £A3.3 million with the full support of the government. The combined airline was to be known as Ansett-ANA.

Suddenly, Ansett, until then a small regional airline operating in southeast Australia only, was the largest privately-owned airline in the country, and operating nationwide. Before the merger, it had three CV-340/440, four DC-3 and two Sandringham - a total of nine aircraft. Seven more CV-440 were on order. With the ANA takeover it acquired 38 aircraft: six DC-6/6B, eight DC-4, 20 DC-3, three Bristol 170 Freighters and one Bristol 171 Sycamore helicopter.

Australian National Airways '28

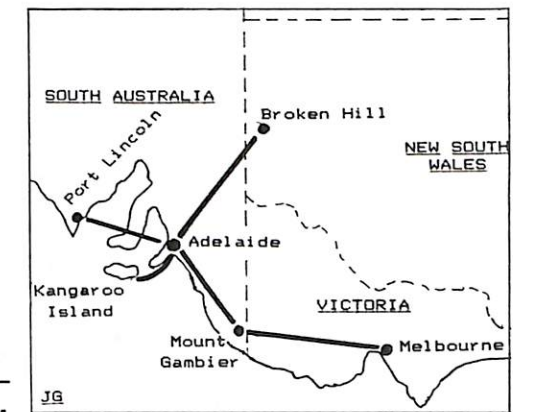
The name of the once-proud Australian National Airways goes back to DEC 28, when famous Australian pilots Charles Kingsford Smith and Charles Ulm founded the first ANA. They started regular flights between Sydney and Brisbane on 01 JAN 30. Melbourne was added on 01 JUN. The fleet included four Avro Tens (licence-built Fokker F.VIib) plus their famous Fokker F.VIib "Southern Cross". However, the the unresolved fatal crash of the Avro Ten VH-UMF "Southern Cloud" on 20 MAR 31 killing one crew and six passengers, drove travellers away from the airline and operations were suspended in JUN. The wreckage of the aircraft was not found in the Snowy Mountains until 26 OCT 58! But the name Australian National Airways was to live on.

The second ANA was formed in 1936 through the amalgamation of Holyman's Airways and Adelaide Airways, but its roots go back to 1921 and comprise a complex number of mergers and takeovers among early Australian air transport companies.

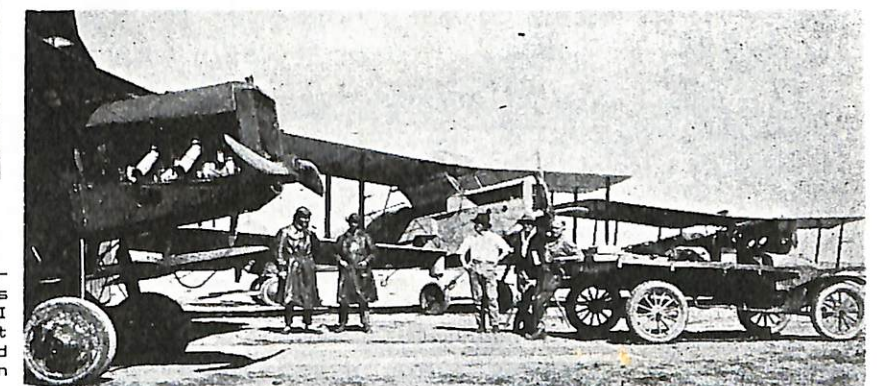
ADELAIDE AIRWAYS

This airline was formed in 1935 by the Orient Steam Navigation Comp. and the Adelaide Steamship Comp. Operations began on 29 OCT 35 with twice-weekly Adelaide - Mount Gambier - Melbourne passenger and mail service with the Short Scion VH-UVO. The next day a twice-weekly service from Adelaide to Port Lincoln was started with a Monospar ST-25, VH-UUV "Boyan-na". Adelaide-Broken Hill service was added on 19 NOV and a service between Adelaide and Kangaroo Island on 27 JAN 36.

West Australian Airways was taken over in JUN 36, a month before Adelaide merged with Holyman's to form the new Australian National Airways.



Right: Adelaide Airways routes in 1936.

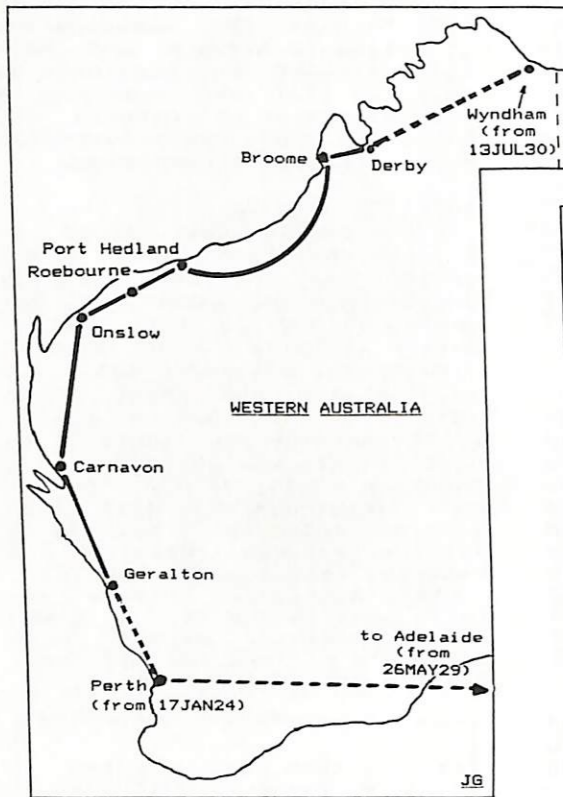


Above: Trans-Oceanic Airways Sunderland III flying boat VH-AKD at Lord Howe Island in 1947.

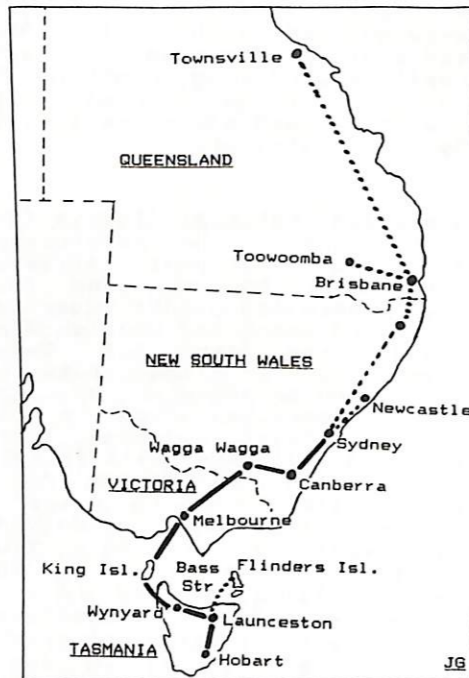
Right: Bristol Tourers and a DH-50 of West Australian AW in DEC 21.

Bottom: Ansett CV-340 VH-BZE c/n 171. Livery resembles that of Braniff from where Ansett's first Convair came.





Left: West Australian Airways routes 1921.
Below: Holyman's, New England Airways and Johnson networks.



ROUTES:
-Holyman's: solid lines
-New England AN: north of Sydney
-L. McKenzie Johnson: Launceston - Flinders Island

West Australian Airways was the oldest of the airlines ultimately to make up ANA. It was founded by pioneer pilot Norman Brearley and on 05 DEC 21 started a subsidized seven-stop mail route from Geraldton (at the end of the railway from Perth) to Derby, 1,200 mi (1,950 km) along the west and northwest coasts of Western Australia. The first flight was marred by a crash in which the pilot and engineer of the WW1 Bristol Tourer biplane were killed. Services were halted until 02 MAR 22.

Extensions south to Perth and north to Wyndham were inaugurated on 17 JAN 24 and 13 JUL 30 respectively. A subsidized Perth - Adelaide service was opened on 26 MAY 29 with four three-engined deHavilland DH-66 Hercules aircraft. This service took WAA two-thirds of the way across the country towards the east.

Other services and larger aircraft followed and on 12 JUL 31 a Vickers Viastra of WAA flew the 1,450 mi (2,320 km) from Perth to Adelaide in a flying time of 11 hrs, with a total journey time of 22.5 hrs.

In JUN 36 the assets and services of WAA were taken over by Adelaide Airways, two years after it had lost the lucrative air mail contract along the north coast to MacRobertson-Miller Aviation.

The "Holyman's branch" of ANA goes back to:

one they feared most was Capt. Johnson, operating right on their doorstep.

In SEP 32 they therefore began thrice weekly air service between Launceston, Flinders Island and Cape Barren Island, also in the Bass Strait. Their aircraft was a deHavilland Fox Moth, VH-UQM "Miss Currie", with Victor Holyman as pilot.

The Holyman brothers were the grandsons of William Holyman who had established a shipping line in Tasmania in 1861. Victor had developed a taste for flying when he served in the Royal Naval Air Service in France during World War 1.

Tasmanian Aerial Services. Not long after the the Holymans had started their air service, they were joined by Johnson and together they formed Tasmanian Aerial Services Ltd, but Johnson left soon after.

HOLYMAN'S AIRWAYS

After Johnson's departure, the Holymans were joined by two shipping firms, Union Steamship Company of New Zealand and Huddart Parker Ltd., to develop the airline. Named Holyman's Airways it was established in 1933 and on 04 SEP 33 the Bass Strait service was extended to Melbourne, using a twin-engined DH-84 Dragon, named "Miss Launceston".

In APR 34 the Holymans won a subsidized air mail contract from the Australian government for a service from Melbourne to the Tasmanian capital of Hobart via King Island (in the Bass Strait), Wynyard (on Tasmania's north coast) and Launceston. They won in part by undertaking to operate the four-engined DH-86 on the service. The DH-86 had been designed by deHavilland in England to meet the Australian government's specification for a four-engined, "Commonwealth airliner" for Qantas (see CAPTAIN'S LOG, MAR 90). Holyman's bought four of them with the help of a government subsidy.

Tragedy struck soon after the start of the service. The DH-86 VH-URN, "Miss Hobart"

West Australian Airways DH-66 taking off from Perth.



Above: Vickers Viastra II VH-U00 of West Australian Airways in 1931. (Vickers Armstrong photo)
Below: DH-89 "Memma" of Holyman's Sydney service.



began flying across the Bass Strait on 01 OCT 34 and on 19 OCT, with Victor Holyman as pilot, Gilbert Jenkins as co-pilot and 10 passengers on board, the aircraft crashed into the sea just out of Melbourne. No trace of the airplane nor its occupants were ever found. Less than a year later, on 02 OCT 35, a second DH-86 and five more lives were lost off King Island.

Despite these crashes, Holyman's began weekday a Melbourne - Canberra - Sydney service with the smaller, twin-engined DH-89 VH-UPF "Memma" on 07 OCT 35. A refuelling stop was made at Wagga Wagga.

After the loss of his second DH-86, Ivan Holyman began looking for an aircraft better than the wood and fabric DH-86 whose main virtues were its low price and the fact it was British. At that time there was a ban on the import into Australia of all aircraft that were not British. But in view of the poor safety record of the DH-86 (three had crashed in Australia in 13 months) the government allowed Ivan Holyman to order four DC-2s. The first, VH-USY, went on the Melbourne-Canberra - Sydney service in JUN 36.

On 01 JUL 36 Holyman's Airways merged with Adelaide Airways to form the second Australian National Airways and on the same date, the new airline bought the majority of shares in Airlines of Australia.

Airlines of Australia goes back to Virtue's Air Travel of 1929 and New England Airways of 1931:

Virtue's Air Travel was founded at Lismore in New South Wales in 1929 by Keith Virtue. With a two-seat deHavilland DH-60 Moth (VH-UIA) and later a Genairco biplane for four passengers and pilot (VH-UNT), built in Australia. Virtue offered charter services and joy rides. Before long, he joined with G.A. Robinson of the New England



Above: AVRO Ten VH-UMH, c/n 229 of New England Airways' Sydney-Brisbane service. (Photo National Library of Australia)
Below: DC-2 VH-USY of Holyman's entered service in 1936.



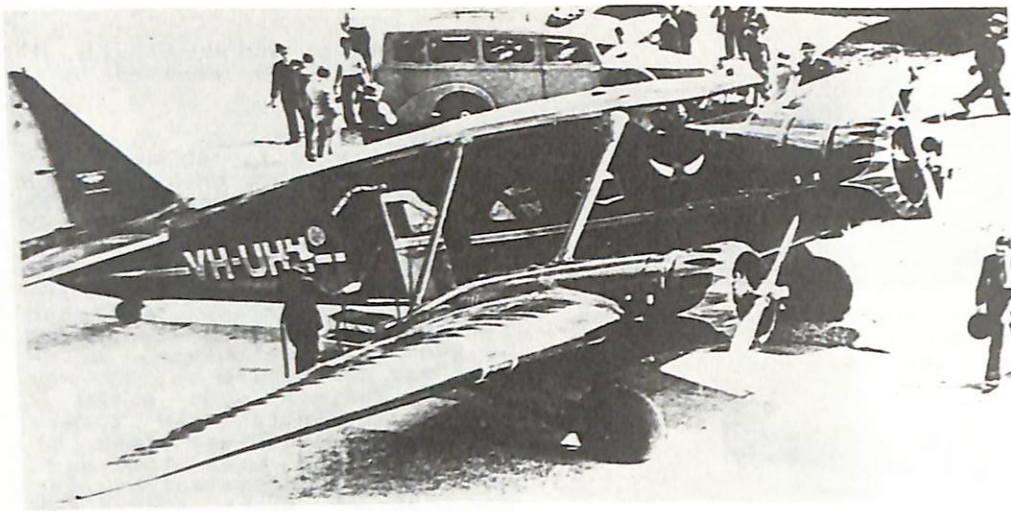
Motor Company and on 01 JAN 31 they founded New England Airways.

New England Airways.

NEA started flying with Virtue's Genairco, a DH Puss Moth (VH-UPM) and the Ryan B1 (VH-UIZ). Airline service began on 01 JAN 31 between Brisbane and Lismore with two Avro Tens taken over from bankrupt Queensland Air Navigation. QAN had started flying the 1,000 mi (1,600 km) route between Brisbane and Townsville on 31 MAR 30. New England soon added a third Avro Ten from the former first ANA. Sydney was added in JUL 31, taking over the service formerly operated by the now bankrupt first Australian National Airways.

By SEP 32 the frequency on the airline's main route, the 500 mi (800 km) from Brisbane to Sydney, was increased to six days a week in each direction. The flight took from four to six hours, depending on the weather. In the 2.5 years from JAN 31 to AUG 33 the airline flew 587,500 mi (940,000 km) and carried 10,995 passengers. Sydney - Newcastle service was started on 24 DEC 34 but was suspended a year later.

British Pacific Trust bought a 51% interest in NEA in 1935 and the network was expanded with passenger loads increasing steadily. Three Monospar ST-12s were bought in Britain and by 1935 NEA was operating daily



VH-UHH was one of three Stinson A trimotors operated by Airlines of Australia. (Ansett photo)

services Brisbane - Sydney and Brisbane - Toowoomba; a twice-daily service Sydney - Newcastle and twice-weekly Brisbane - Townsville, all with the AVRO Ten (Fokker F.VIIb) and Monospar ST.12.

Northern Airways began weekly flights between Newcastle and Sydney on 11 JUN 34. The service was taken over by NEA in December of the same year.

New England Airways ceased to exist in JUL 36 when Pacific Trust acquired the remaining 49% of the shares and incorporated a new company, Airlines of Australia (AOA), with the assets of NEA.

AIRLINES OF AUSTRALIA

Upon its formation, AOA took over the fleet and routes of New England Airways. It added weekly service between Townsville and Mount Isa on 25 FEB 37, followed by twice-weekly Cairns - Cooktown service on 17 MAY 37.

Ownership of AOA changed quickly again when later in 1937 the airline was acquired by the second Australian National Airways. AOA, however, continued to operate under its own identity until 01 JUL 42.

A joint ANA/AOA daily Brisbane - Adelaide service via Sydney and Melbourne was started with ANA's DC-2 and On 29 MAY 39 AOA began Sydney - Brisbane night service with the DC-3 VH-UZJ. This is believed to have been the first night service in Australia.

Rockhampton Aerial Services began service from Rockhampton to Brisbane on 02 OCT 31 and to Mount Coolon on 18 FEB 34, both with DH-50s. On 01 SEP 36 Rockhampton was bought by Airlines of Australia.

North Queensland Airways started Service between Cairns and

fully integrated into the Australian National Airways network on 01 JAN 43. AOA was at that time operating a DC-3, a DH-89 and the two Stinson A trimotors. These Stinsons were converted in 1943 to have two engines and remained in service with ANA until 1945, when one and the other was with-

AUSTRALIAN NATIONAL AIRWAYS

New Australian National Airways, founded on 01 JUL 36, started with a fleet of 22 aircraft of 11 different types, all British and obsolete, except for Holyman's DC-2. A second DC-2 was delivered later that year and two more in 1937.

The airline's £500,000 capital was evenly split between the five shipping companies now involved. Suddenly, Ivan Holyman was president of the biggest airline in the country, operating a daily Sydney - Melbourne service and also serving Hobart, Launceston and Canberra in the southeast, Adelaide in the south, Perth in the west and several other destinations in-between.

Holyman now set out to make ANA a nation-wide operation, independent of government subsidy. The most-obvious area for any expansion were routes from Sydney to Brisbane and from Brisbane north into Queensland. To achieve this, ANA in 1937 bought a controlling interest in Airlines of Australia which operated these routes. As we have seen before, with AOA came North Queensland Airways with routes to Horn Island, Normanston, Burketown and to cattle stations throughout northern Queensland and on the Gulf of Carpentaria in the northeast.

The new ANA also began a route reorganization, that affected in particular the former Adelaide network.

A weekday Melbourne - Wagga Wagga-Sydney service was started with DH-86 on 14 DEC 36 and DC-2 service between Perth and Adelaide began on 20 DEC. A daily Brisbane - Adelaide service with the DC-2 was inaugurated on 30 AUG 37, jointly with Airlines of Australia. In DEC 37 ANA introduced the first

Cooktown with a DH Moth and a DH Puss Moth on 22 OCT 34. Twice-weekly service from Cairns to Townsville began on 30 JUN 35, Cairns - Innisfail on 01 JUN 36 and Cairns - Brisbane on 07 APR 37, the latter with DH-84 Dragons. Later in 1937 services were inaugurated to Portland Roads, Normantown and Burketown with Dragons. The airline was bought by Airlines of Australia on 25 OCT 38.

Among AOA's fleet were three Stinson A low-wing trimotors (VH-UHH, UKK, UYY). VH-UHH went missing over the Lamington Plateau on the border of Queensland and New South Wales on 19 FEB 37 after leaving Brisbane for Sydney.

Nine days of searching did not yield the aircraft nor its occupants and the searchers were ready to give up. But not Bernard O'Reilly, a young bushman. With his experience in and knowledge of the plateau, he knew the aircraft had to be there. Within 24 hours of starting his search, O'Reilly noticed a tree that seemed to have burned - 12 mi (19 km) across a valley from where he was standing. He reached the aircraft later that day and found two men still alive, the only survivors of seven people on board.

Airlines of Australia ceased to exist when its routes were

VH-UZK, c/n 2003 "Kurana" was the first DC-3 in Australia. It joined ANA in DEC 37. (ANA photo)



Above: DC-4-1009 VH-ANA, c/n 42910, "Amana" was delivered to ANA on 09 FEB 46. (ANA photo)
Left: ANA DC-3 taking off from small outback airstrip. (ANA photo)



DC-3, VH-UZK "Kurana" in Australia. Four were delivered before the outbreak of WW2.

Unlike Ansett, ANA did not suspend operations during WW2, but its four DC-3s were commandeered by the Australian air force. The airline continued limited operations with three DC-2s (one had crashed in OCT 38) and the few British DH-84, 86 and 89 that the air force did not take.

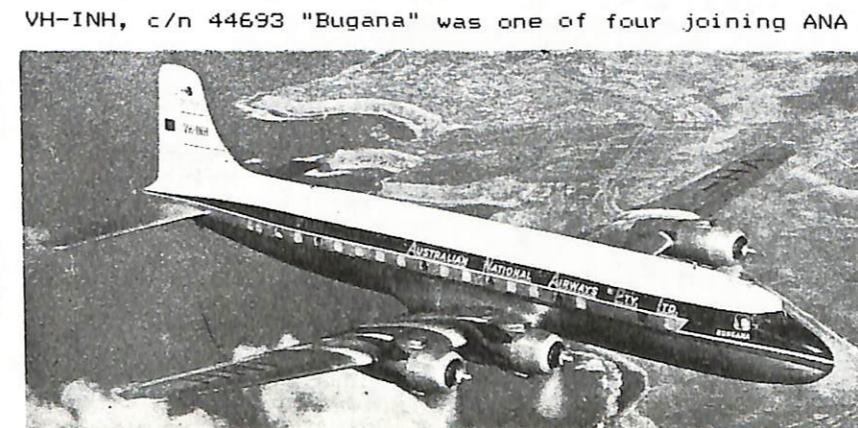
A better utilization of available aircraft was a major reason for the full integration of AOA into the ANA operations

on 01 JAN 43, described above. Four more DC-2s were bought from the U.S. military at the end of the war and ANA resumed civil services on 11 JUN 45 from Melbourne with seven DC-2s. They were soon replaced by DC-3s. However, it looked as if ANA's new freedom would be short-lived. On 16 AUG 45 the new labor government passed of Prime Minister Ben Chifley the Australian National Airlines Act, which amounted to nationalization of all independent airlines. ANA and several other airlines took the matter to court and in DEC 46 the High

Court ruled the act invalid as far as interstate air services are concerned. It upheld the right of the state itself to engage in intrastate and territorial airline service. This ruling was to lead in 1947 to the founding of state-owned Trans-Australia Airlines in competition with ANA.

Already before this ruling in its favor, ANA had started building up a network. Domestic Sydney - Canberra; Melbourne - Wynyard and Perth - Kalgoorlie services were among the first to be inaugurated. Other services were operated at the demand of the government, including Adelaide - Darwin via Alice Springs, diagonally across the center of the "outback", and Perth - Derby - Wyndham - Darwin along the west coast. Use was made of the numerous military airfields and strips built during the war. In 1948 ANA carried more than half the entire passenger traffic in the country. Its fleet included nine DC-4, 24 DC-3, one Bristol 170 Freighter and two DH-89 Rapides. Adding routes and expanding frequencies, however, was limited by a shortage of fuel in Australia.

ANA also had international ambitions. On 15 SEP 45 it began a fortnightly service from Sydney to Fiji, Canton Island, Honolulu, San Francisco and Vancouver with DC-4s, operated under charter to the new British Commonwealth Pacific Air Lines. Only transit rights, no traffic rights, were given for Honolulu and San Francisco.



VH-INH, c/n 44693 "Bugana" was one of four joining ANA fleet for service on trunk routes in 1953. (ANA ph.)

BCPA founded jointly by Britain, Australia and New Zealand. It was to operate all the British Commonwealth's trans-Pacific air services. Beginning in 1949, ANA also operated a Singapore - Colombo (Ceylon) - London service with DC-4 under contract to the government of Ceylon (now Sri Lanka). The route was extended to Sydney beginning 28 JAN 50. The DC-4 operated in Air Ceylon livery. In 1951 ANA took a 49% shareholding in Air Ceylon, but this was sold to KLM in 1955.

ANA placed the DC-4 on the Adelaide - Perth domestic trunk service on 04 JAN 49, replacing the DC-3. On most routes in the east and southeast, the DC-3 was to reign supreme for several more years. On 15 FEB 52 the DC-4 went onto the Sydney - Hobart service. Other routes followed.

In SEP 53 ANA bought two DC-6 from National Airlines and from FEB 55 it put four new DC-6Bs on its main services alongside the DC-4. But neither was a match for the Convair CV-240s and Viscounts of TAA and the CV-340s of Ansett. ANA lost money heavily as travelers preferred the modern aircraft of TAA. It would never recapture this lost traffic.

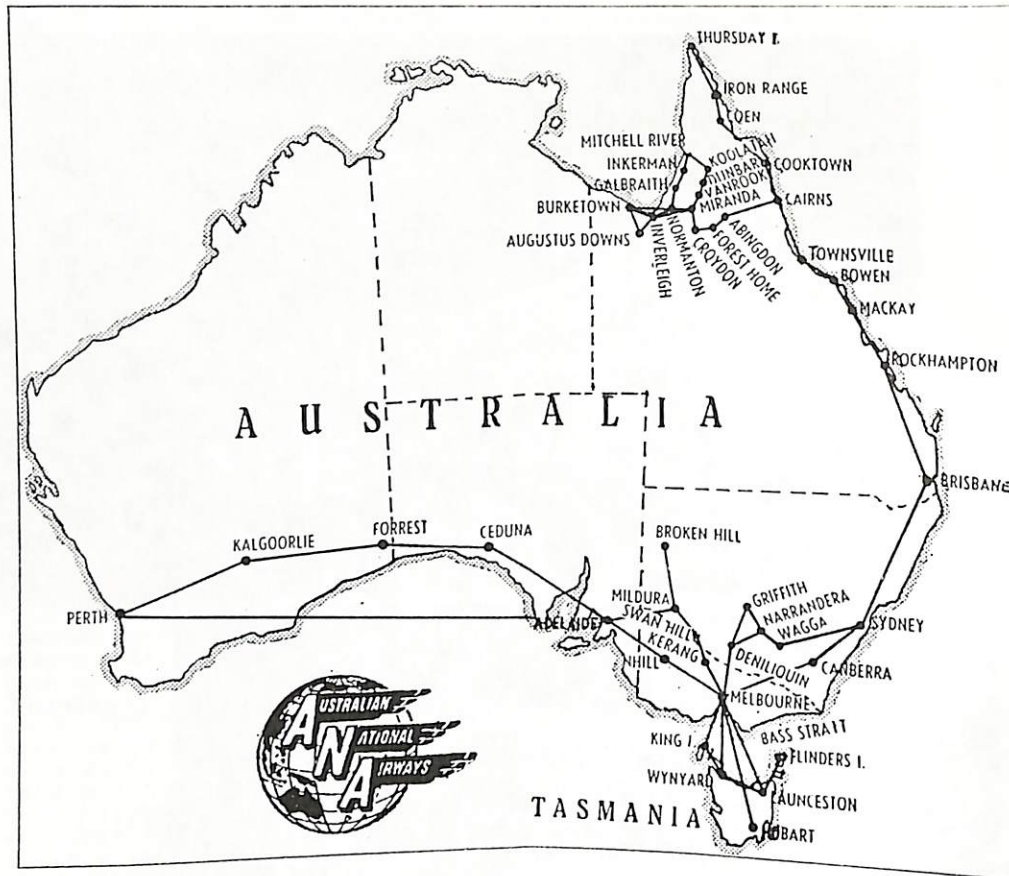
On 01 JAN 57 Ivan Holyman was knighted by the Queen for his services to commercial aviation in Australia. He died in Honolulu on 18 JAN of the same year.

With his death, the shipping interests backing him and ANA felt no longer obligated to continue with their troublesome and unprofitable aviation enterprise.

ANA's new chairman, P.W. Haddy, who was also chairman of the Adelaide Steamship Company, told the Minister of Civil Aviation ANA could not meet its payments on the loans it had taken out to buy new aircraft.

The failure of ANA demonstrated that the two-airline policy devised only five years earlier by Liberal Prime Minister Robert Menzies (the former Railways Minister of Victoria, who had made life difficult for Ansett's limousine service in 1933). The government now turned for help to Ansett, whom it until now had done its best to ignore.

For his part, Reginald Ansett, the "third man" of the Australian airline industry (with Hudson Fysh of Qantas and Ivan Holyman of ANA), had never left any doubt he was willing to step into second place. He publicly approached Haddy with an offer of L3 million for ANA, only to get a reply industry sources described as rude and unwarranted. There were other



Australian National Airways network, ca. 1950 (ANA)

offers for ANA, but the government made it clear it favored Ansett. On 30 JUL 57 Ansett Airlines offered L3.3 million for ANA's issued share capital. After some hesitation, the ANA board on 23 AUG 57 accepted the offer. Much of the money Ansett used to buy ANA had been put up by the Shell and Vacuum Oil companies.

ANA's end came on 03 OCT 57, when Ansett Transport Industries formally bought ANA and combined the Ansett and ANA services under the operating name Ansett-ANA.

After he had acquired ANA, Reginald Ansett set out to eliminate all private enterprise competition on the main routes. In practice this meant Butler Air Transport, the large airline in New South Wales and operating to Melbourne, and Guinea Airways in the south. Butler especially would be a prize, because it owned Queensland Airlines with extensive operations in that state.

BUTLER AIR TRANSPORT

In 1934 Arthur Butler formed C.A. Butler Pty. (later Butler Air Transport) and won a contract for the Charleville - Cootamundra section of the new England - Australia air mail route. The service started on 21 DEC and Butler operated it for four years with two DH-84

Dragons, until Qantas introduced the large Short Empire flying boat and flew straight on to Brisbane and Sydney from Darwin.

Butler had foreseen this and had developed a network of passenger services in New South Wales and beyond. One of these was Sydney-Charleville, started in AUG 38.

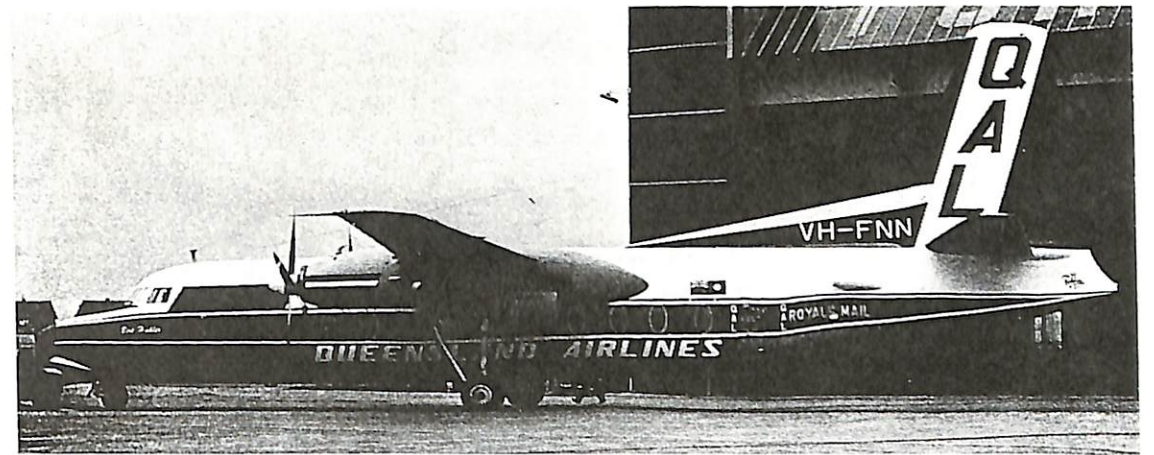
Butler bought its first DC-3 in 1948 and would end up owning seven over the next 10 years.

The airline bought control of Aircrafts Pty. in 1947.

Aircrafts Pty was founded in 1927 to fly in Queensland. Brisbane - Toowoomba service, abandoned by Qantas in 128 for lack of traffic, was started in 1930. It was soon extended to Stanthorpe. Other destinations were added during the next few years and twin-engined DH-84 Dragons replaced the earlier small aircraft in 1936. By 01 OCT 36 the airline was flying a weekly service from Brisbane to Bundaberg, Rockhampton, Monto and back to Brisbane. Other destinations served included Cracow and Rockhampton.

After the war, the Aircrafts bought a DC-3 in 1947. That same year Butler purchased 93% of the stock of the airline and in JAN 49 the name was changed to Queensland Airlines.

Right: Fokker F.27-200 VH-FNN, c/n 10297, was ordered by Butler A.Tr. subsidiary Queensland Airlines, but was never delivered to them. Aircraft went to Ansett-ANA instead after Butler's takeover by that airline. VH-FNN later went on to fly with Ansett-ANA, Ansett-MAL and Air Niugini. (Fokker photo)

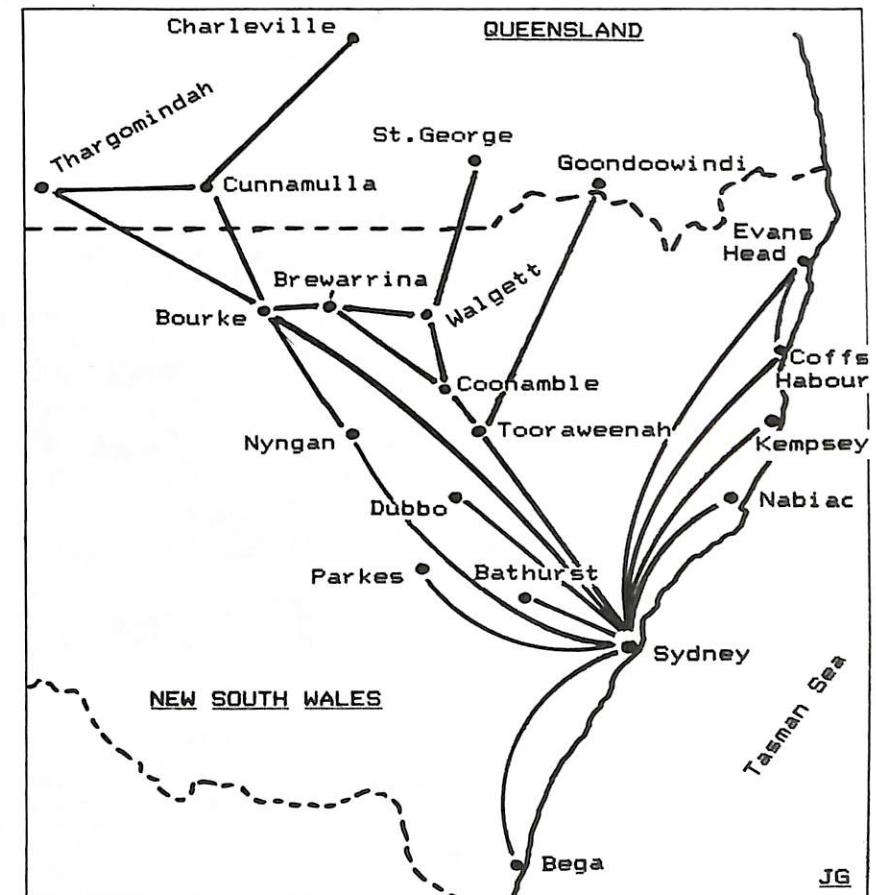


Queensland Airlines. Late in 1954 Queensland Airlines became the first airline in the world to order the Herald in its initial version, with four piston engines. The first prototype, G-AODE, made its maiden flight on 25 AUG 55 in Queensland colors and titles. One of the features of the Herald was that its front door had been so designed that it could load a bale of wool, as requested by Queensland Airlines. Handley Page dropped the piston Herald for the version with two Dart propellers in 1957, but Queensland did not renew its order.

In NOV 52 Butler began operations with the first of two DH-114 Herons for 14-17 passengers for low-traffic services from Sydney to the outback and by 27 SEP 55 the airline had six DC-3s and the two Herons. On that date it added the first of two Vickers Viscounts to the fleet. These were followed in AUG 57 by three 47-passenger ex-British European Airways Ambassadors, all for use on the main main routes, which by now covered the entire state of Queensland and also extended to Sydney and Melbourne. Butler was then the third-largest airline in Australia.

Butler was taken over by Ansett-ANA in FEB 58 in a particularly hostile takeover battle.

Butler Air Transport started Viscount operations in SEP 55. This is V.747, VH-BAT, c/n 97. (Vickers-Armstrong photo)



Above: Butler Air Transport routes at time of its takeover by Ansett-ANA in FEB 58.

With Ansett's acquisition of ANA came a 52% shareholding in Butler and Reginald Ansett appeared to be in a very strong position to take over Butler at the end of 1957. Ansett interests together held £139,000 of the outstanding Butler shares of £268,000. Butler tried to ward off Ansett by an issue of 80,000 employee shares, but Ansett secured a court injunction against these shares having voting power. Because of a sliding scale of voting in Butler shares, the 52% did not guarantee Ansett an effective majority at Butler's annual meeting. So he arranged a wider

Butler shareholding among loyal Ansett employees. When the annual meeting was held on 21 JAN 58, Ansett flew these employees in on nine special flights from Adelaide, Melbourne and Brisbane and got himself and three of his nominees elected to the

Butler board of five alongside Butler himself. But when Ansett offered Butler a seat on the Ansett board, Butler not only declined it, he also withdrew from the Butler board and from managing the airline. He planned to start a new airline but was thwarted by the govern-

ment, which refused him licences to import aircraft. Butler Air Transport became part of the Ansett-ANA group and was renamed Airlines of New South Wales on 18 DEC 59.

Below: Fokker F.27-200 Friendship VH-FNJ, c/n 10264 at Amsterdam as PH-FGF prior to delivery. (Fokker photo)



Airlines of New South Wales. While the Butler DC-3s remained in service, the Ambassadors were sold as being incompatible with the rest of the Ansett-ANA fleet and Butler's Viscounts were transferred to Ansett-ANA in return for Convair 440s. They were replaced by F-27s two years later. Airlines of NSW also became responsible for the Ansett Flying Boat Services from Sydney to Lord Howe Island. The two Sandringhams (see before) and one Catalina were transferred to its control. Other than this addition to the network, the airline continued services in New South Wales and Queensland as before, with a slowly expanding F-27 fleet as the DC-3s were retired.

The airline's name was changed again, in 1971, to Ansett Airlines of New South Wales. 10 years later it became Air New South Wales and in that year the Fokker F-28 jet was introduced. The story becomes monotonous, as in JUL 86 the title Air NSW was adopted, a name the airline still carries.

Ansett followed his takeover of Butler by persuading the shareholders of the South Aus-

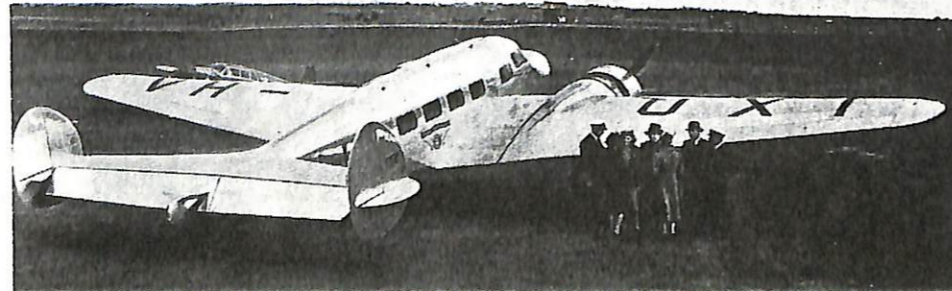


Above: Junkers G31 VH-UOW of Guinea Airways being loaded with heavy equipment for delivery inland on New Guinea.

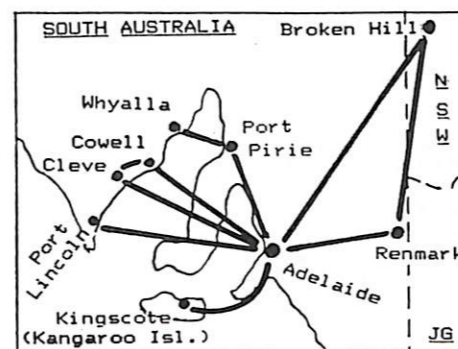
1,000 passengers and 500 tonnes of freight, earning back for the airline more than its purchase price. A specially modified Junkers G.31 trimotor with a large hatch in the top of the fuselage was bought three years later to carry heavy and bulky dredging and other equipment from Lae on the coast to the gold mines. 1,500 tons was airlifted in the first year alone. By the late 1930 Guinea Airways operated to more than 50 airfields and carried more freight than the total carried by all other airlines in the world. Three more G.31s were acquired from Bulolo Gold before WW2. A Ford Trimotor was also in use, together with several smaller types in 1939.

In 1936 Guinea Airways expanded on the mainland. A weekly Darwin - Adelaide service right across the heart of the country was started on 22 FEB 37 with two L-10A Electras. An Adelaide - Whyalla service was also started in 1937 but service on the airline's Adelaide - Sydney route was halted soon after it started because competition by ANA was too heavy. In addition to the two L-10As, Guinea also operated an L-14 Super Electra. In 1939 Guinea Airways won contracts for several subsidized air mail routes out of Adelaide and a DH-84 Dragon was bought for these operations.

Below: Guinea Airways' second Lockheed L-10A Electra, VH-UXI c/n 1105.



After WW2 the labor government prohibited Guinea Airways from returning to New Guinea and the airline re-established its pre-war network in South Australia and the Northern Territory, but in OCT 47 the government gave Guinea's main route, from Adelaide to Darwin, to TAA. Guinea's fortunes declined from then on and in 1954 it fought off two takeover bids by ANA. By that time it was operating four DC-3s and several smaller aircraft in South Australia. In JUL 59 the airline was taken over by Ansett-ANA after it had without success tried to stave off the takeover by entering into an agreement with TAA by which the two airlines would share staff and TAA performed most of the management functions.

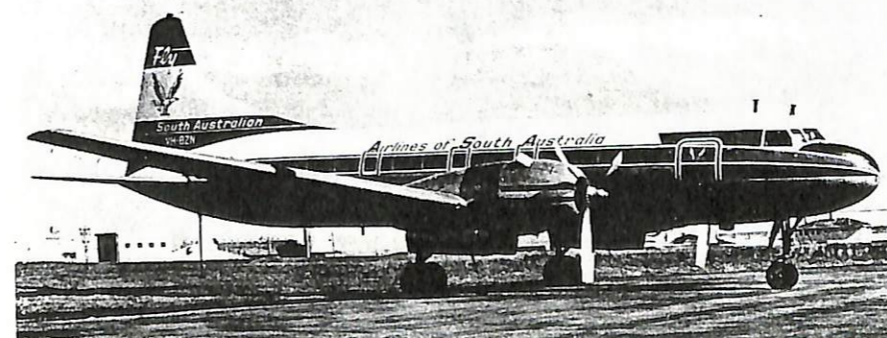


Guinea Airways network at the time of the airline's takeover by Ansett-ANA in SEP 59.

After the takeover, Guinea was renamed Airlines of South Australia on 17 DEC 59. Its DC-3 fleet was augmented with two CV-440 from the Ansett pool and only two DC-3 remained. Ansett-ANA later supplied F-27s. As with Airlines of New South Wales before, Airlines of South Australia went through two name changes. In 1969 it became Ansett Airlines of South Australia and in JUL 81 the name Air-

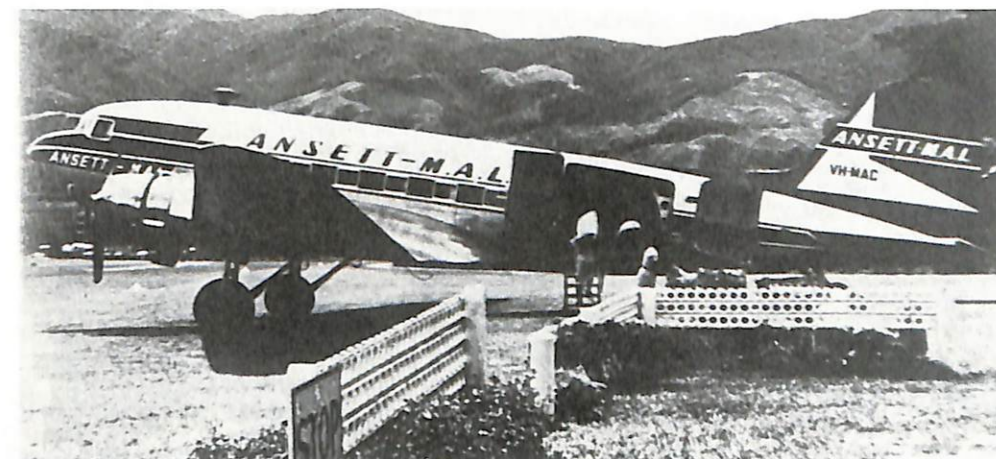
Convair CV-440 VH-BZN, c/n 449, was one of the Ansett aircraft that replaced DC-3s in the Guinea Airways fleet after the takeover by Ansett-ANA and adoption of the new name of Airlines of South Australia.

(Peter Keating photo via Joop Gerritsma)



Above: Junkers JU-52/3m VH-BUU was one of three picked up by cargo carrier Gibbes Sepik Airways of Papua-New Guinea in Sweden in the late 1950s! Two of these were in operation.

Below: Mandated Airlines of Papua-New Guinea became Ansett-MAL on 01 JAN 61. DC-3 VH-MAC c/n 15587, was one of a large fleet. (Ansett photo)



lines of South Australia was adopted.

By early 1986 ASA was operating to five destinations from Adelaide with three F-27. The airline ceased all operations on 30 MAR 86. Its main routes were transferred to Ansett Airlines of Australia.

By eliminating all threats from a third airline, Ansett had really put the government's two-airline policy in effect.

On 09 JUL 60 Ansett-ANA began service from Sydney to Port Moresby on New Guinea with two DC-6Bs in competition with TAA, also operating two DC-6Bs (see later). The following January it took over Mandated Airlines of New Guinea in response to the takeover of the island's internal services of Qantas by TAA.

Mandated Airlines was formed on 16 OCT 36 by the merger of W.R. Carpenter & Co. and Pacific Aerial Transport. Both carriers had started operations on New Guinea on 01 AUG 34. Carpenter had received a three-year mail contract for several internal services on the island, from the main cities of Port Moresby and Wau to remote settlements with one DH-84 Dragon twin and two DH-83 Fox Moth single-engine aircraft. Mandated even started a route from New Guinea

to Brisbane and Sydney on 30
 Pacific Aerial Transport oper-
 ated passenger and cargo ser-
 vices from Lae, Wau and Salama-
 nua under a three-year contract
 with the government, with a
 Fokker F.VII and a DH-60 Moth.

When the two carriers merged
 to form Mandated, the combined
 fleet included 11 aircraft of
 six types. Of these, a 16-seat
 twin-engine Avro 642 (a develop-
 ment of the Fokker F.VIIb/3m)
 and two DH-84 Dragons were the
 newest. Mandated also took over
 the mail contracts.

Japanese attacks on New Gui-
 nea on 21 JAN 42 halted all
 commercial flying in the area.

After the war, Mandated put
 the first of many DC-3s into
 service in 1947 and on 01 APR
 60 the airline merged with
 Gibbes Sepik Airways, a local
 charter and cargo operator fly-
 ing with two Junkers JU-52/3m
 aircraft bought in Sweden not
 long before. Madang Air Servi-
 ces, another small operator,
 was also taken over.

Following the takeover by
 Ansett on 01 JAN 61, Mandated
 Airlines adopted the name An-
 sett Mandated Airlines (Ansett
 MAL). The fleet of eight DC-3s
 was expanded to 11 and two
 Bristol 170 Freighters were al-
 so supplied by the parent air-
 line. Several small aircraft
 also remained in service and
 the scheduled network on New
 Guinea was greatly expanded.
 Over the following years, as
 the DC-3 was gradually being
 retired, F-27s entered service
 in the mid-1960s, as well as a
 DHC Caribou STOL freighter.

On 01 JUL 68 the airline
 became Ansett Airlines of Papua
 New Guinea and on 01 JUL 70 it
 took over Papuan Airlines
 (Patair), a small operator at
 Port Moresby.

Papuan Airlines was formed in
 1952 as a charter operator.
 Scheduled services were started
 from Port Moresby and Lae in
 1961 and by 1970, the airline
 was serving 21 points with two
 DC-3 and various smaller twin-
 and single-engine aircraft. One
 of its specialties was airdrops
 of supplies to small settle-
 ments in the interior, using two
 Short Skyvans and a Pilatus
 Turbo Porter.

In 1970 the Ansett-MAL fleet
 was modernized with F-27 and
 Twin Otters.

The airline ceased all oper-
 ations on 31 OCT 73 and turned
 its fleet and routes over to
 Air Niugini, the new airlines
 of the newly independent Repub-
 lic of New Guinea.

In 1960 Ansett attempted to
 spread his airline holdings to
 New Zealand. He took a minority
 shareholding in the new South

Pacific Airlines of New Zea-
 land, SPANZ, founded by pilots
 from New Zealand National Air-
 ways Corporation. Three "View-
 master" DC-3s linked Auckland
 with 15 other destinations.
 SPANZ lasted only a few years.
 But Ansett would return to
 New Zealand in 1985 (see
 later).

In 1958 the Australian govern-
 ment tightened its two-air-
 line policy even further. It
 enacted the Airlines Equipment
 Act to ensure that neither big
 domestic airline (Ansett-ANA
 and TAA) would wreck the two-
 airline policy by providing too
 much capacity, and that both
 airlines should have parity on
 any route.

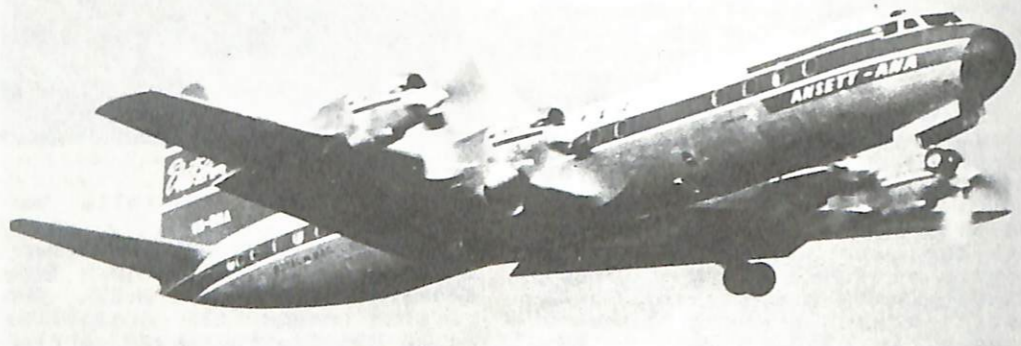
Each airline was to provide
 50% of the capacity. Neither
 was forbidden to take more than
 50% of the traffic, but this
 could be done only by flying at
 higher load factors, not by
 providing more capacity, or by
 flying faster or bigger air-
 craft or at higher frequencies.

The net effect of the fleet
 parity provisions was to delay
 the introduction of jetliners
 on Australian domestic services
 for several years. In the late

1950s TAA wanted to buy the 80-
 passenger Sud Caravelle, the
 world's first medium-haul jet-
 liner. TAA found it had the
 flexibility and range for the
 short east coast sectors as
 well as for non-stop Adelaide -
 Perth service, across the coun-
 try. Its Viscounts had to make
 a refuelling stop at Kalgoor-
 lie. TAA booked two places on
 the production line. Had the
 government approved the pur-
 chase, Caravelles would have
 been flying on Australia's
 domestic routes by mid-1959.

However, Ansett did not want
 pure jets. It chose the Lock-
 heed L-188 Electra propjet. But
 on 17 MAR 58 the minister for
 civil aviation, Sen. Shane Pal-
 tridge, announced the govern-
 ment had rejected both appli-
 cations. If the airlines wanted
 new aircraft, they could both
 order the proven Viscount 800.
 The government certainly did
 not want both domestic airlines
 pioneering the operation of two
 entirely new aircraft types.

The re-equipment issue was
 settled by Qantas, the overseas
 airline which was not part of
 the fleet parity policy. Qantas
 wanted the Electra for its
 shorter routes. The government
 then decreed that Ansett-ANA



Above: Lockheed L-188A VH-RMA, c/n 1039, was Ansett's first. It
 was converted into a freighter in MAR/APR 72. (Ansett photo)

Below: Viscount V.832, VH-RMI c/n 416, was Ansett's third.
 (Vickers Armstrong photo)



and TAA could have two Electras
 each (later increased to three,
 then four). Ansett's pair en-
 tered service on 18 MAR 59,
 flying between the five large
 cities in the southeast, Syd-
 ney, Melbourne, Brisbane, Can-
 berra and Adelaide. To ensure
 fleet parity even further, the
 government in FEB 60 forced TAA
 into a cross-charter agreement
 by which it gave up three of
 its Viscount 700s in return for
 two of Ansett-ANA's four DC-6B.
 As retiring TAA chairman Sir
 Giles Chippendall put it, the
 deal enabled Ansett-ANA to rid
 itself of two aircraft which it
 could not sell without suffer-
 ing heavy capital losses. The
 deal also put TAA into the po-
 sition of having to operate a
 piston-engine aircraft it had
 never used before while plans
 for an all-propjet fleet (with
 Electras, Viscounts and F-27s)
 were well advanced.

The Airline Agreement's Act
 of 1962 extended the fleet
 rationalization provisions of
 the 1952 act to 1977 from 1967.

At the same time the government
 decided that the airlines would
 not only have equipment parity,
 but that they would always in-
 troduce new aircraft at the
 same time.

This 1962 revision of the
 two-airline policy also said
 neither airline would place
 orders for new aircraft before
 18 NOV 62, and no jetliner
 would be placed in service
 before 01 JUL 64.

Three jetliner types were
 under consideration for domes-
 tic services, the Boeing 727
 from the USA and the Hawker
 Siddeley Trident and British
 Aircraft Corp. One Eleven, both
 from England. The French Cara-
 velle was now out of the run-
 ning. It had been given bigger
 engines but was considered too
 small. When the BAC One Eleven
 was also eliminated because of
 its size, the choice was be-
 tween the 727 and the Trident.

The Trident was designed
 mainly to fill the need of
 British European Airways for a
 medium-haul jetliner for its
 major European services. How-
 ever, BEA began to think that
 growth in passenger traffic
 would not be as great as earlier
 forecast and the Trident that
 finally emerged in JAN 62 was a
 rather compromised design with
 smaller engines and a consider-
 ably lower all-up weight than
 first planned. It was certainly
 not suited to the needs of TAA
 and Ansett-ANA. They were now
 left with the 727 as their only
 choice. And in spite of appeals
 to their loyalty to buy Brit-
 ish, both decided to buy the
 727. It had better economics
 and it seemed more-likely that

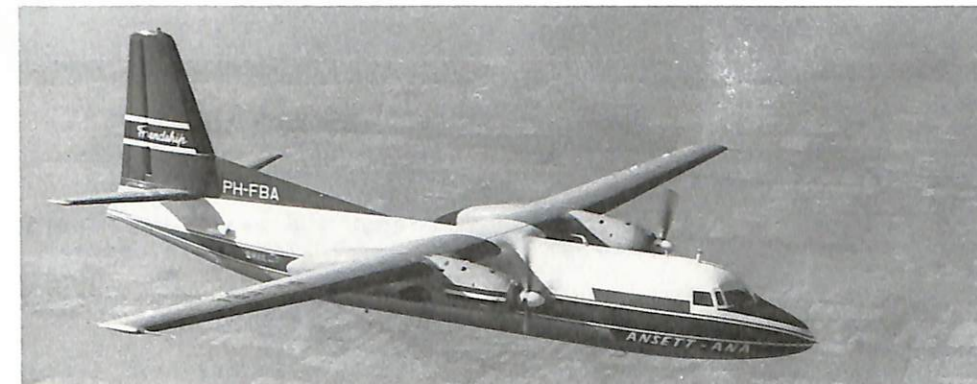
other airlines around the world
 would buy it also. This is an
 important factor in the sharing
 of experience that goes on be-
 tween airlines.

On 19 NOV 62 the Civil Avia-
 tion Minister, Sen. Paltridge,
 announced that both domestic
 airlines would be permitted to
 buy two 727s. They went into
 service on 02 NOV 64.

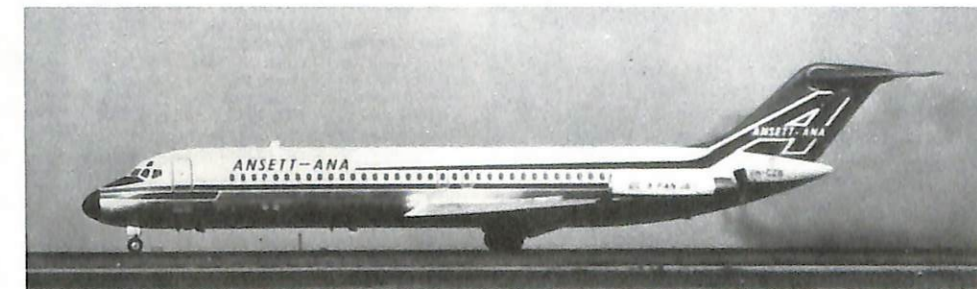
Ansett and TAA also needed a
 smaller jet and they both chose
 the DC-9. One of its advan-
 tages, as far as the airlines
 were concerned, was that it has
 the same P&W JT-8 engines as
 the 727. Both airlines ordered
 their first DC-9-10s in 1965,
 the same year that the Boeing
 727 began service in Australia.

(TO BE CONCLUDED IN THE NEXT ISSUE)

Below: Fokker F.27-200 Friendship PH-FBA, c/n 10133 had been
 ordered by Queensland Airlines but was delivered to Ansett-ANA
 as VH-FNA in OCT 59. (Fokker photo)



Above: The first Boeing 727-171 for Ansett-ANA was delivered in
 AUG 65. This unidentified aircraft shows the delivery colors.
 Below: VH-CZB, c/n 47004 was Ansett-ANA's second DC-9-31. It was
 delivered in APR 67. (Both: Ansett-ANA photo)



POST CARD CORNER

by WILLIAM DEMAREST

One weekend last June, the air in the large hotel ballroom was filled with shrieks of delight and groans of anguish amidst much pushing and shoving, as if a giant white sale were in progress.

The above ritual was played out when postcard collectors from all over the world were combing their way through boxes and boxes of airliner postcards in search of that one elusive postcard for their collection.

There was nothing special about it all. They were merely the usual sights and sounds of our annual Airliners International convention, and AI'90 in Seattle was no exception to the rule.

* * *

Once again we are faced with a wide array of new airline-issued postcards plus a few new ones from our traditional postcard collectors. The big surprise comes from American Airlines, which released three new cards, showing their DC-10, 767 and 747SP.

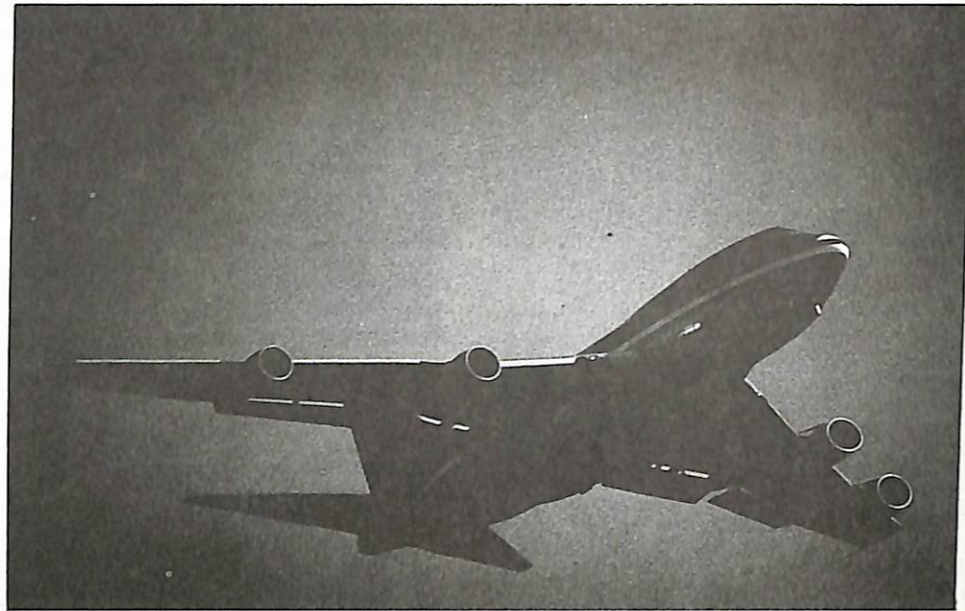
This issue's "Golden Oldies" features a selection of post-WW2 postcards from various British airlines. I hope you'll like them.

A number of years ago I published a series of postcard reference books called "The International Airline Postcard Catalog". Because of lack of time and financial resources, I was forced to discontinue the series. Now a fellow-collector has taken it upon himself to pick up where I left off. Mr. LUDWIG VALENTA has released reference books for the DC-10 and A300 aircraft with photographic reproductions of hundreds of actual postcards listed by airline. For details, write him at

Truchthari-Anger 9,
8000 MUNCHEN 82, West-Germany.

Our next "Golden Oldies" section will highlight Soviet-built airliners. The variety of Soviet aircraft shown on postcards over the years, boggles the mind.

That is it for now. I am going to finish here, turn on the air conditioner and suffer



American Airlines

The American Airlines Boeing 747-SP. The giant of the fleet. Inside, outside, it's something special in the air.

747-SP LuxuryLiner

through the heat and humidity of a Philadelphia summer by taking a nap ... and dreaming of still more postcards out there calling my name.

See you in our next issue!

CARD CODE KEY:

ab - seen from above
bl - seen from below
cc - combi card
co - Continental size
dr - drawing/art.impr.
fl - facing left
fr - facing right
gr - on the ground
if - in flight
il - in the landing
ls - large size
lv - long view
ml - model
nc - new colors
oc - old colors
os - oversized
ow - on water
to - taking off
wb - white border

AIRLINE ISSUES

Adria A320, above clouds, if fr co
Aero California DC-9, gr fl
Air Bremen SF-340, if fl co
Air Europe 757-200, if fr co
(Published by NFD, W.Germany)
America West 747-200, if fl co
American Airlines 747SP, to co fr
American Airlines 767, if fr co
American Airlines DC-10, if fl co
China Airl., 747-400, if fl co
Crossair SF-340, above harbor, if fl co
Crossair SF-340, above mountain peaks, if fl co
InterCondor 757-200, ml if fl co
Japan Air Commuter DD-228, above islands, if fl co
Japan Air Commuter YS-11, to fl co
Korean Air 747-300, nose view at terminal, gr fl co

140

L'Express Beech 1900, if fl co
LTE 757-200, tail view with flight attendants, co
Martinair A300, 747, DC-10, MD-80, 767 combi, co
Merv Griffin's Paradise Island Airlines Dash-7, gr fl os
NFD Metroliner, in climb, if fl co
Princess Air BAe 146-200QC, if fl co
Qantas 747-400 cockpit view
Shoda Plzen L-410A, red/white clrs,
Shoda Plzen L-410A, white/blue clrs,
both Shoda Plzen cards gr fl co
Trump Shuttle 727-225 N563EA, blank reverse, if fl

Special thanks to: Rick Neyland, Jon Proctor and Al Tasca. Also to: William T. Fain, Fred Hems, George Saunders and Allan Van Wickler.

COMMERCIAL PUBLISHERS

AVIMAGE

98 Flying Tigers 747-124F
99 Avianca 707-359B
102 Delta Air Transport CV-440
103 Safair Lockheed L-100-30
104 Namib Air 737-244
105 South Africa Airways 747-344
106 Air France L-1011
107 Birgenair DC-8-61
110 Inter Ciel Service 737-230C
111 Catair L-1049
115 Aeromexico DC-10-30
116 UTA Douglas DC-6B

AVIATION CENTER BERLIN

TUS 001 A4: China Northwest AL TU-154M
CRV 001 A4: Hispaniola Caravelle III
VCV 001 A4: Baltic/Virgin Viscount 814
MRS 001 A4: Forest Industr. Martin Mars
707 CC1 A4: Belize Airways 720
707 002 A4: Aer Lingus 707
727 001 A4: Royal Jordanian 727-2D3
747 001 A4: Lionair 747-121

EDITIONS P. I.

631 Viva Air 737-30B
632 Braathens SAFE 737-405
633 Caledonian Airways L-1011
634 Air Holland 757-27B
635 Aeroflot AN-124
636 Futura 737-400
637 Air India 747-337SCD
638 I.C.S. 737-200
639 JAT Yugoslav 727-200
640 Hapag-Lloyd A310-300
641 Minerve DC-10-10
642 British Airways 767-300ER
643 Martinair Holland 747-200
644 Jersey European AW HS-74B
645 Jet Europe Caravelle 10
646 Tunis Air 737-300
647 Air France A320
648 Air Caledonie Int'l 737-300
649 TAT ATR-42
650 United Air Lines 747-400
651 Air Liberte A300-600R

FLIGHT-LINE PRODUCTIONS

25 Vacationair 737-4Y0
26 Laredo Air CV-440
27 F.T.G. F-27-600
28 Sterling 757-27B
29 Air France 737-22B
30 Private Jet Expeditions 727-31
31 T.N.T./SAVA 727-27C
32 Antilleana DC-8-62
33 Varig 747-341
34 Nationair 747-1D1
35 SAHSA 737-2T5
36 B.C.F. 707-441
37 Aeromexico MD-82
38 USAir 737-201
39 USAir Express DHC-8-102
40 Trans Ocean 727-2B1
41 Salair CV-440
42 Canada 3000, 757-2BA
43 Air Canada L-1011
44 LACSA 727-2K3
45 Worldways Canada 727-82
46 LAN-Chile BAe 146-200
47 Bahamasair 727-225
48 Tunisair 737-3B3
49 LAB 767-204
50 Aeroquetzal CV-580
51 Aviateca 737-3Y0
52 Aeropacifico Boeing C-97G
53 Air Manitoba Douglas DC-3C
54 Carnival Air Lines 727-51

J.J. POSTCARDS

33 CAAC 757-21B
34 Air Afrique 727-2H9
35 LAM McDonnell Douglas DC-8-62
36 Caledonian 747-283B
37 IAS Airline of Egypt DC-9-33CF
38 ICS Lockheed L-3826 Hercules
39 Aeral DC-8-54F
40 LAC McDonnell Douglas MD-83
41 Time Air Shorts 360
42 Tradewinds McDonnell Douglas MD-87
43 SAHSA Douglas DC-3
44 CAAC Lisunov LI-2 (DC-3)
45 Southern Int'l Viscount 807
46 The Connection Douglas DC-3
47 Holiday Express DHC-6 Twin Otter
48 Philippine Airlines 727-2M7



AIR BREMEN
D-2800 Bremen - Flughafen
Saab 340 A



SF340A D-CHBA
c/n 340A-141
"Paula Moder-
sohn Becker"



"AMERICA WEST AIRLINES OFFERS A NONSTOP SERVICE TO HONOLULU, HAWAII FROM BOTH PHOENIX AND LAS VEGAS ABOARD THE LUXURIOUS BOEING 747-200 SERIES AIRCRAFT!"

Boeing B 757-200
LTE INTERNATIONAL AIRWAYS

49 Air Burundi Caravelle III
50 TARDM Tupolev TU-i54B
51 Servisair F-27-100
52 Hispania 757-23A
53 Novair 737-46B

SKYLINER CARDS

055 Air Ivovre F-27-600
056 Air Volta F-28-4000
057 Korean Air Lines F-27-200
058 USAir Fokker 100, original colors

Boeing >
757-265
EC-EGH
c/n 23119

< NAMC
YS-11A-500
c/n 21/63

BAIRDSEA
JAC

141



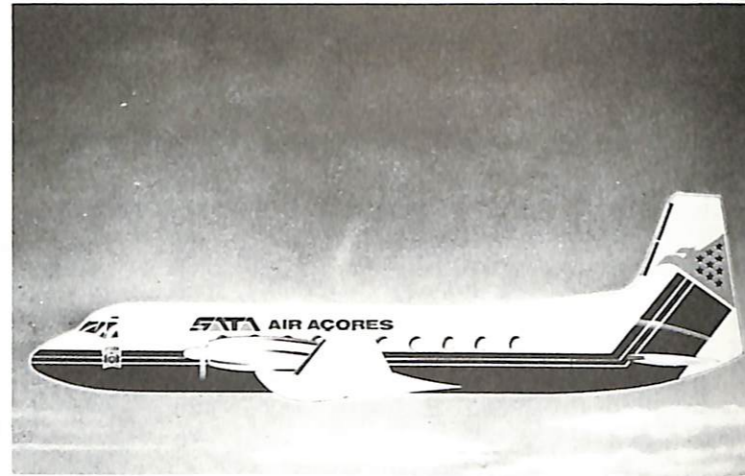


'a touch of class'

For a 'touch of class' fly with Princess Air - the European launch customer for the British Aerospace 146-200QC

TPO - BAE 748 2B (AVRO)
 MOTORES - 2 ROLLS ROYCE TURBO-HELICE
 VELOCIDADE - 240 Knots (450 Km/h)
 ALTITUDE MÁXIMA - 19 000 Pés (5 700 Metros)
 CAPACIDADE - 44 Lugares

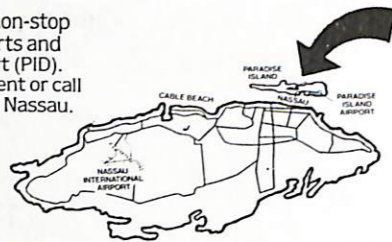
MODELO UTILIZADO NA SATA AIR AÇORES



PIA49015M Aircraft: DeHavilland 50-Passenger Air conditioned Dash 7

PARADISE ISLAND AIRLINES

Paradise Island Airlines (BK)* flies non-stop between major South Florida Airports and Paradise Island International Airport (PID). For reservations see your Travel Agent or call US 1-800-432-8807 or 363-2845 in Nassau.



Far right:
 DHC-7-102 N7B0MG
 c/n 80

*Cuba's International Airlines, Inc. ©1984 Paradise Island Airlines



Oldies
Golden



Britannia Airways Boeing 707-320C



EAGLE AIRWAYS DOUGLAS DC6C EAGLEMASTER

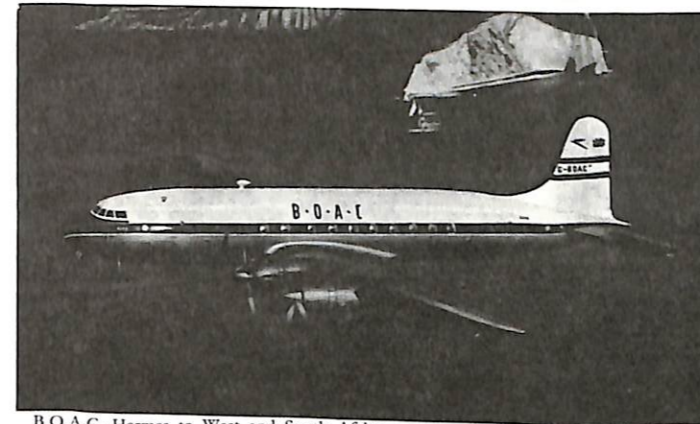
Eagle Airways Douglas DC-6C. Registration nearly illegible on original, but probably G-APON, c/n 45058. (B&W airline issue card.)



B.O.A.C. Jet-Prop Britannia



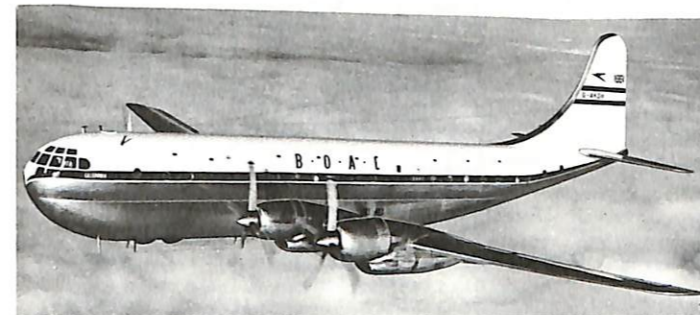
B.O.A.C. DC-7C



B.O.A.C. Hermes to West and South Africa



B.O.A.C. Constellation to Australia and the Caribbean



BRITISH OVERSEAS AIRWAYS CORPORATION
Stratocruiser Speedbird



B.O.A.C. Argonaut to the Middle East, Pakistan, India, Far East and S. America

This col., top to bottom:
 Bristol 175 Britannia 102
 Handley Page HP-85 Hermes 4 "G-BOAC"
 Boeing 377 Stratocruiser G-AKGH (B&W card)

Next col., top to bottom:

- Douglas DC-7C
- Canadair C-4 Argonaut
- Lockheed L-749 Constellation "G-BOAC" (All from the Bill Demarest coll.)



BRITISH COMMONWEALTH PACIFIC AIRLINES LTD

THE BCPA DC-6 FLEET

- Douglas DC-6 of British Commonwealth Airlines. (Joop Gerritsma col.)

BCPA's "pressurised" sleeper-equipped Royal Mail Airliners are named "Resolution," "Endeavour," "Adventure" and "Discovery" to commemorate the ships commanded by Captain James Cook (1768-1779) on his famous Pacific voyages. The "Southern Cross" Route, between U.S.A., Canada and Australia or N.Z., is so named in honour of Sir Charles Kingsford Smith, who first flew the Pacific in 1928 in his plane, the "Southern Cross."



The BCPA 300 m.p.h. DC-6 "Resolution," now flying the "Southern Cross" Route.

AROUND THE WORLD

of Airline Schedules

Copyright 1990
George W. Cearley, Jr.
William Stubkjaer

The primary feature of the schedule column in this issue is a survey of system timetables published by U.S. airlines during the year 1989. This list is limited to airlines with origins prior to deregulation, and also airlines formed after deregulation which operate pure jet equipment only.

1989 TIMETABLE SURVEY

ALASKA	Jan 31, Apr 2, Jun 5, Sep 5, Oct 29, Dec 15.
ALOHA	Jan 15, Apr 2, Jul 1, Sep 5, Oct 29.
AMERICA WEST	Feb 1, Apr 2, Jul 1, Sep 15, Oct 29.
AMERICAN	Apr 2, May 1, Jul 1, Sep 13, Nov 1, Dec 16.
BRANIFF	Feb 15, May 15, Jul 1, Sep 1.
CONTINENTAL	May 1, Jul 1, Sep 7.
DELTA	Feb 1, Mar 2, Apr 2, Jun 1, Aug 1, Sep 1, Nov 1, Dec 15.
EASTERN	Jan 1, Jan 31, Mar 2, Sep 7, Oct 1, Dec 2.
HAWAIIAN	Apr 2, Sep 6, Oct 29.
MIDWAY	Jan 31, May 1, Jul 1, Aug 1, Sep 1, Oct 1.
MIDWEST EXPRESS	Apr 2, Sep 12, Dec 4
NORTHWEST	Jan 9, Feb 8, Mar 2, Apr 2, May 1, Jun 1, Jul 1, Aug 1, Sep 6, Oct 1, Nov 1, Dec 15
PAN AM	Feb 1, Apr 2, Jul 1, Oct 29
PIEDMONT	Jan 4, Mar 2, May 2, Jun 1
SOUTHWEST	Jan 5, Apr 2, May 15, Jun 23, Sep 8, Oct 29, Dec 2
TWA	Jan 31, Apr 2, May 1, Jun 1, Sep 10, Oct 29, Dec 15
UNITED	Feb 15, Apr 12, Jun 9, Sep 6, Oct 31
U S AIR	Mar 2, May 2, Jul 1, Aug 5, Oct 1, Dec 1



Notes on 1989 Schedule List at Left

ALASKA	Jan 31 cover honors Washington State Centennial; Apr 2, service to Guadalajara and Acapulco begins Apr. 17; Sep 5, service to Los Cabos begins Oct 2; Oct 29 cover honors PAC 10 and Rose Bowl.
ALOHA	All issues include separate schedules for Aloha Island Air. On Sep 5 & Oct 29, Aloha Airlines appears on front cover, Aloha Island Air appears on back cover.
AMERICA WEST	Jul 1 and Sep 15 covers announce Honolulu service starting Nov 16; Sep 15 shows service to SBA (Oct 1); Oct 29 shows service to SAT (Nov 1), EWR (Nov 6), HNL (Nov 16), IAH (Jan 2).
AMERICAN	Apr 2 cover announces service to Lyon, Brussels, Stockholm, Hamburg starting in May.
BRANIFF	May 15 shows service to ONT & EWR (May 1); Sep 1, last system TT. City TT issued Oct 2.
CONTINENTAL	May 1 cover announces service to Tokyo (May 31).
DELTA	Apr 2 cover announces service to Hamburg starting May 5. Aug 1 - the cover was intended to represent Delta's 60th anniversary and show the first flight out of Monroe, Louisiana on June 17, 1929. However, shown at right in the drawing on the cover is a TAT Ford Trimotor at Glendale, California, and represents TAT (TWA) first flight. Shown at left in the far background is the Delta terminal at Monroe. The Ford Trimotor, NC9683, illustrated here is one restored by American in the 1960's and used in their promotional campaigns with the 727 inaugural. Dec 15 cover announces service to Bangkok.
EASTERN	Mar 2: Last issue prior to the strike; Sep 7 cover has "Welcome back to the new Eastern".
HAWAIIAN	Apr 2, interisland TT & system TT; Sep 6, interisland TT; Oct 29, system TT and interisland TT.
MIDWAY	May 1 shows service to LAX.
MIDWEST EXPRESS	Sep 12 TT also issued with sticker on cover announcing service to MCI (Nov 6).
NORTHWEST	Frequent flyer TT issued on above dates; City TT issued Feb 8, Jun 1, Sep 6, Nov 1, Dec 15; Sep 6 TT shows new logo. International TT known for Nov 1 (probably also issued on other dates as well).
PAN AM	Jul 1 cover honors 50 years of transatlantic service.
PIEDMONT	Jun 1 cover publicizes new service to Bermuda - last system TT.
SOUTHWEST	Apr 2, shows service to IND (Apr 3); May 15, shows service to OAK.
U S AIR	Jul 1 cover shows new corporate design. Allegheny Commuter renamed US AIR Express; Aug 5, US AIR-PIEDMONT merger; Oct 1 cover announces service to San Juan (Dec 1)

I'm working on a new book project and wish to acquire the following timetables to help complete my research work. Would prefer to buy rather than borrow these. Contact George Cearley, Jr., P. O. Box 12312, Dallas, TX 75225.

TIMETABLES

American	Eastern	Pan American	TWA (Cont'd)
09-08-59 07-09-60	01-01-59	01-01-58 08-01-58 09-27-58	03-01-62 06-01-62
Braniff	National	United	
c. 10-01-58 c. 11-26-58	04-01-58 03-15-60 09-25-60 09-01-61 10-29-61	01-01-59 04-01-59 07-01-59 09-26-59 10-25-59 02-01-60 06-01-60 08-01-60 09-01-60 01-01-61 04-01-61	04-01-58 10-26-58 09-27-59 02-01-60 12-01-60 09-01-61 09-24-61 01-07-62
Capital	Northeast	Western	
01-07-58 09-28-58 10-26-58 01-01-59 03-01-59 04-01-59 04-26-59	03-01-58 05-17-59 01-01-60 01-01-61 04-29-62	03-01-58 08-01-59 08-01-60 10-30-60 03-01-61 02-01-62 09-30-62	
Continental	Northwest	TWA	
01-20-58 04-01-59 06-08-59 08-06-61 10-29-61	06-01-58 c. 10-01-58 04-01-59 04-26-59 c. 10-01-59 01-01-60 04-01-60 05-22-60 03-01-61 04-01-62	01-01-58 04-01-58 12-01-58 02-15-59 08-21-59 01-11-60 08-01-60 01-01-62	
Delta		TTA	
03-01-58 06-01-58 07-01-58 01-01-59		Any for 1960	
		Southern	
		Any for 1960	

Also included in the schedule column are some examples of Bristol Britannia services in the late 1950's and early 1960's by B.O.A.C., El Al, Aeronaes de Mexico, Canadian Pacific, Cunard Eagle, and British Eagle.

LOCAL TIMES	115	121	LOCAL TIMES	705	709
	Tu	Th		Tu	Th
LONDON	13 00	13 00	SYDNEY	21 00	21 00
FRANKFURT			PERTH		
ROME (Ciampino East)	15 20	15 20	DARWIN	03 25	03 25
ATHENS	17 05	17 05	DJAKARTA	04 40	04 40
TRIPOLI			TOKYO	08 30	08 30
BENGHAZI			HONG KONG	09 30	09 30
KHARTOUM	01 18	01 18	SINGAPORE	12 00	12 00
KANO	01 55	01 55	CALCUTTA	13 15	13 15
ACCRA			DELHI	17 25	17 25
LAGOS			KARACHI	18 10	18 10
ACCRA			ISTANBUL	22 55	22 55
ENTEBBE	06 40	06 40	ROME (Ciampino East)	00 25	00 25
NAIROBI (Eastleigh)	07 25	07 25	ZURICH	06 25	06 25
DAR-ES-SALAAM			LONDON	11 05	11 05
LUSAKA				11 50	11 50
SALISBURY	10 40	11 25		14 05	14 05
JOHANNESBURG	13 35	12 40			

B.O.A.C. had initially utilized Britannias on its routes beginning on February 1, 1957, with first services from London to Johannesburg using Britannia 102's. Flights were added to Sydney on March 1st.

On December 19, 1957, B.O.A.C. inaugurated its first prop jet flights across the North Atlantic, operating Britannia 312's.

AIRLINES International D/FW

Airline Memorabilia Show & Sale

Saturday, April 6, 1991
9:00 am - 5:00 pm
Dealer set-up at 7:00 am

NEW LOCATION

Holiday Inn - DFW Airport NORTH
4441 Hwy. 114 at Esters Road
Between DFW Airport & Belt Line Road
Irving, Texas

- * Larger trade area; 7600 square feet (up from 5800 last year)
- * \$46 / night, up to 4 people in room
- * Friday - Sunday Airline Employee Rate at Hotel (with I.D.)
- * 24-hour hotel shuttle (#300 on courtesy phone at baggage claim)
- * Friday night and Saturday slide shows
- * Model Contest & Displays on Saturday
- * Hotel catered food & beverage in display area including continental breakfast and lunch at reasonable prices
- * Door Prizes

B.O.A.C.



GIANT TURBO-PROP BRITANNIA

	SUNDAY
	D@
	502
	B
NEW YORK	18:00
	MONDAY
LONDON	08:50

EL AL ISRAEL AIRLINES



EASTBOUND

EFFECTIVE DATE	DECEMBER 23-FEBRUARY 15, 1958									
Flight No. Aircraft Type Class Service	LY 424 DC-6 T Sun	LY 418 Const. T Mon	LY 412 Const. T Tue	LY 406 DC-6 T Tue	LY 402 Brit 6 L/F/T T/Tue	LY 414 Const. T Thu	LY 402 Const. T Thu	LY 422 Const. T Sat	LY 210 Brit 6 L/F/T Sat	
NEW YORK, Idlewild.....Lv					19 00				23 00	
LONDON, Airport North.....Ar		08 00			Wed 08 30 09 45				Sun 12 30 13 45	
PARIS, Orly North.....Ar					11 55				15 55	
AMSTERDAM, Schiphol.....Ar					12 55	13 00			16 55	
BRUSSELS, Melsbroek.....Ar				10 00						
COLOGNE/BONN.....Ar	22 00			10 40						
ZURICH, Kloten.....Ar				11 40						
MUNICH, Riem.....Ar		11 40		12 25						
VIENNA, Schwechat.....Ar	00 30			13 30						
ROME, Ciampino West.....Ar	01 30			14 30						
ATHENS, Elliniko.....Ar						14 00			19 25	
ISTANBUL, Yesilkoy.....Ar	07 40	18 05							20 25	
TEL AVIV-YAFO, Yod.....Ar	11 25	22 05	22 25	15 30	19 25	23 35	20 40	08 45	01 50	



THIS WINTER!

The "Whispering Giant"

BRITANNIA—Fastest Jet-Prop Aloft—Nonstop

Across the Atlantic Both Ways



El Al became the second transatlantic operator of the Britannia, three days after B.O.A.C. on December 22nd, operating Britannia 313's.

AERONAVES DE MEXICO, S. A.

Britannia *The Whispering Giant*



Aeronaves de Mexico introduced Britannia 302 service in December 1957 between Mexico City and New York International Airport at Idlewild. One Aeronaves Britannia later appeared in the movie *Jet Over Atlantic*.

Tentative Inaugural Date Set for December 6, 1957		FLIGHT 401 Britannia Daily
Read Down	Read Up	
Lv MEXICO CITY (CST) Ar		23 59
Ar NEW YORK, Idll. (EST) Lv		18 30

Canadian Pacific

205E VANCOUVER—EDMONTON—AMSTERDAM

DC-6B	DC-6B	BRITANNIA		BRITANNIA and DC-6B EMPRESS Combination Services Local Times		DC-6B	DC-6B
Flight 354 Effective June 8/58 D.T.Y.	Flight 352 D.Y.	Flight 304 D.T.Y.	Flight 302 D.T.Y.	Read Down	Read Up	Flight 301 D.T.Y.	Flight 353 Effective June 8/58 D.T.Y.
11 00 Fr	13 05 We	13 05 Su	13 05 Fr	Lv. VANCOUVER.....+	Ar.	07 00 Su	13 00 Mo
13 00 Fr	14 55 We			Ar. EDMONTON.....+	Lv.	07 00 Tu	11 00 Mo
14 00 Fr	15 55 We			Lv. EDMONTON.....	Ar.	23 15 Sa	10 00 Sa
16 05 Sa	17 55 Th	10 35 Mo	10 35 Sa	Ar. AMSTERDAM.....	Lv.	23 15 Mo	22 00 Fr
							22 00 Su

+No local traffic between Edmonton-Vancouver.

Canadian Pacific ordered the long range Britannia 314 and offered service with this type between Vancouver and Amsterdam beginning June 1, 1958.

CUNARD EAGLE



NEW YORK • MIAMI • JAMAICA • NASSAU • BERMUDA • LONDON

READ DOWN					ALL FLIGHTS LOCAL TIME					READ UP
EN 2 EB 500	EB 108	EN 400 EB 200	EN 400 EB 200	EN 400 EB 200	FLIGHT NUMBER	EN 401 EB 201	EN 401 EB 201	EN 401 EB 201	EN 630 EB 501	EB 107
JET 707 BOEING	VISCOUNT	JET 707 BOEING	JET 707 BOEING	BRITANNIA	AIRCRAFT	BRITANNIA	JET 707 BOEING	JET 707 BOEING	JET 707 BOEING	VISCOUNT
Tue. from May 8	Daily from April 29	Thur. from July 5	Sat. from May 5	Sun. until May 1	FREQUENCY	Sat. until May 1	Sat. from May 5	Thur. from July 5	Mon. from May 7	Daily from April 29
First Economy Skycoach	Tourist	First Economy Skycoach	First Economy Skycoach	First Economy Skycoach	CLASS	First Economy Skycoach	First Economy Skycoach	First Economy Skycoach	First Economy Skycoach	Tourist
PM	PM	PM	PM	PM		PM	PM	PM	PM	PM
2:00 ^Δ		7:45	7:45	4:00	Lv MIAMI	Ar 12:10	5:15	5:15	7:20 ^Δ	
12:30					Lv KINGSTON	Ar			8:45	
1:00					Lv MONTEGO BAY	Ar			8:15	
1:40					Lv MONTEGO BAY	Ar			7:30	
3:00		8:35	8:35	4:50	Lv NASSAU	Ar 11:15	4:30	4:30	6:15	
3:45		9:15	9:15	5:30	Lv NASSAU	Ar 10:30	4:00	4:00	5:30	
		9:00	Fri. Sun.		Lv NEW YORK	Ar				6:50
6:45	11:55	12:15	12:15	9:30	Lv BERMUDA	Ar 8:15	2:30	2:30	4:00	3:30
8:00		1:15	1:15	10:45	Lv BERMUDA	Ar 7:15	1:15	1:15	2:45	
Wed 7:45		1:00	1:00	Mon. 1:30	Lv LONDON	Ar Sun. 11:59	10:30	10:30	12:00	
AM	PM	PM	PM	PM		PM	AM	AM	NOON	PM

The final two Britannias ordered by Canadian Pacific were Britannia 324's. They were sold to Cunard Eagle Airways in 1961. Shown above are Cunard Eagle Britannia services as of May 1962.

STICKER CHATTER

by DON THOMAS

The Seattle Airliners International convention was a big success. It was particularly well organized. Everything went off smoothly with no delays. There were more tables and more space than ever before. One exception was at the end of the banquet, when the guest speaker droned on and on for more than an hour when everyone was anxious to leave. The tour of Sea-Tac Airport was very interesting. Our rooms overlooked the airport, where we could see aircraft landing and taking off at all hours.

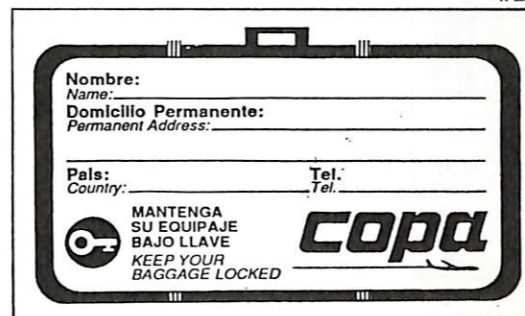
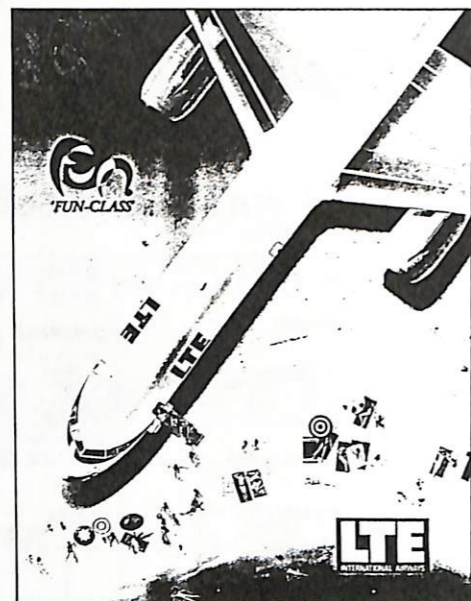
Next year we will be in Orlando, in the center of Florida's attractions. It was voted that the 1992 convention will be in Long Beach, California.

The Frontier of Flight Museum officially opened on 21 JUN 90 at the Love Field terminal building in Dallas. Our member Bob Kopitzke is the curator. All artifacts which were at the History of Aviation collection at the University of Texas in Dallas, have been moved to the new museum, except the library, which remains at the university. For a complete history of Love Field see George Cearley's book "Pictorial History of Dallas - Love Field".

Now on to the new stickers. TONY SCHNEIDER of Louisville sent a United Parcel Service sticker he picked up at a UPS recruitment function (#1). It is in gray, light gray and black.

Two new ones via BILL DEMAREST are of Air Nova (#2) and LTE International (#3). Air Nova is an Air Canada commuter airline on Canada's Atlantic coast and the label comes in several colors, but mainly red on white (#2). LTE International is based at Mallorca, Spain, and is a subsidiary of LTU of West-Germany. Although LTE flies charters to the Balearic and Canary Islands, I doubt they actually deplane their passengers directly onto a beach.

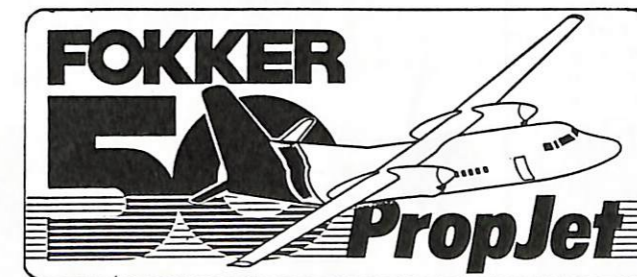
BILL GAWCHIK sent in a photocopy of an Aerolineas Argentinas label that was used in the early-1980s (#4). Colors are blue on a yellow background.



A BILL of COPA of Panama was sent in by AL TASCA (#5). It is red on white. COPA was formerly a subsidiary of Pan American Airways. They now fly to Miami as well as to the Panama area.

Here is a strange one: RICHARD MONTEITH of San Francisco brought some old Braniff baggage tags to the convention. They are marked "RIO - RIO DE JANIERO Argentina" (#6). We know that the present generation learns nothing about geography in our schools, but when Braniff took over Panagra, did it have any idea to what countries it was flying? As we all now (do we?) Rio de Janeiro is in Brazil, not Argentina. And "Janeiro" is also misspelled on the tag.

14B



A300-600R. A surprise, too, was the Airbus Industrie label for the A321 and another one for the A340 (#10). All these labels have a white background with the usual silver border.

TED KOCH found the new Air Zimbabwe Boeing 767-200ER label, in white and other colors on a blue background (#11). There is a similar small bumper sticker with the same design and colors.

CHARLES DADDARIO sent in some manufacturer's labels from Fokker, ATR, Boeing Canada etc. I have been trying to stick to

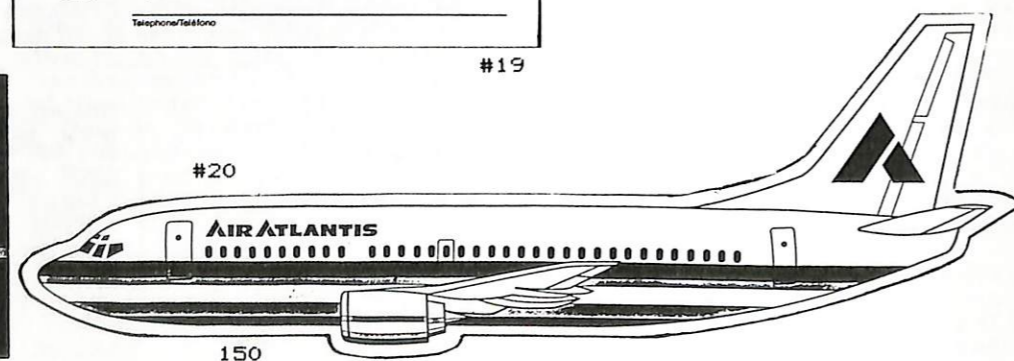
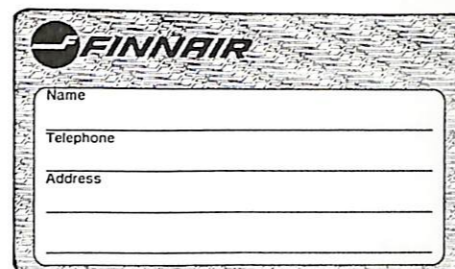
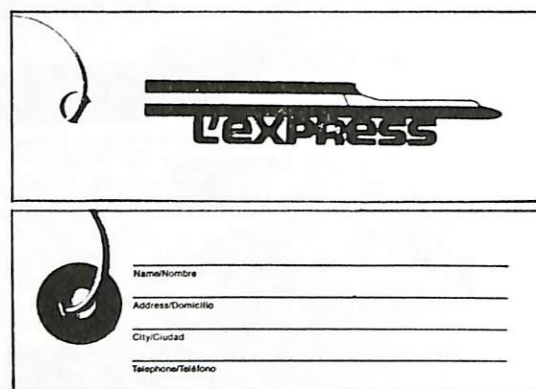
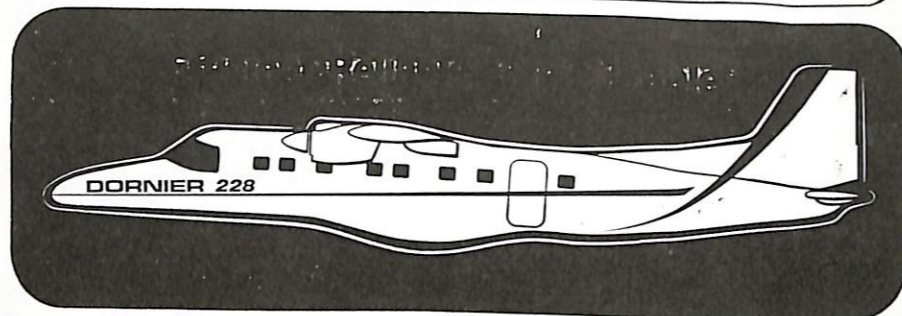
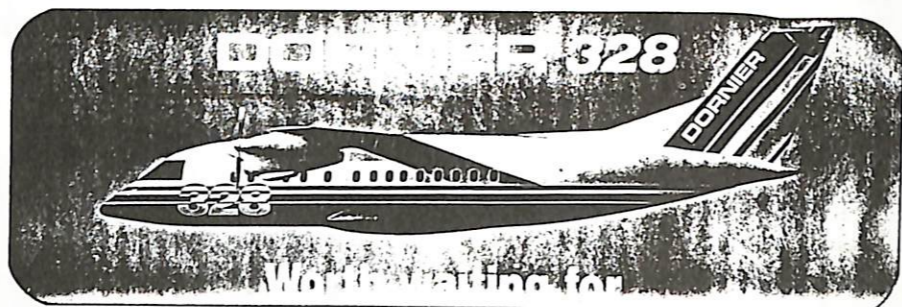
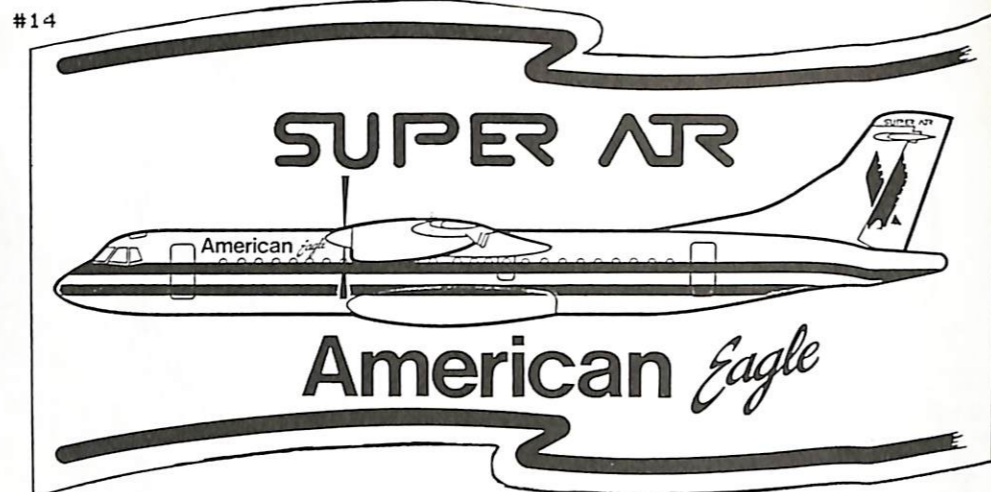
airline labels in this column, but many of the manufacturer's labels are very attractive. I have hoped to get out a catalog of manufacturer's labels, but I fear I will never get the time to work on it. Illustrated here are labels of the Fokker 50 propjet (#12), Fokker 100 fanjet (#13) and the large American Eagle Super ATR (#14).

From CHARLES WILCOX of Texas we received this Dornier 328 label (#15), in several colors on a silver background and the Dornier 228 in red and white on a blue background (#16).

Here are three new items from PAT McCOLLAM: A Finnair BIL (#17) in dark and light blue and white, which comes in vertical strips; a Midwest Express cardboard BIL (#18) in white and red on dark blue, and a BIL from L'Express in lavender on white cardboard (#19). L'Express is based at New Orleans, Louisiana, and operates a fleet of five Beech 99 and three 1900C aircraft, with eight more 1900C scheduled for delivery this year. The company was founded in 1989. The name and address details on the reverse of this BIL is in English and Spanish.

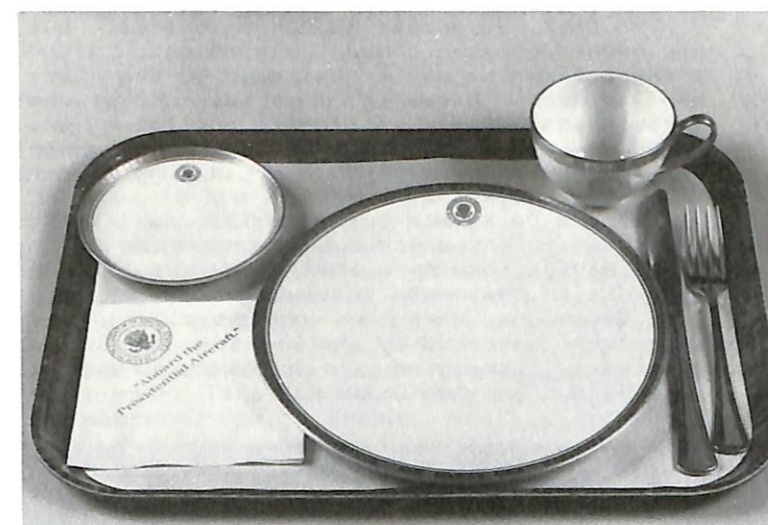
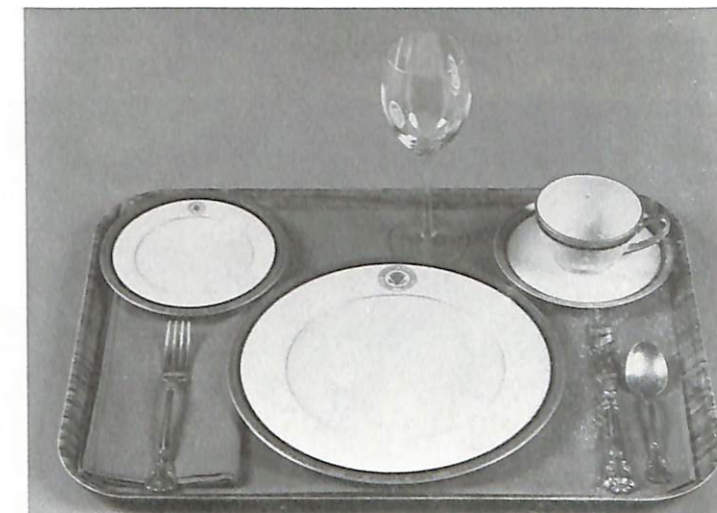
The Air Atlantis 737 cutout was sent in by DAVID CHERKIS. The airline flies out of Lisbon, Portugal, with 737s (20).

BILs are coming in now in all shapes and in cardboard, and are getting away from the original concept of gummed labels. In the Air Transport Catalog I do not list cabin baggage tags, nor other numbered tags for baggage. There are too many thousands of these for me to get into this field. But I find I am still listing many types of name-address cardboard and wrap-around tags which might be called BILs. Herman Van Dyk's "Catalog of Airline Baggage I.D. Labels" is a more-specialized listing of BILs and similar labels.



AIRLINE DINNERWARE

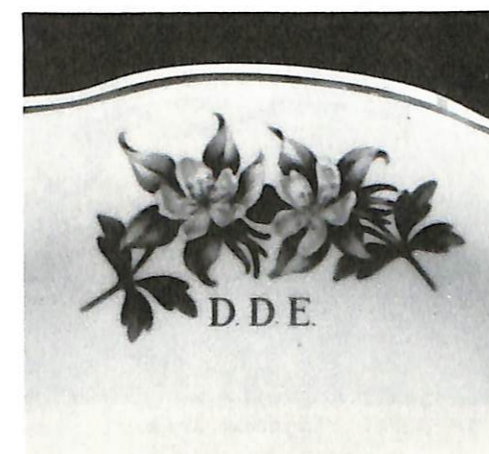
by RICHARD W. LUCKIN



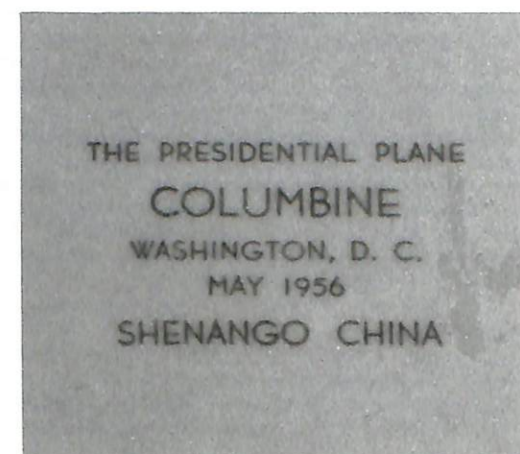
(Above left and above right) Boeing hasn't finished the new Air Force One (a 747-200) yet, but the new china has already been delivered. I can only assume this new pattern is for now being used on the present 707 Air Force One. Pickard China Company describes the china as the president's elegant cobalt and gold pattern of stars and bars, with the Seal of the President of the United States. This pattern includes an eight-piece place setting, plus matching coffee pot, sugar bowl and cream pitcher.

(Above) While service in the rear cabin must be a bit more practical, junior staff plus the press and crew eat from the same lustrous ivory china that is used to serve the presi-

dent. The pattern is identical minus the cobalt. However, the dinner and desert plates had to be downsized to fit on smaller trays and the cup is used without a saucer.



LEFT & RIGHT. While on the subject of Air Force One, former President Dwight David Eisenhower also ate from custom-made china. Decorated with columbine flowers, the pattern reflected the name of the aircraft. Note the backstamp on the back of the plate. (Thanks to RON WAGNER for sharing this piece.)



President Lyndon B. Johnson also had specially-marked china on his aircraft, but all of it was removed after he had made his last flight to Texas. It is my understanding that several pieces of the Johnson china are on display in the Johnson Presidential Library in Austin, Texas.

During the Ronald Reagan years Air Force One was equipped with the standard White House china (Lenox), a red and gold pattern.



ABOVE. Let us now move from presidential dinnerware to Presidential Airways dinnerware. Presidential ceased operations on 05 DEC 89. It had been flying out of National Airport, Washington, D.C. For a short time they used marked glassware and china. The decoration is in gold and no manufacturer is shown on the china. LARRY PAUL made this discovery.

(Next column top and bottom) Recently a few pieces of Dornier Do X china were offered for sale. I thought you might like to see what it looks like. The cup and saucer are decorated with an embossed gold rim and three red pinstripes. The logo on the cup uses both red and gold. A solid color decorates the handle and furnishes a band around the base of the cup.

The backstamp is nearly as elegant as the decoration itself. The aircraft is in gold, as is the lettering Do X and the year 1929.

The Do X was a giant (for its time) flying boat built by the German Dornier company in 1929. It was the largest aircraft then in existence and was intended for transatlantic operation, but it was not very successful. Flight tests began on the Bodensee on 25 JUL 29. Three months later, on 21 OCT, the Do X carried 169 people on one flight. They included 10 crew, 150 passengers and nine stowaways, the largest number of people to fly in one aircraft at the same time. On 02 NOV 30 the Do X set out for a flight to New York. The flight was beset by problems and New York wasn't reached until 27 AUG 31. Along the way the flying boat had stopped at Amsterdam, Calshot (England) and Lisbon where a wing was

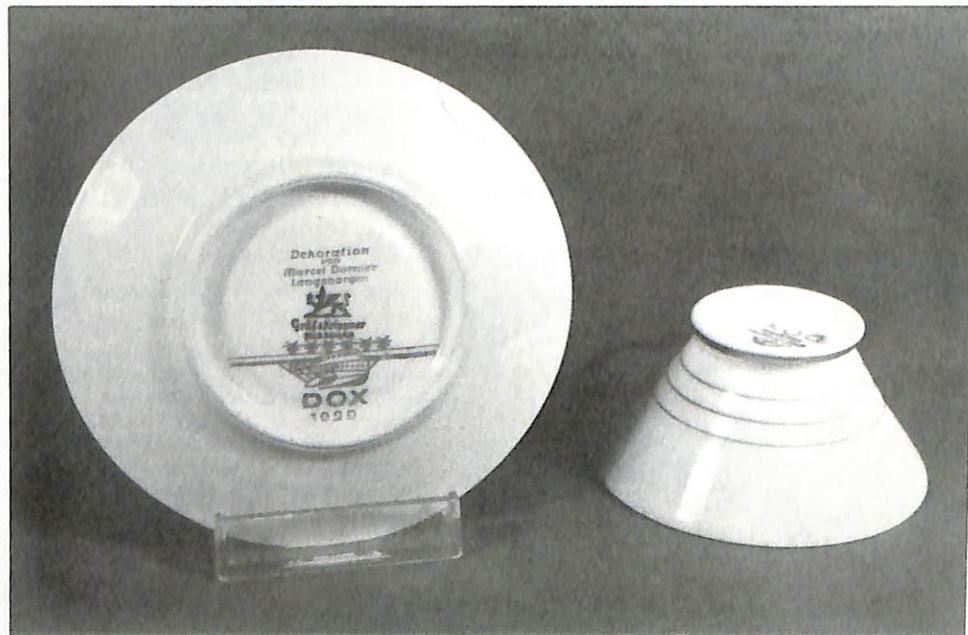


damaged by fire. After repairs were made, the Do X continued to the Canary Islands. Here it suffered hull damage during take-off. Repairs were necessary before the flight could be continued.

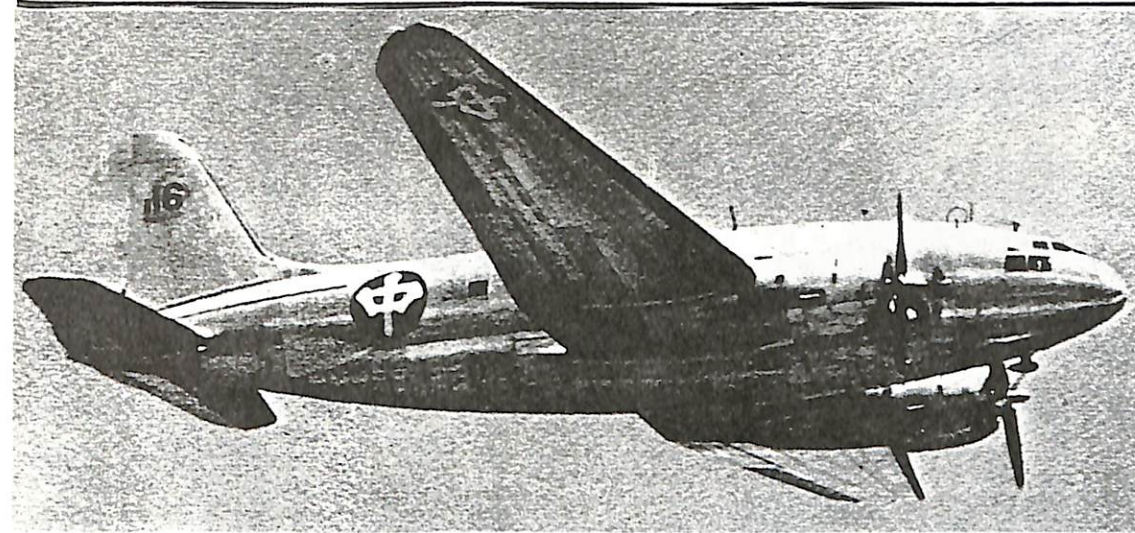
Eventually, the Do X flew via the Cape Verde Islands and Fernando de Noronha to Natal in Brazil before going on to Rio de Janeiro. Antigua and Miami were visited next before the 'boat arrived in New York.

The Do-X was delivered to Lufthansa, but she never operated scheduled services. After a short time she was transferred to the German Aviation Research Institute (Deutsche Versuchsanstalt für Luftfahrt) and later she ended up in the German Aviation Museum in Berlin. She was destroyed there during an air raid in World War 2.

Two more Do X were built in 1931 for Italy. They were intended for operation on the SANA (S.A. Navigazione Aerea) service from Trieste to Cadiz in Spain via Venice, Genoa, Marseilles, Barcelona, Cartagena and Gibraltar, but were never operated by the airline. They were eventually dismantled. (With thanks to authors John Stroud and Ron Davies).



AIRLINE PROFILE



< The Curtiss C-46 Commando, operated by CNC during and after World War 2. Aircraft #116 was photographed probably after the war since it is lacking camouflage.

DESPITE NEW COMPETITION, CNAC REBUILT QUICKLY AFTER WORLD WAR 2. BUT IT ALL ENDED IN 1949.

©1990
by JOOP GERRITSMAN

When the 10th (U.S.) Air Force arrived in the China-Burma theatre in AUG 42, CNAC DC-2s and DC-3s were already flying supplies into Kunming and were evacuating people across the desolate and treacherous Himalayas, over much of what was later to become the "Hump". This route had become even more important after late APR 42, when Japan captured the railheads of Lashio, Mandalay and Myitkyina in Burma. This meant the legendary Burma Road was no longer available to bring goods into China. New bases had to be established in Upper Assam, in the northern part of Burma.

Besides CNAC, supply flights were also made by a number of US Army transports, mainly the C-39 (military version of the DC-2). But CNAC far outperformed the military: the Army had 35 serviceable aircraft and in JUL 42 transported 73 tons of supplies to China. CNAC, with only 10 aircraft, brought in more than 129 tons. But gradually, the 10th Air Force took over most of the supply flights. CNAC maintained a quasi-military status throughout the war, flying C-47 Dakotas and the larger Curtiss C-46 Commando across the "Hump" alongside the air force.

The airline not only carried supplies into China during these years. It also made air drops of

Part 5

CHINA

construction equipment for the Ledo Road construction project, airdropped rice to Chinese road builders and provided transportation for American Naval Intelligence units in China. It even operated a regular freight service between Dinjan (in Upper Assam) and Suifu on the Yangtze River, 140 mi (225 km) west of Chungking. In OCT, NOV and DEC 43 CNAC made 60 roundtrips to Suifu. It carried 114 tons of

supplies (including gasoline and TNT explosives) inbound and 112 tons of bristles outbound. By the end of 1944 CNAC was making 150 roundtrips a month.

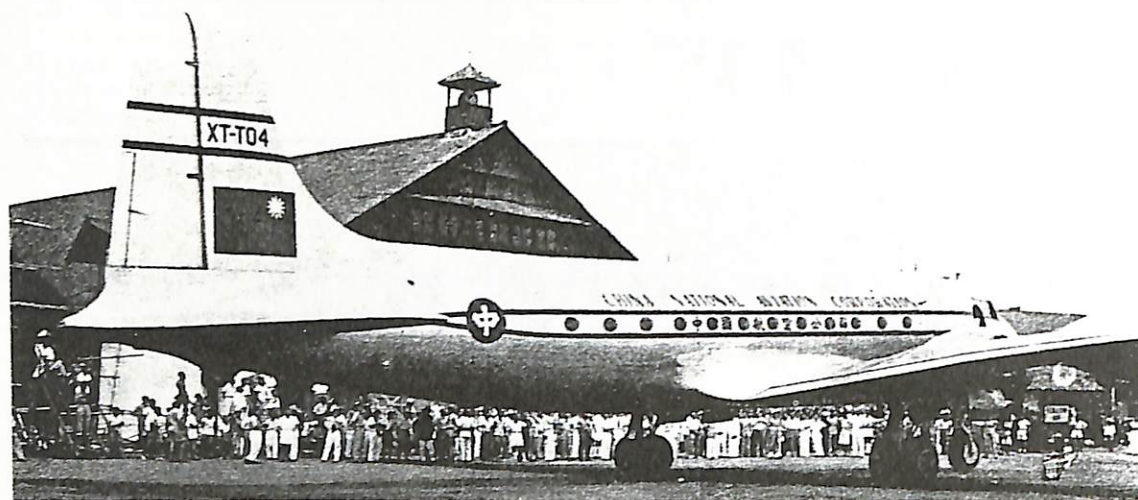
All counted, CNAC flew more than 80,000 times over the Hump from APR 42 to SEP 45. It carried more than 50,000 tons into China and brought nearly 25,000 tons out. But the accomplishment had not been without sacrifice: 25 crews were killed, either in accidents or by enemy action.

The "Chung" logo of CNAC during and after WW2 (Don Thomas Col.)



In 1945, the war over, CNAC resumed civilian operations from Chungking to Lanchow and Hami, connecting with Hamiata for a link with the Soviet Union. The fleet consisted of the survivors of the Hump operations, supplemented by surplus C-46s and at least eight C-47s. In 1946 the airline received permission for service to Calcutta, Manila, Bangkok, Hong Kong and San Francisco. It bought eight surplus C-54 Skymasters in the U.S. late that year and these were converted to DC-4 standard for passenger service.

By now the civil war in China had intensified and the Chinese Air Force took over control of CNAC on 18 JUN 46. Many aircraft were lost during the fighting.



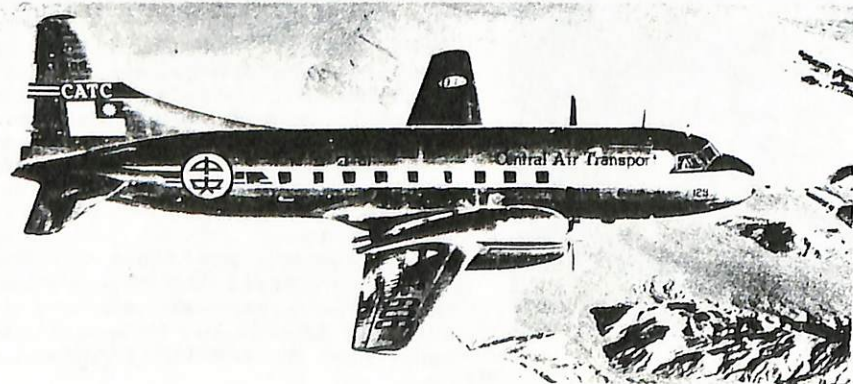
CNAC Douglas C-54B XT-T04 c/n 10538 at Kemajoran Airport, Batavia (Jakarta) on 31 AUG 47.



CNAC label shows C-54 CATC label with CV-240 (Both Don Thomas Col.)



CATC Convair CV-240 XT-606, c/n 129, before delivery.



Operations were halted 17 AUG 49 and most of the aircraft that remained were flown to Hong Kong.

Another Chinese airline, Central Air Transport Corporation (CATC) was formed by the Chinese government in MAR 43 to succeed Eurasia. The government owned 80% of the shares and the other 20% were held by private citizens. Operations started at the end of 1945 with 12 surplus C-47 Dakotas bought in India. Another 150 surplus C-46s and C-47s were bought from stockpiles at Chungking the following year, but most of these were suitable for spare parts only.

Five passenger DC-3s were bought from Northwest Airlines in 1948 and six new Convair CV-240s were delivered in FEB and APR 49. With these the airline started services from Shanghai to several main cities in China.

As a result of the civil war, CATC halted all services in early NOV 49 and the fleet was flown to Hong Kong.

On 10 NOV 49 the managements of CNAC and CATC joined the communist side and this was the beginning of a long legal battle over ownership of the CNAC and CATC fleets. They were first awarded to the communist government, but CAT appealed. After the case had dragged through the courts in Hong Kong and England for several years, the aircraft were finally awarded to CAT and were almost immediately transferred to American registry. Some aircraft were brought back to the U.S. and others were sold locally.

Civil Air Transport, the third post-WW2 airline in China, was formed at Shanghai on 25 OCT 46 by Gen. Claire Chennault and Whiting Willauer of the U.S. Foreign Economic Administration, together with several prominent Chinese citizens, including bankers and industrialists.

It started life as China National Relief and Rehabilitation Administration (CNRRRA) Air Transport. Its purpose was to operate famine relief flights to the three Chinese provinces still cut off from land transport because of the devastation of both WW2 and the Civil War.

The fleet comprised 15 C-46D Commandos ferried from Honolulu and five C-47 Dakotas picked up at Clark Field, the Philippines.

The first C-46 was delivered to Hungjao Airport, Shanghai, on 26 JAN 47. Operations started on 31 JAN 47, with a flight from Shanghai to Canton.

True relief operations began on 03 FEB with an airlift of 9,000 lbs (4,000 kg) of medicines to Liuchow. In the next eight months, CNRRRA Air Transport carried more than 2.9 million ton-mi. (4.7 million ton-km) of relief supplies.

Scheduled service to Mukden and Chinchow in Manchuria were also started and another 15 to 18 C-46s were obtained from various sources in the next two years.

While the airline was flying relief supplies to areas devastated in WW2, it also quickly found itself supplying government troops cut off by the Communist advances, in an effort to keep them fighting.

One of the largest areas supplied by CAT in these early days of the revolution was Weihsien, with two million people, in the province of Shantung, south of Peking.

Quite often, commercial cargo loads were carried on the return flights.

On 01 JAN 48 the airline's name was changed to "Civil Air Transport - Civil Aeronautics Administration - Ministry of Communications". But it became commonly known as Civil Air Transport, CAT for short.

As the fleet built up, CAT also began services to Peking, Tientsin, Central China and Tibet. Formed as a cargo airline, CAT began carrying passengers in AUG 47, when it airlif-

ted 19 nuns and 205 children from Shihchiachuang, which was under siege by communist troops.

History repeated itself in 1948 when the Communists took Shanghai. CAT withdrew and operated a Kunming-Chungking airlift. Most of its work was now in support of Chiang Kai-shek's retreating Nationalist army. From JUN 49 CAT also operated an airlift between Haiphong in French Indo-China, and Mengtze in Yunnan province, to support the operations of the tin mines which provided the government with export earnings.

When Mengtze fell in early JAN 50, CAT halted all operations and on 15 JAN 50, after more than 30 changes of base during the civil war, the airline moved with the Nationalist government to Formosa (Taiwan).

It remains difficult to determine how many aircraft CAT actually operated, or even how many it owned, during its short existence on mainland China. Many C-46s and C-47s taken over from USAF surplus stocks were bought for spare parts only, but some of these may actually have been operated. Probably others, intended for service, were found unsuitable and were cannibalized for parts.

Estimates of the number of aircraft operated range from 12 to 38 C-47s/DC-3s and C-46s from 1946 to 1949.

THIS CONCLUDES OUR SERIES ON THE DEVELOPMENT OF COMMERCIAL AIR TRANSPORT ON MAINLAND CHINA FROM THE EARLY 1920S TO THE ESTABLISHMENT OF THE COMMUNIST GOVERNMENT ON 01 OCT 49.

In the latter part of July 1942 General (Claire) Chennault sent CNAC a message, urging us to adopt an insignia and put it on all our planes to help the 14th Air Force pilots in identification. Captain Sharp called in Z.M. Wong, Y.Y. Zee and me and directed us to get this job done immediately.

After considerable discussion our CHUNG was born. We painted the CHUNG on all our aircraft in short order, so advised General Chennault and sent him photographs of our planes with this character on them.

I believe it is fitting to include the story of the CHUNG ... because it is this symbol which saved many of us from being shot down by Allied pilots and because it has also played a vital role in keeping the CNAC

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Special thanks to Don Thomas, for the Eurasia, CNAC and CATC stickers, Stan Baumwald for the first-flight mail covers and Dick Koran for some of the photos used in this series.

THE STORY OF THE CHUNG

(By W.C. McDonald, Jr.)
(Taken from WINGS OVER ASIA)



Association together.

CHUNG is a Chinese character which means "in the middle of" or, as applied to our CNAC aircraft, "MIDDLE KINGDOM SPACE MACHINE FAMILY."

The CHUNG has adorned many CNAC aircraft: DC-3s, C-47s, C-53s, C-46s and DC-4s. Its real claim to fame is the thousands of flights it made with precious cargo over the Himalayas. It has also flown the Pacific and around the world and is still "in the center" of the hearts of CNAC people.

(So far W.C. McDonald, Jr. I do not know where or when his article or book WINGS OVER ASIA was published - JG.)

Thanks to Dick Koran for sending this information along. -JG

PHOTO CONTEST



Color Enlargements: (Top) 1st - Douglas Bauder, Grapevine, TX.
(Below) 2nd - John R. Pinnow, Bradenton, FL.



The AI '90 Photo Contest attracted 150 entries. This is about 25 more than the average participation in previous years.

Of the total, about 50 were slides, with the others divided between color and B&W prints.

Contest chairman was the indomitable Marion (Gomer) Pyles and Ellen Jones, Chuck Stewart and Phill Glatt served as contest judges.

To our regret, we must report that a photo and a slide were stolen from the contest room. We express our sincere regret to the owner(s) of these entries and hope that it will not discourage you from participating in the photo contest in future years. To the person who took these items: please stay away from future conventions: we don't want you!

The winners are:

COLOR ENLARGEMENTS:

1st - Douglas Bauder, Grapevine, TX, with Eastern 727 on final approach against a cloud-filled sky over a public beach.

2nd - John R. Pinnow, Bradenton, FL, with Evergreen 747 in the landing.

3rd - Bill Hough, New York, NY, with Aerolineas Argentinas 737 on landing.

BLACK & WHITE ENLARGEMENTS:
1st - Ronald Miller, Seattle, WA with British Airways Concorde on touchdown.

2nd - Jeff Magnet, Coral Springs, FL with Aeroflot IL-96 at the 1989 Paris Air Show.

3rd - Jeff Magnet, Coral Springs, FL with British Airways Concorde on touchdown.

35 mm COLOR SLIDES:

1st - Dave Campbell, Dover, NJ with Trump Air S-61N departing

2nd - Thomas Livesy, Saline, MI, with TACA 767

3rd - Bill Grella, Fairfax, VA with AA 727-23.

SALON PHOTOGRAPHS:

1st - Mike Chew, Belmont, CA with United 747-400 showing the airline name in reflection on the polished with surface.

2nd - Gary Vincent, S. Surrey, B.C., Canada with DC-8 engines shot through cabin window.

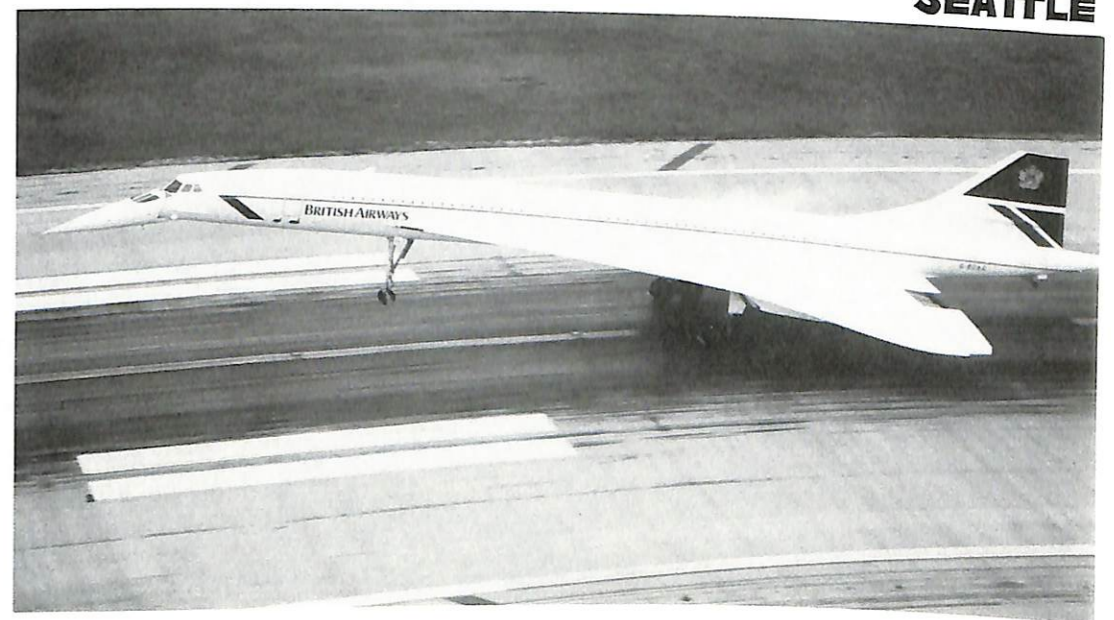
3rd - Ron Kluk, Chicago, IL with two Hoganair DC-3s in the landing.



Right:
Color enlargements:
3rd - Bill Hough
New York, NY.



Left:
Black & white enlargements:
2nd - Jeff Magnet
Coral Springs, FL.



Right:
Black & white enlargements:
3rd - Jeff Magnet
Coral Springs, FL.



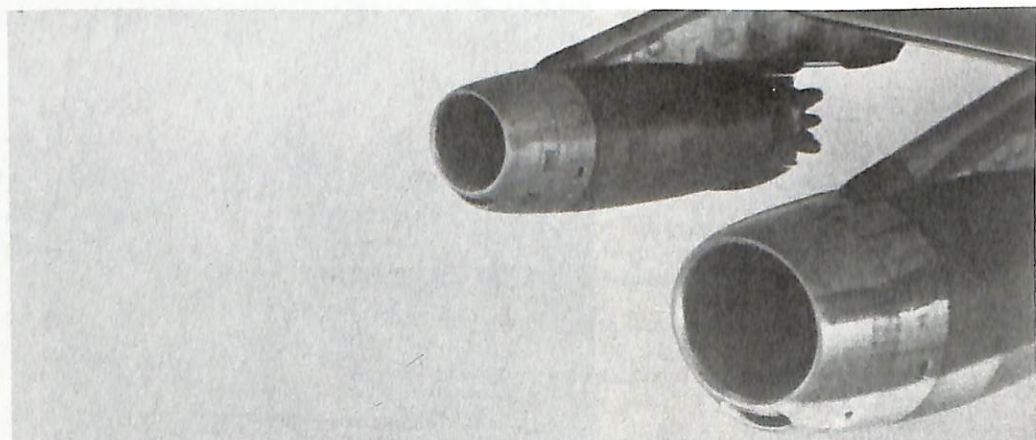
Left:
35 mm Color slides:
1st - Dave Campbell
Dover, NJ.



Right:
35 mm Color slides:
2nd - Thomas Livesy
Saline, MI.

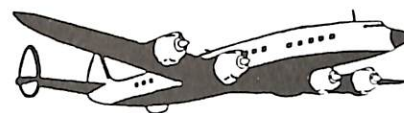


Left:
35 mm Color slides
3rd - Bill Grella
Fairfax, VA.



Right:
Salon photographs:
2nd - Gary Vincent
S. Surrey, B.C.
Canada

MEETINGS & CONVENTIONS



BAY AREA AIRLINE HISTORICAL SOCIETY

13 OCT 90 (Saturday)
SOUTH SAN FRANCISCO, CALIFORNIA
Airline collectibles show & sale by Bay Area Airline Historical Society, 0900-1500 hrs. Grosvenor Airport Inn, 380 South Airport Blvd., South San Francisco, CA 94080. Room rates \$55/night. Mention BAAHS when making reserv. at 1-800/528-1234. Show adm. \$3, children under 12 (with parent) free. Info: Tom Draggas (415) 574-8111.



27 OCT 90 (Saturday)
MIAMI, FLORIDA
Memorabilia Show by the Southern Florida Airline Historical Association, 0930-1630 hrs. Ramada Hotel, Miami Int'l Airport (East side), 3941 N.W. 22 Street Miami, FL 33142 Ph. 305/871-1700, Shuttle bus available. Model and photo contests, slide show. Display/sale/trade tables \$20, Adm. \$2.50, Child under 12 with adult free. For info & table reserv. call Don or Linda Levine, 305/935-1791 or 935-2922. Dave Jones 305/963-1043, is model contest co-ordinator, or write SFAHA, 1836 N.E. 213 Lane, Miami, FL 33179, USA.



Right:
Salon photographs:
3rd - Ron Kluk
Chicago, IL.

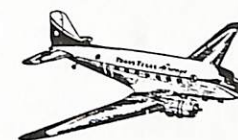
AIRLINE SOUTHWEST EXPO



23 MAR 91 (Saturday)
PHOENIX, Arizona
Airline Southwest Expo, 0900-1700 hrs (Dealer set-up 0700 hrs) at Holiday Inn -Airport, 4300 E. Washington, Phoenix, AZ. Rooms \$49s, \$59d. For reservations call 1-602/273-7778 and ask for Stacy for Airline Expo Rate. Display table \$18 (incl. 2 adult adm.) Adult adm. \$4 at door. Everything for the memorabilia collector. For info: Alan B. Merkle 1-602/993-8276, or write to him at 107 E. St. John, Phoenix, AZ 85022, USA.

AIRLINES International - D/FW

Bigger & Better than Last Year!



07 APR 91 (Saturday)
DFW AIRPORT NORTH (Irving, TX)
Airline Memorabilia Show and Sale by Airlines International D/FW 0900 - 1700 hrs at NEW LOCATION: Holiday Inn, DFW Airport North, 4441 Hwy. 114 at Esters Road (between airport and Belt Line Road). 214/929-8181. "Bigger and Better than Last Year!" Large trade area, Fri-Sun Airline employee rate at hotel (with I.D.), 24-hr hotel shuttle, Fri. night slide shows, Sat. model contest + display, hot catered food & beverage in display area, door prizes. Tables \$15

(incl. adm. of table holder + 1 adult.)
Extra adult adm. \$3, child under 12 free. Cheques payable to Airlines International D/FW. Info: George Cearley Jr, P.O. Box 12312, Dallas, TX 75225, USA.

18-21 JUL 91 (Thursday-Saturday)
ORLANDO, FLORIDA

Airliners International Convention AI'90 at Orlando Marriott Resort, 8001 International Drive, Orlando, FL. "Bring yor family and be prepared for an exciting week of magical excursions, entertainment, tours and attractions." Don and Linda Levine are hosts. More info from them at 1836 N.E. 213 Lane, Miami, FL 33179, USA, or call them at 305/935-2922

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

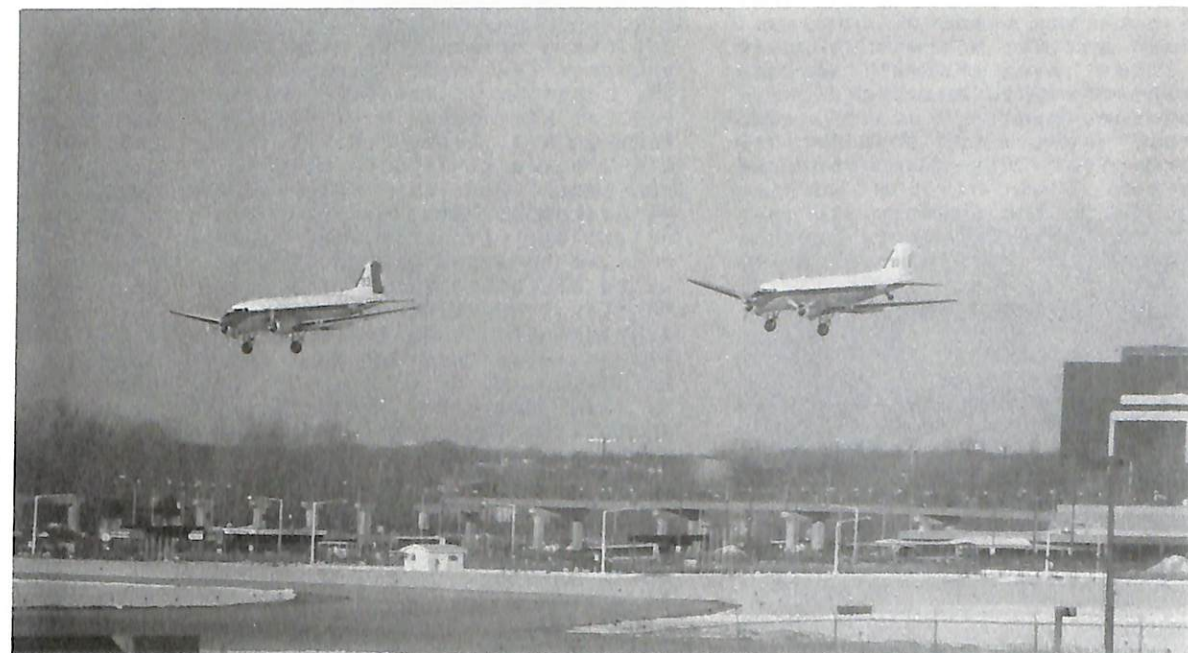
DENVER, CO

Colorado Airliners International Asper 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.

LATE BOARDING:

03-04 NOV 90 (Saturday-Sunday)
FRANKFURT/MAIN, W.GERMANY

Fifth International Aviation Exchange, Frankfurt Airport on the Airport-Gallery. 10 a.m. - 6 p.m. both days. Tables DM 30 per day, stalls DM 40 per day, to be paid upon registration each day at the entrance to the gallery. Door open to exhibitors and vendors 8:30 a.m. both days. Parking available at the airport's public parking facilities at DM 2 per hour. Info: Hector Cabezas, K.Preis or P.Rierner, Flughafen Frankfurt/Main AG, 6000 Frankfurt am Main 57, West-Germany. Prior Registration before 01 OCT 90 at the above address.



WINGS & THINGS

by RICHARD KORAN

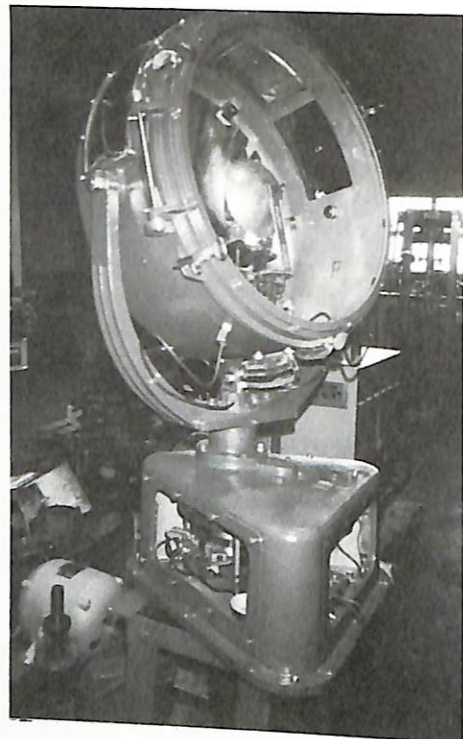
Well, as luck would have it, I flew a trip to Seattle not too long after getting back on schedule with American, and I took the opportunity to visit the Museum of Flight at Boeing Field for the second time. What a great place! Indeed, the Red Barn and the Great Gallery are a dynamic tribute to those yesterdays and a look over the horizons of tomorrow.

My personal "Thanks" to all the folks who put it together - a great Airliners International Seattle! You should be proud.

As I contemplate the column for this issue, my print of Mike Machat's beautiful "Gold Cup Roll" (29/707) rests on a stand near my desk. Imagining "Tex" Johnston at the controls of the Dash 80 over Seattle's Lake Washington, I wonder if some latter-day Boeing test pilot ever had tempting thoughts of rolling a 747!

A few weeks before AI 90, I flew a trip to Harrisburg, Pennsylvania, with a return to Chicago's O'Hare International later in the evening. While at the Harrisburg airport (MDT) I went to the new terminal to call Duncan Campbell, an old friend and fellow collector. On entering I was drawn to a light in the middle of the gate area - a rotating beacon, no less. Turned out the beacon is part of "The Last Airmail Beacon" exhibit in the terminal. This historic beacon stood atop Reeser's Summit, adjacent to the Capital City Airport, and was the last of the working beacons in the country. It was part of the network of beacons that made night flying possible in the 1920s and 1930s. This particular beacon was decommissioned in 1972 and was stored at the airport until 1986 when it was given to the Museum of Scientific Discovery at Harrisburg. Since I have written about the airmail service before, I hope you will enjoy the following effort, too.

In 1946 there were 2,112 airways beacons on 124 air routes in the United States. At night under fair weather conditions, a pilot could see one or more of these lights at any given time. Pilots learned the



"The last airmail beacon" on display in the Harrisburg, PA (MDT) airport terminal. This historic beacon stood on top of Reeser's Summit and was the last of the working beacons in the country. In this photo, the beacon was nearing completion of restoration for its dedication on 02 JUN 90. See text for more details of the airway beacon system.

following mnemonic to help them remember the code flashed by the various airways beacon lights: W(--)-hen U(--)-nder R(--)-outes K(--)-eep D(--)-irections B(--)-y G(--)-ood M(--)-ethods. Staring at the origin of the airway, the successive rotating beacon lights would attract the pilot's attention. The fixed blue airway lights would flash the international Morse Code for the letters W, U, V, H, R, K, D, B, G, M. This sequence would start again with the 11th and 21st lights, and so on.

Each beacon was set on a cleared acre of high ground. Emergency intermediate fields were cleared near the beacons where possible, for landings. If within a mile of a power line, electricity was brought in to provide power; if not, gasoline generators provided it. A timer turned the lights

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on at night and a roving maintenance crew brought in fuel and did repairs. A spare lamp could pivot in place automatically.

Before the beacon system, pilots had to rely on visual clues - the sun, road maps and a compass during the daytime and on town lights, the moon and stars at night. One visual clue that could be relied upon in the daytime: chicken houses always faced south! With the increased use of navigational aids and radio, the era of the beacon came to an end.

By 1921, airmail airplanes were equipped with a compass, a turn-and-bank indicator and an altimeter. The compass and the turn-and-bank indicator were only marginally reliable and the altimeter was often more sensitive to weather conditions than to changes in altitude. A pilot's ability to recognize towns, railroads, rivers, farms, prominent structures and other landmarks along his route was critical for navigation. Aerial maps did not exist during the first two years of airmail service.

During those first few years, airmail pilots rarely flew at night. If they did, it was only when they could fly above the weather and get down through it somehow at the end of the flight, or they could fly beneath the weather, always keeping visual contact with the ground.

The General Superintendent of the Air Mail Service, in the course of stating that a 200-ft ceiling was the limit for practical flying, noted that "a number of runs had been made with the mail during which a part of the trip was flown at an altitude of 50 feet." Hedge-hopping pilots often flew so low and found themselves in land dangerous a proximity to land obstacles that they had a choice of either turning back or attempting a crash landing.

On 22 FEB 21 the Post Office conducted a daring night-flying experiment in order to demonstrate the practicality of night flying and thus induce Congress to fund the lighting of the transcontinental route.

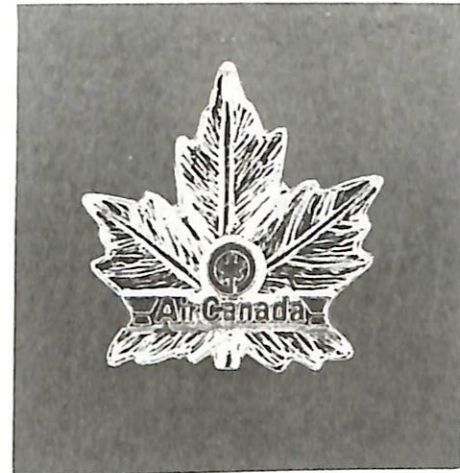
On that day the Post Office dispatched two airplanes loaded with mail from New York to San Francisco and another two from San Francisco to New York. For

navigational guidance, the pilots flying the night segments had to depend totally on their primitive airborne equipment, bonfires lit along the route by accommodating citizens, and dead reckoning. Only one airplane made it through and that because of the courage and remarkable flying skills of James ("Jack") H. Knight, a youthful veteran of the North Platte - Omaha mail run. Knight, undaunted by the failure of the relief pilots to show at Omaha or Iowa City, flew three segments of the route himself, pushing on through a raging snowstorm and a treacherous Mississippi Valley fog until he arrived to a hero's welcome in Chicago.

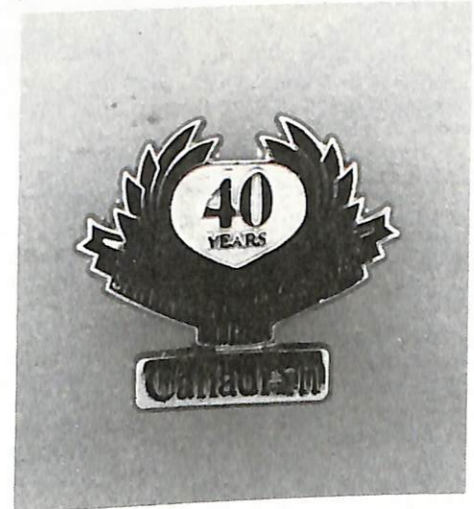
In 1923 the Post Office managed to secure funds for lighting a portion of the transcontinental air mail route. Two young Army pilots with night flying experience got involved in the night operations since the military had been flying at night, performing missions during World War I and after the Armistice. But like the Post Office's experiments in 1921, the Army's wartime techniques depended too much on pilot's skill and too little on ground organization. The two Army lieutenants, on the other hand, depended on ground organization. They equipped a 72-mile (116 km) stretch between Dayton and Columbus with rotating light beacons, field floodlights, and flashing markers that enable pilots to fly from one beacon to another, determine precisely where they were along the airway, and land safely at their destination. Between 02 JUL and 13 AUG 23, the Army attempted 29 scheduled night flights along this airway and managed to complete 25 without incidents.

Regular night service began on 01 JUL 24. The terrain between New York and Cleveland presented formidable problems. In the plains and prairies lights could be installed more or less on a straight line; pilots could follow the lights just as one would follow a highway or a picket fence. But in the east, the system of airways was dictated by the terrain. Flat land for emergency fields was scarce.

The Allegheny Mountains were among the toughest obstacles the air mail flyers had to face. The rolling, tree-covered "hills" lacked the dramatic profile of the Rockies or the Sierra Nevada. The wagon pio-



This new Air Canada employee pin is overall brushed gold with "Air Canada" and the maple leaf above it in red. As you can see, the maple leaf design is in the old pattern and it can be seen at most ticket counters. I acquired this one from an AC supervisor at Montreal/Dorval.



Canadian/Canadian Airlines International issued a pin to celebrate 40 years of Serving the Pacific. CAI predecessor Canadian Pacific Air Lines began Pacific service in 1949. The leaves around the center are blue enamel with a red ribbon below the "Serving the Pacific" line "40 years" is polished silver on brushed silver. "Canadian" is in blue on silver.

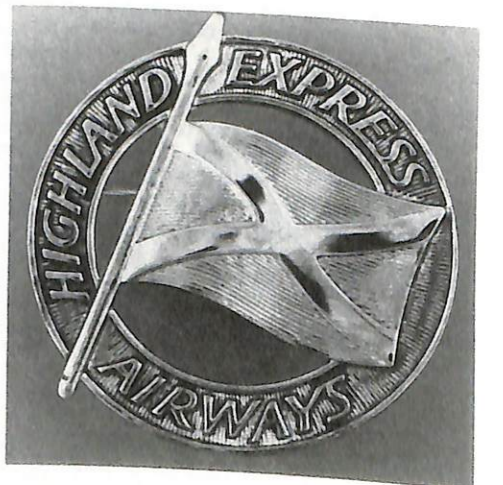
Highland Express Airways, the Scottish international flag carrier, had these flight attendant badges executed in Art Pewter. The carrier is no longer in business, but a few of these beautiful, nicely-detailed badges have become available in the U.S. and they are a nice addition to any collection.

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neers of earlier generations had already experienced how difficult they were to cross. It wasn't any easier for the air mail pioneers and they would come to call the Alleghenies the "Hell Stretch". Meandering, hard-to-read terrain, sudden and violent changes of weather, thick fog that hides the narrow valleys and obscures hillsides, and worst of all, a shortage of level clearings for the inevitable forced landing - these are the reasons for the region's other grim nickname: the "Graveyard."

The task of establishing and maintaining the airways fell to the Airways Division in the Bureau of Lighthouses, partly because the basics of the aerial lighting came from marine lighting. The two systems quickly diverged, however, because of the difference between navigating on the surface of the ocean in two dimensions and navigating in the air in three dimensions. At sea, the navigator of a ship encounters relatively few lights and he has little difficulty identifying the beacon. A pilot flying over a city encounters a confusion of lights. These and other differences were acknowledged by air mail pioneers in the U.S. and the basic system was modified in response to these differences.

In the U.S. the system involved the deployment of two classes of lights - rotating beacons and course lights - as well as the provision of immediate landing fields at strategic points along the route. The rotating beacons, each projecting and intense and concentrated beam of light, were placed along the route at 5 - 10 mile intervals depending on the terrain. The earliest standard airways beacon used by the Aeronautics Branch was mounted





Trump Shuttle. "The Donald's" hat badge is nicely detailed in gold, as is the wing, with the bright red "T" in the center. A nicely designed badge indeed.



Trump Shuttle. "The Donald's" airline has a striking paint scheme and a very nice wing and hat badge combination. These two pieces are from the John Whitehead collection and I am putting the wing in this issue although I am unhappy at how it came out ... my old nemesis, the shadow of the lens stands out in the center, somewhat obscuring the "T" logo. Overall, though, you can see most of the fine detail of this very nice wing.

HELP! HELP! Another wing about which I know nothing. I acquired it at a local military show. This finely made wing has two rivets on the back, holding the shield to the slightly - curved wing. A very nice pinback, too. The



Wing is gold overall with a white center, gold "G" and light blue-green enamel in wing pattern. Some repair work was done to the right wing, but overall a nice item.

constructed by H.B. Alexander, Inc of Harrisburg. All the historical photos and charts in the airport exhibit were supplied by aviation enthusiast Buck Saurman of Trans World Airlines at MDT. The museum, in conjunction with the U.S. Postal Service, TWA and the Pennsylvania International Air Show, dedicated the "Last Working Aerial Beacon" on 02 JUN 90.

Now back to wings. My catch of the show was the early CPA wing - Canadian Pacific Airlines - when the fellow from Vancouver, B.C., came to the Red Lion for the day. Some of us were treated to a real show from the trunk of his car in the parking lot. Three wood and glass frames of wings, badges and pins. He then came into the large hall and had a good time there too. That is when I got the elusive old CPA wing. One Canadian Airways hat badge .. what a beauty!

I am trying here to catch up with the QANTAS story in 16/2 with wings I have from them, plus some other fine Australian wings to boot. Bill Gawchik and John Whitehead gave me some

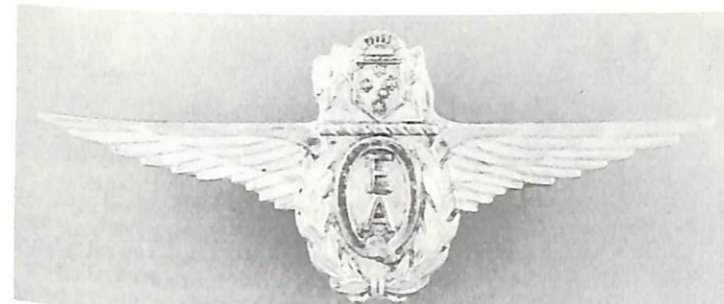
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wings to photograph for the column and then I'll include some other pieces, including a very fine, somewhat "dirty" older wing that no one could identify for me at a military show. This one will fall in the "Help Me" category.

Sorry, John ... my photos of your Trump wings did not come out too well. My old nemesis, the shadow of my lens, foiled me again. I will include the current shot with the column and redo the photo for inclusion in LOG 16/4, too. I am still learning the photography tricks of the trade.

Once again, it was nice seeing everyone, especially the "wing nuts" at Sea-Tac. Finally I got to meet Ken Taylor of Calgary fame too.

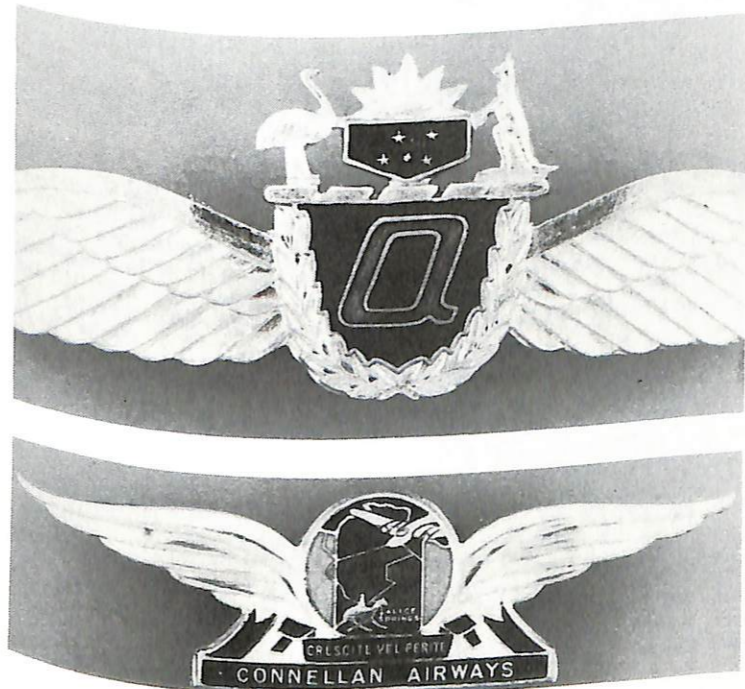
In closing, if you wing collectors think that our treasures are getting a bit pricey, check this out: according to the JUN 80 issue of The Airpost Journal, "The plate number block of four of the famous U.S. 24-cent Jenny airmail invert of 1918 was sold last fall for \$1 million (plus buyer's commission) at Christie's auction".



Qantas Empire Airways (QEA) was formed in 1934 with Imperial Airways of Britain as a partner. You can make out the British lion and the Australian kangaroo at the top of the wing on either side of the starts of the Southern Cross. This QEA wing is gold and is hallmarked "Angus & Coote". Lugs are used for wear.



Qantas began wearing their second style of pilot and aircrew wings in 1975. This wing is the padded style with gold wire (embroidery) on a medium-grey background. The heavier gold wire on the shoulders of the wing is shinier than the rest. Also note that the British lion was dropped from the upper shield and replaced by the emu, a large, flightless Australian bird related to the ostrich. The Southern Cross stars are on a field of light blue at the top.



Qantas Empire Airways (QEA) wing in gold wire on a black background. The design above the QEA in the center is made up of red, yellow and blue thread. This cloth-backed wing was worn on the shirt by means of a pin and loop. The QEA wings have been worn since 1934. After 40 years they were considered a "tradition" rather than a badge.



Qantas introduced a third style wing in 1981, replacing their "flying kangaroo" in the center with a large red letter "Q". Background is black in this version of their wing, with gold embroidery overall. Note that the emu now sits on the left of the Southern Cross star shield of light blue with silver stars. The kangaroo on the right. The red "Q" is a heavy thread.

Qantas also introduced a metal and enamel wing in 1981 after many years of embroidered insignia. Their uniforms office said the metal wing badge brought the earlier tradition back to the uniform. The wing is gold metal with a black enamel center, red enamel "Q" and blue enamel in the Southern Cross shield between the emu (left) and the kangaroo (right).

Connellan Airways, a remarkable airline in the 1930s, began mail service between Alice Springs and Wyndham in 1939. A meandering mail route, it served a number of isolated towns. In those days, airplanes were the only form of transport in the Northern Territories and other areas. The wing is silver with red enamel at the bottom, silver lettering, blue enamel with "Crescite Vel Perite" in the scroll, a silver airplane and camel on red the center, orange on both sides and blue (for water) at the very top. "Alice Springs" is also in silver at the lower right in the upper shield.

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Airlines of South Australia, formerly known as Guinea Airways, went through the name change after Ansett bought them in 1959. The south Australia airline continued operations under the new name. The wing is a heavy piece and finely made. It is overall gold with a dark-blue center and gold "SA" inside the circle and a gold bird. A gold wreath surrounds the center with the Tudor Crown (King Crown) at the top with some red enamel on each side. This wing has a heavy pin back for wear.



I acquired this Canadian Pacific Airlines-CPA pilot wing at the AI 90 convention. A fellow from Vancouver visited and had an extra. The center is dark blue enamel with gold "CPA" and gold wings. This is a "Golden Oldie" and certainly my "catch" of the convention.



Wing of Mustique Airways, Grenadines and St. Vincent, in the Caribbean. This gold wing has a blue enamel center and a red logo. The wing arrived in an official First Day Cover with four of the country's attractive postage stamps. Seeing the colorful scenes on these stamps makes one want to leave on the next flight.



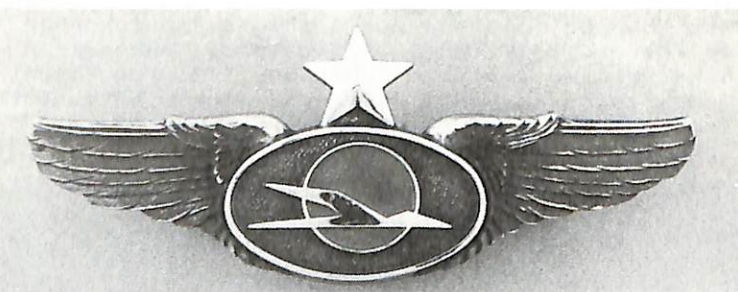
How about this one! This U.S. Air Coach wing is very nicely made, with outstanding enameling. The "U S" is red and the upper part of the shield is blue with gold letters. Red and white vertical stripes complete this wing's center piece. A beauty, but does anyone know something about this airline?



Queensland Airlines came into being in 1945 as a new name. Before that the company had been called Aircrafts Pty. since the early 1930s. Queensland later merged with Butler Air Transport but they kept their name for some time. Today, Queensland is part of the Ansett group. The wing is in gold with a dark-red enamel center, gold letters "QAL" and red enamel in the crown. Note the Tudor Crown, also referred to as the King Crown.



Trans World Express is a commuter providing connections at TWA's major hubs. Contracted airlines include: Air Midwest, Jet Express, Metro Airlines Northeast, Pocono Airlines and Trans States Airlines, says the current edition of the JP Airline Fleets International. The wing is overall gold with "TWE" in red enamel. Thanks to Bill Gawchik.



Conquest Airlines of Austin, Texas, is a new commuter operating in the state. This nice wing is in silver with some darker highlighting. The center "circle" is a medium mauve color enamel. The star at the top denotes "Captain" for Conquest. The stylized bird is polished silver.



This is the new Federal Express flight attendant wing. A little small, this fine gold FedEx F/A wing is quite nice. Overall gold, the upper shoulders are polished and the lower portions are brushed. The FedEx logo is centered on this good-looking wing. Thanks, John.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

It is funny how things go from one issue to the next. For the previous issue we had hardly any airline kiddie wings and this time we have quite a few.

DAVE CHERKIS reports that we have Britt Sky Flyer (not pictured), MGM Grand Air (#1) and Kanga Air (#2) wings. The MGM Grand wing has its lion logo in the center of this Stoffel design. The Kanga wing has "Kanga Crew" above a cartoon-figure aircraft which shows "Australian" on the fuselage.

Scanair has issued a new wing also (#3). It has a yellow center with the name Scanair in the bar below. It is a typical Stoffel design.

BILL GAWCHIK sent an Ansett Starship Crew Wing (#4). This paper stick-on is brightly colored, like their previous plastic wings. On the bottom right it reads "Form 52-019". I suppose this information is there so that when we write Ansett, we know what to ask for.

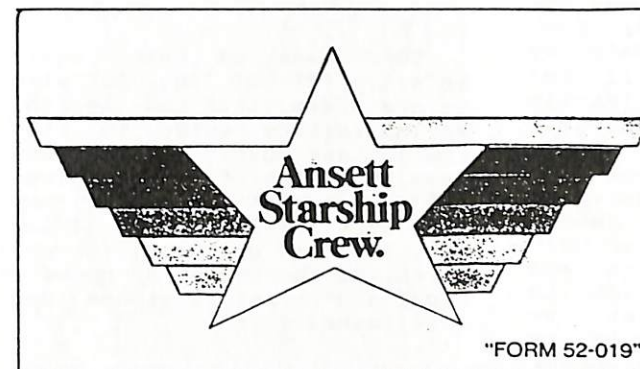
From BILL SHOMER came a new Air Canada kiddie wing (#5). It is just like the previous one, but the lettering "Air Canada" is definitely smaller and of a thinner type face. This wing is made of paper (or is it vinyl?) with a peel-off back.

MARV GOLDMAN came up with a new El Al kiddie wing (not pictured). It is similar in design to the airline's previous one, but the name is in print at a mid-wing position.

And then from my good friend HECTOR CABEZAS of Frankfurt, West-Germany, comes a new and only issue so far of Aeroflot (#6-9). These are four different pin-on badges. The wings of those badges depicting males are blue and white and the ones showing females are pinkish and white. The pin-backs are not easy to work and I am sure they will break off after only one or two movements.

Not only does Hector confirm that these are give-away kiddie wings for children travelling with the airline, but I talked to their station manager at TYO and when I showed him one of the pins, his comment was, "Oh yes, this is for the children travelling on the airplane."

New collectors always ask me how I get my wings. Well, here is one way: my most-recent acquisition of an older wing relates to the recent convention in Seattle. My wife Brandy and I had gone to Seattle a few days early for some rest and recreation. As is our habit, we go antiquing. In one of the an-



#4



#5

<#1



#6

<#2



#7

<#3



#8



#9

tique shops, we found a first-issue Pan Am kiddie wing. I already had this one but thought it might be a good trader, so I bought it. At the convention, we met Shirley Ibsen who had her wonderful collection on display. Lo and behold, she was missing the wing I had just bought and she had a Trans-Car-

ibbean stewardess wing on card in mint condition. A trade was made and we were both happy.

The moral of this story is, keep hitting those flea markets and antique shops.

This is it for this issue, folks. Keep the information on old and new wings coming.

AIRLINE HAPPY HOUR

by AL S. TASCA

Hello again, fellow collectors. In this issue I am looking at some of the common items seen at all of our conventions and swap meets. They are the small yellow picks that were issued by Continental Airlines. But are they all yellow? And are they all the same size? Let's find out.

First let's give a little description of these picks. Their tops depict a sight or other symbol associated with destinations served by the airline. The destination is shown on both sides of the shank and after much research I think I have identified them all accurately.

All of these picks have two identical sides with the exception of their engraved tops. These are in reverse when seen from the other side. The writing on the shanks is raised.

The set which I believe to be the first one issued, consists of 18 picks, all made by Spir-it and all 4.5in (11 cm) long. This set is primarily medium gold in color although I do have some in a darker gold, a Florida one in yellow and some that seem to be a greenish-yellow. I also have a Hawaii one in white and I know of Chicago, Houston, Los Angeles and Pacific Northwest ones also in white. Whether or not they issued a complete set of 18 in white or in any of the other color variations, I do not know. Can anyone help me out with this?

The picks in these sets are as follows:

1. CHICAGO: Marina City Towers
2. DENVER: skier
3. FLORIDA: Flamingo
4. HAWAII: pineapple /module
5. HOUSTON: Lunar exploration
6. LOS ANGELES: cameraman
7. LAS VEGAS: showgirl
8. NEW ORLEANS: trumpet player
9. SAN FRANCISCO: cable car
10. WASHINGTON D.C.: Capitol building
11. AUSTRALIA: Sydney opera
12. JAPAN: Torii gate
13. MICRONESIA: scuba diver
14. NEW ZEALAND: kiwi bird/pole
15. PACIFIC NORTHWEST: totem
16. SOUTH PACIFIC: sailboat/Sun
17. EL PASO: Festival of the
18. TAIPAI: Taipai Grand Hotel

In the second set issued (or possibly this was the first set) there are no picks for El Paso and Taipei, bringing the total to 16. As for the manufacturer, these picks just carry the word "Korea" on them.

The primary set I have of these are in the darker gold color, but I do have some in the lighter gold color also. Again, I don't know if there are complete sets of 16 in both color variations.

The latest set, which came out not too long ago, is of clear plastic and identical to the two mentioned above, but it has raised writing on one side of the shank only and contains 17 picks. In this set Las Vegas was also dropped, but Canada with a moose (#19) and London showing Big Ben (#20) were added. This set also bears no manufacturer's name whatsoever.

This latest set comes again in 4.5in (11 cm) long, but also in a 4 3/4in (11.6 cm) length. An interesting aside is that the letters "D.C." were dropped from the shank of the Washington pick in the 4.5in set, but then were added on the 4 3/4in set. I picked up the 4.5in set first, at the Denver AI convention, and therefore assume they were issued first.

Finally, I have just learned from a fellow swizzle stick collector that there is also a 5.5in (13.5 cm) set that comes in clear and in red. Although I haven't actually seen these longer picks, the red set is probably in the same red-orange color Continental's 12-destination stick set. From what my fellow collector was told, the red set was manufactured first, but then was changed to the clear set before many of the red ones were put into use. These sets are identical to the 17-pick 4 3/4in set and the one for Washington has the "D.C." on the shank. Although these picks also contain no manufacturer's name, the package in which they come, says "Taiwan". It leads me to believe that is where the other clear picks were also manufactured.



Fig. 1



Fig. 2



Fig. 3

Alaska Airlines swizzle stick update

The Alaska Airlines stick shown in Fig. 5-6 on p. 89 of the previous issue of the CAPTAIN'S LOG, also comes in a one-sided variety, as shown in Fig. 5. Thanks to Joop Gerritsma for this update. He sent me a couple of these sticks from the goodie bag he received at the Seattle Convention. I myself was not able to attend this time, but I fully expect to be in Orlando next year. It is almost "next door" from me.

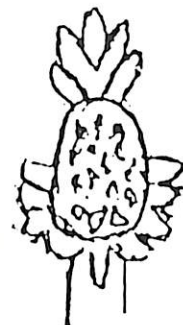


Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8

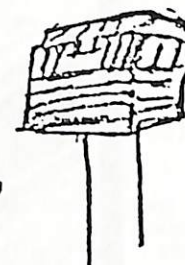


Fig. 9

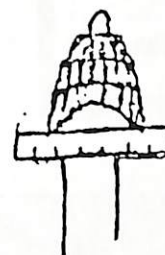


Fig. 10



Fig. 11



Fig. 12



Fig. 13

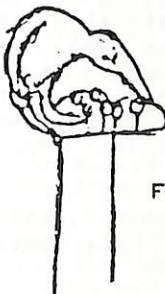


Fig. 14



Fig. 16



Fig. 17



Fig. 18



Fig. 19



Fig. 15



Fig. 20

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

In this issue I will continue featuring cargo carriers that have issued playing cards over the years.

Airborne Express issued a deck in 1982 which shows a YS-11A-500 propjet and a DC-9-32 jet opposite each other. This card has a red border and a 1/2-inch wide red line at a 30-degree angle through the middle. The thin lines on either side of the wide red line are black. "Air" and "Ex" are in red and the rest of the words in black letters.

Airlift International issued two similar decks, but in different colors. The one illustrated has all printing in red, the other one is in dark-blue, both on a white background. I am guessing that these decks were issued in the 1960s or early '70s. If anyone knows for sure when these decks were issued, please drop me a line to let me know and I'll pass on the information in a future issue.

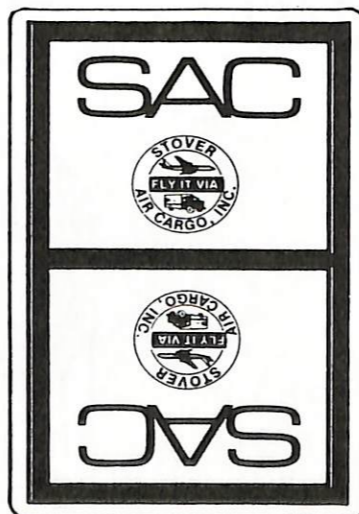
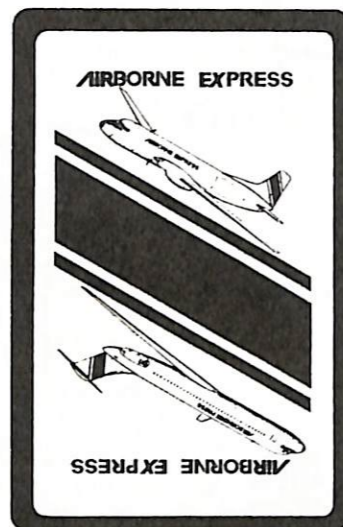
American Airlines issued a special deck in 1978 when they began using Boeing 747F freighters. The deck shows a 747F being loaded or unloaded. The border and text lines "American Airlines" at the top and "Get it on American" are in white; "express" and the first "A" are in red, the eagle and "Air" in blue, all outlined in white.

A photo of the Lockheed L-100-20 Hercules in flight is featured on a deck issued by Delta Air Lines. The text at the bottom is in white and there is a thin black line inside the red border. Another deck, with the same photo, has a dark-blue border. Delta started Hercules operations in the second half of 1966.

The next card is a mystery to me. I have never heard of the airline (Stover Air Cargo, Inc) nor where it operated from and when this deck was issued. I hope this will generate some letters from fellow card collectors, airline historians or other experts who can help me pin down these details. Or is/was this firm a freight forwarder only? The logo features an

aircraft and a truck, both in black. The circles are also in black, and the line "Fly it via" is in white on a red band. The borders are in red with narrow black lines along the insides and the outside. "SAC" is also in red.

That is it for this issue. Happy collecting and may your next hand be a winner.



BOOKCASE

CONTINENTAL AIRLINES



From: North American Cabin Crew Insignia

NORTH AMERICAN CABIN CREW INSIGNIA

Authors: Roy Thompson, Bob Feld
 Publisher: Roy Thompson/House of History, 4635 Woodsorrel Ct., Colorado Springs, CO 80917 USA, 1990, softcover, 84 pages.
 Price: U.S. \$10

This is a handy guide to the wings worn in the past and at present by cabin crew members of most larger and quite a few smaller airlines in the USA, Canada and Mexico.

Printed on clear, high-quality paper, this book appears well-suited to the hobby collector. It will be quite useful especially to beginning collectors since they have here in one handy volume the means of knowing what they may want to look for at shows and flea markets and a way of quickly identifying their "finds".

Besides illustrations, there is a short description for each wing mentioned.

Together with the authors, this reviewer regrets that many of the illustrations are not of a high quality. In his introduction to the book, Roy Thompson himself writes: "You will have to excuse the quality of some of the illustrations, but we are working from some old pictures and drawings."

There is a detailed index in the front and throughout the book are a number of airline logos. One comment here: the eagle logo on p.46 doesn't belong to Piedmont but to Altair and the proper name of PBA is Provincetown-Boston Airlines.

Beginning collectors can't go wrong buying this modestly-priced (for its quality of production) book.

Reviews by JOOP GERRITSMA

COMMERCIAL AVIATION COLLECTIBLES (An illustrated price guide)

Author: Richard R. Wallin
 Publisher: Chilton Book Comp./Wallace-Homestead Book Comp. Radnor, PA 19089-0230, USA, 1990, softcover, 162 pages.
 Price: U.S.\$15.95 plus \$2.50 p&h for first book, 50 cents for each additional book, plus applicable state sales tax. For overseas rates, enquire from the publisher.

From china to crystal, playing cards to posters, books to brochures, crew wings to cutlery and every other airline collectible you can think of, "Commercial Aviation Collectibles" is a comprehensive guide to the various types of items available and being collected by airline memorabilia buffs.

In this profusely illustrated guide, author Wallin gives a short background to each category of items and then provides a general price range for each by age and rarity. For instance (about playing cards): "Most current decks, even for the obscure lines, go for \$3-\$7, with prices roughly doubling for each previous decade. The very early decks, such as the TAT airrail deck described above, are worth \$200; most other prewar decks are worth \$100 to \$125".

In the chapter about "Crew and Ground Personnel Items," Wallin says: "As a general rule, even wings and badges in current use are worth a minimum of \$25, because that is approximately the cost to the airlines today. Older examples are valued by collectors at up to several hundred dollars for rare pieces."

In another chapter, we are told china pieces from the ill-fated Graf Zeppelin and from the Hindenburg "are worth in the range of \$750 - \$1,000 each. Timetables are valued in the \$100-\$200 range."

I could go on and on and on and



give you many more examples, but you get the picture.

Let I scare away the beginning collector with the prices I quote above, I must stress that Wallin makes it clear there are many reasonably-priced items available (popular playing card decks for \$1 each, seat-occupied cards for \$2, drinking glasses in the same price range, and so on).

This book is not a tabulated list of items and their prices. Instead, the author is a narrative format, talks about the value of items and here and there he has slipped in a few paragraphs about their history and availability.

If you are a collector of any kind of airline memorabilia, you may want to have this book. Even if you are an expert in one field or another and that field holds few secrets for you, this book may still be of use to determine the trade value of that piece you picked up at your local flea market, but which doesn't fit in your collection and of which you do not know the collector's price.

If I have one reservation about this book, let it be that it deals almost exclusively with items issued by airlines in the USA. Precious few items from non-U.S. airlines are mentioned. Now that this book is on the market, the author may perhaps wish to turn his attention to a similar book for airlines on other continents?

Author: Richard Sanders Allen
Publisher: Orion Books/Crown
Publishers, 201 East 50th St.,
New York, NY 10022, USA, 1990,
hardcover, 178 pages.
Price: U.S. \$36.95

Growing up in post-WW2 Europe, the Northrop aircraft of the 1930s were virtually unknown to me. Sure, I had heard about and seen photos of the Gamma and Delta, even knew the Swedish airline ABA had operated one of each and that some Deltas had ended up in the Spanish Civil War. But that was about the sum total of my knowledge. Of course I have learned quite a bit more about Jack Northrop's creations since the days of my growing up in the 1950s/60s, but "The Northrop Story" by Richard S. Allen still came as a very pleasant surprise to me. I can not imagine that anything the author might not have included about the Northrops is worth knowing.

Beginning with Northrop's involvement with the Loughhead brothers (founders of the Lockheed company) and his work on the wooden Vega, the author takes us to the development, construction and test flying of the "Flying Wing" of 1929 and then to the Alpha, Beta, Gamma and Delta and their military derivatives.

Yes, there was a Beta, but until this book came along, I had never heard of it, although I had often wondered why the company had skipped from the Alpha to the Gamma in type designations. The Beta was a 160-hp all-metal, low-wing two-seat trainer. You've got to read the story of test pilot Eddie Allen's final pre-certification test flight adventure yourself to believe it.

From the Beta, Northrop developed a single-seat sport airplane with a big radial engine up front. It was no success!

Allen also discusses the military derivatives of the Gamma, the best-known of which were the A-17, Nomad, 8A-5 (both later built by Douglas) and the BT-1 torpedo airplane, as well several others, such as the YA-13/XA-16 and the XFT-1 Navy fighter.

Separate chapters deal with the Alpha, Gamma and Delta in airline and bush flying service, as corporate transports, those used for record and other special flights, and with the service of military models in China, in the Spanish Civil War and during WW2.

The final chapter briefly discusses the post-WW2 B-35 and B-49 flying wing bombers, and the X-4 experimental aircraft. Even the current B-2 stealth bomber is mentioned as a vindication of Jack Northrop's concepts of the B-35 and B-49 of forty years earlier.

The appendices include a very useful list with individual histories of all civil Northrops built from 1929 to 1937 with some details of the military variants too, lists of Deltas built in Canada, types and models of Northrop aircraft, technical specifications, a list of the various Northrop companies and 12 pages of top, side and bottom view drawings of high standards.

If you liked Richard Allen's

WHAT IS IT?

Several issues ago, Joop and I ran a picture of a United Air Lines plaque in the CAPTAIN'S LOG. We asked readers to identify it.

There were five replies, all agreeing on the identification and purpose of the plaque.

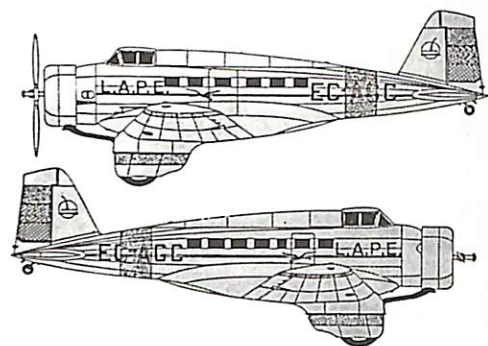
As collectors, all of us have items that we don't know what they are, or if we know what they are, we may not know anything about them. I believe there is a lot of expertise and knowledge among our members and we could perhaps help each other solve these problems and answer these questions.

If you have an item related to aviation or airlines that you can't identify, send me a photograph or clear Xerox copy and I will print it in the CAPTAIN'S LOG. Hopefully readers who can identify your item, will do so and will write in. I will print the reply and the name of the person who sent the information, in the CAPTAIN'S LOG.

Photos and Xerox copies will be returned to you, provided you send a stamped, addressed envelope along.

My address is:
R.R. 7
CALGARY, Alberta,
Canada T2P 2G7

(Editor's note: if you are sending Ken a Xerox copy of your item, instead of a photograph, please send him two copies. I then can use one set to paste onto the page in the make-up process without having to



From: The Northrop Story,
1929-1939

book "Revolution in the Sky" about the Lockheed Vegas, the Orions etc., this book also belongs in your bookcase.

By KEN TAYLOR

worry about getting it back from the printer and returning it to Ken. Thank you! Photographs are automatically returned to us by the printer-JG)

In this issue, I am starting with three wings which are beyond my identifying them. Can you help?



This wing is in silver-colored metal. The device in the center looks like an oven-risen loaf of bread and could be the letter "P". It is enamelled with white on the left and dark blue on the right.



Silver-colored United Air Lines pilot wing. What is the meaning of the wreath and diamond at the bottom center of this wing?



Who is DAT? The color of their wing is gold, with gold-color letters "DAT" on a black enamel shield.

AIRLINE MODELING

by GERRY COLE

Reports indicate Airliners International '90 in Seattle was a success, marred only by some problems with the Boeing tours (see convention coverage in this issue - JG). Thanks to Clint Groves I was able to view a video tape of the event and enjoy some of the excellent models entered in the contest. Unfortunately, the death of my father shortly before the convention made my own attendance (and personal model photography) impossible. Next year the event is in Orlando, Florida, where I hope to enter my Boeing 727-200 in Alaska Airlines Seahawk 1 livery. It will be one year late, but it is the best I can do.

The manic search for dollars via royalties on model kits has now spread beyond our beloved Delta and Boeing. Major auto manufacturers are now getting into the act, with importers refusing to import a number of auto kits for fear they will be confiscated at the docks. Good-year has already required the replacement of tires with embossed logo with plan ones on one imported kit. The switch actually took place on the boat, as the models could not be unloaded until Goodyear was satisfied.

NEW DECALS

Flight Designs (this and other addresses at end of column) have produced more USAir sheets. The first set, in 1/144 and 1/200 scales, fits the DC-9 and MD80 series. The other set, also in both scales, features the 737-200. In my personal opinion, the 727 looks the best in the new scheme of any USAir aircraft. For the America West fan, Flight Designs has produced two beautiful sheets to model the 747-200 flown on Pacific routes. Sheets include all stripes, door outlines, logos and registrations. Look into these sheets for possible use in larger-scale 737 titles and stripes. These decals are available from Flight Designs and from Airliners America/ATP.

Canadian modelers will love the new releases from Airline Hobby Supplies. Their new decal offerings allow the modeler to do the Air Canada fleet in the new two-tone red livery. Each decal is available in 1/144 and



#1. Tony Schneider's 1/144 scale 737-300.

1/200 scale. Subjects include the DC-9-30, A-320, 727-200, 767-200 with P&W engines, the L-1011-1/-500 and the 747-100/-200/-400. That is 12 sheets in all, at U.S.\$6 for 1/144 scale and U.S.\$5 for the 1/200 scale sheet. All stripes are included along with AHS's typical top-quality instruction sheets. Decals are available from Airliners America/ATP. I suspect that some of these sheets will also be printed in 1/100 scale.

Two Dutch Decals releases are of potential interest to the airline modeler. Sheet 72008 includes markings for a 1939-1940 era DC-3 of KLM in overall orange with black lettering, an Aero-Holland DC-3 in natural metal with red/white/blue rudder and a DHC-6 Twin Otter in Schreiner Holland livery. The latter is orange and white, with an attractive "S" on the vertical tail. Sheet 72007 includes a Travelair Twin Otter in primarily white with red and blue titles, the Lock-

heed Model 14 in BA markings that carried Neville Chamberlain to Munich in 1939, and a DC-3, ex OK-AIG, in Lufthansa markings of 1942. Despite its overall RLM 63 grey paint and German wartime tail markings, the Lufthansa DC-3 retained its civil registration D-AAIG. Overall, an interesting set of 1/72 scale decals, this time including English instructions. The sheets are available from Imported Specialties. Each sheet retails for U.S.\$7.98 plus \$1 postage and handling per order.

NEW MODELS

Densil Wade of Welsh Models writes that he is in the middle of changing the primarily vacuum kits in his Skyliner range to injection molded plastic parts and vacuformed fuselages. This is a concept pioneered by Aeroclub for their low-volume production of military aircraft models. The vacuformed wall provides thin walls for good window representation and cock-

#2. Shorts 360 in 1/144 scale, by Tony Schneider.





#3. FH-227 display model modified by Tom Lewis.



#4. Pretty PSA 727 in 1/144 scale, also by Tom Lewis.

Note the reflection of both aircraft in the surface they are standing on!

pit details that would not be possible with the low-pressure injection molding used for the wing and stabilizer parts.

Welsh Models has completed artwork for Manx (Isle of Man), Loganair (Scotland) and Air UK BAe 146-100/200/300 decals, and these kits should be available soon.

MODEL PHOTOS

Tony Schneider from Louisville, KY, sent the first two photos this time, both from his collection of 1/144 scale airliners. Although no kit information is given, I assume the 737-300 is the Leoman kit with AA/ATP decals, and the Shorts 360 is from the solid resin kit offered through AA/ATP.

Our second contributor is Tom Lewis from Bradford, PA. His Mohawk FH-227 was acquired as a 1/144 scale display kit needing some work. Tom scratch-built the landing gear, wells and doors and added propellers reshaped from Aeroclub HS 748 units. Tom's pretty PSA 727-200 is the 1/144 scale Airfix kit with AA/ATP decals and scratch-built stall fences on the leading edge of the wing.

Contributer number three is Todd Budish from New Hope, MN. Tom sent these photos as far back as 1988 after I had said that some of the older liveries were also some of the most attractive. The Airfix 737-200 was done using the 1/144 scale AA/ATP United decal, while the 1/144 scale Northeast Yellowbird 727 was also done with AA/ATP help. It seems unusual to see some color on the tops of the wings of a jet airliner.

Thanks for your contributions, Tony, Tom and Todd.

DEPARTURE LOUNGE

A few issues back I expressed my feelings of how we airline modelers were very fortunate to have the outstanding lines of decals and kits then available. Since that time, Boeing has severely limited the import of kits of their aircraft. There are still lots of kits around, and the diehard airline modeler has more than enough already. The modeler who is hurt the most in this squeeze is the beginner or "casual modeler" who must rely on the local hobby shop for supplies. Unfortunate-



#5. Old-colors United 737 from the Airfix kit, by Todd Budish.



#6. Todd Budish also built this Northwest 727 Yellowbird in 1/144 scale.

ly, these modelers are also the bread and butter of the plastic model industry, and they are not likely to spend the extra dollars in royalty payments.

ADDRESSES

Flight Designs, 1075 SW Murray Road, Suite 205, Portland, OR 97229-5501, USA; Airliners America/ATP, 3014 Abelia Court, San Jose, CA 95121; Imported Specialties, 3655 Sullivant Avenue, Columbus, OH 43228.



MODEL CONTEST

Photos by
Joop Gerritsma

We must express our deep disappointment at finding there apparently was a thief among the people who came to the model display room to admire the models on display and in competition.

A prize-winning 1/144 scale model of a United Express Bandeirante, by Rick Guibault, "went missing" from the room after the judging had taken place.

Repeated appeals by AI'90 and model contest organizers over the public address system and at the Saturday evening banquet did not result in the return of the model and all we can do is express our sincere regrets to Rick. To the thief, we sincerely say: Please stay away from any AIs in the future. Individuals like you are welcome like the plaque.

At the same time we hope this most unfortunate incident will not deter modelers from taking part in the model competition and show at AI'91 in Orlando. The organizers for that event have already promised tighter security at the model display room.

Winners in the AI'90 model competition were:

Class 1: Prop. 1/99 scale or larger

1st - Matt Hargreaves with 1/72 scale deHavilland DH-34

2nd - Gary Vincent with 1/72 scale Lockheed Orion

3rd - Matt Hargreaves with 1/72 scale Handley Page H.P.42 Heracles

Class 2A: 1-2 engine prop. 1/100 scale or smaller

1st - Richard Neyland with 1/144 scale Western Airlines DC-3

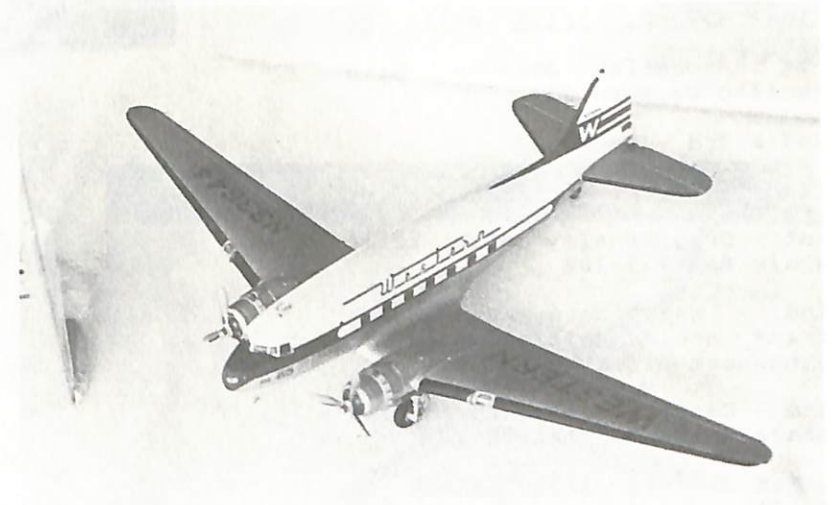
2nd - Rick Guibault - 1/144 scale United Express Bandeirante. (This is the model that was stolen.)

3rd - Matt Hargreaves 1/144 scale NorOntair DHC-6 Twin Otter

Class 2B: 3-4 engine pro. 1/100 scale or smaller

1st - Mark Hooper with 1/144 scale AirCal Electra

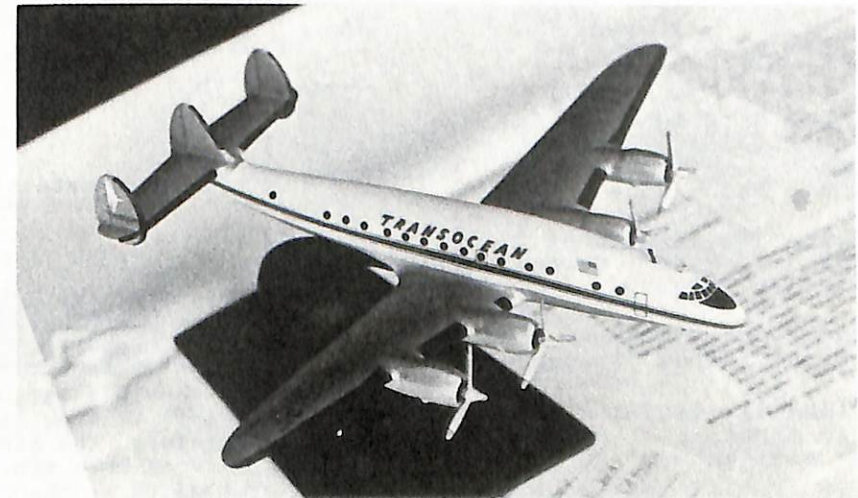
2nd - Dave McQueen with 1/144 scale Trans Ocean Constellation



Western Airlines DC-3 by Richard Neyland



Air California Electra by Mark Hooper



173 Transocean Constellation by Dave McQueen

3rd - Dave McQueen with 1/144 scale Trans Ocean Boeing Stratocruiser

Class 3: Jet, 1/125 scale or larger

1st - Charles Johnson with Pacific Western 737

2nd & 3rd - None

Class 4: Jets, 1/126 - 1/149 scale

1st - Greg Stanley with 1/144 scale PSA 727-200

2nd - Matt Hargreaves with 1/144 scale British Airways/Singapore Airways Concorde

3rd - Geoff Smith with 1/144 scale Delta Douglas DC-8

Class 5: Jets 1/150 scale or smaller

1st Thomas Kim - 1/200 scale Continental 747

2nd - Rick Guibault with 1/200 scale Northwest 757

3rd - John Doan with 1/200 scale Eastern 727

Class 6: Major conversion

1st - Rick Guibault with 737-200 Norway Airlines

2nd - Greg Smith with Allegheny DC-9-30

3rd - Rick Guibault with USAir 737-300

Class 7: Vacuform & scratchbuilt

1st - Matt Hargreaves with Zeppelin LZ-13

2nd - Dave McQueen with PanAm Stratocruiser

3rd - Elliot Epstein with United Express BAe 146

Class 8: Dioramas

No entries

Class 9: Display models

1st - Elliott Epstein

2nd & 3rd - None

Class 10: Flights of fancy

1st - Rick Guibault with Eastern 737-300

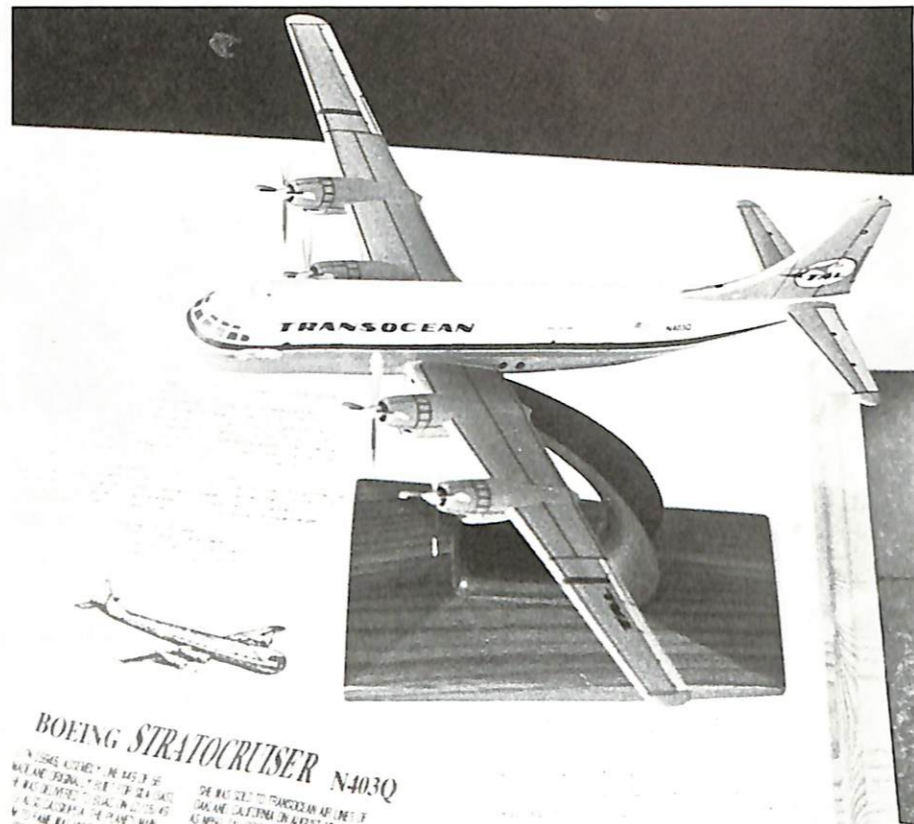
2nd - Joe Suszynski with American Airlines "Spacecraft"

Class 11: Junior (14 years old and under)

No entries

Best Boeing airliner

Greg Stanley with PSA 727-200



BOEING STRATOCRUISER N403Q
Transocean Boeing Stratocruiser by Dave McQueen

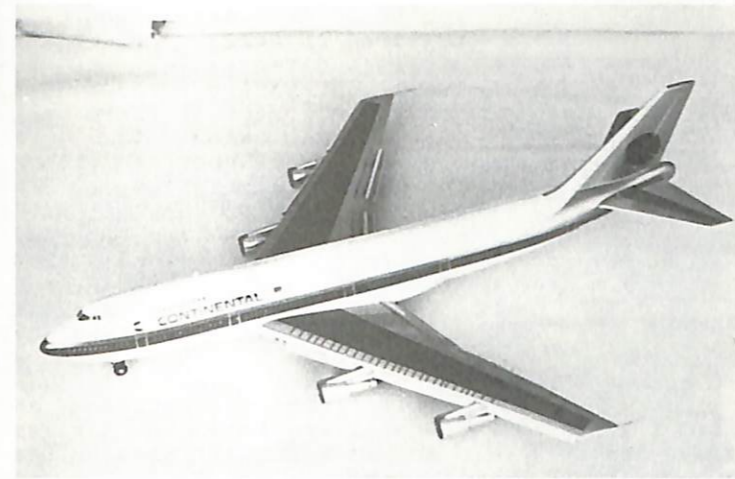


Pacific Western 737 by Charles Johnson

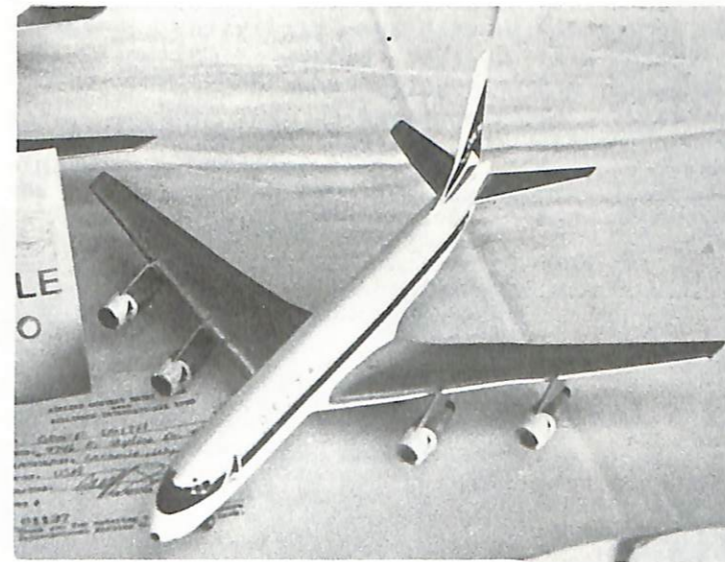
Best of show
Matt Hargreaves with 1/72 scale deHavilland DH-34

Much to my regret, I am not able to show photographs of the first-place winning models in each category. The story of a model having been stolen spread like wildfire on the convention floor and when I went into the display room to take my photos,

most models had already been removed by their nervous owners. And I can't blame them. Therefore, I just shot what was left. -JG



Continental 747 by Thomas Kim



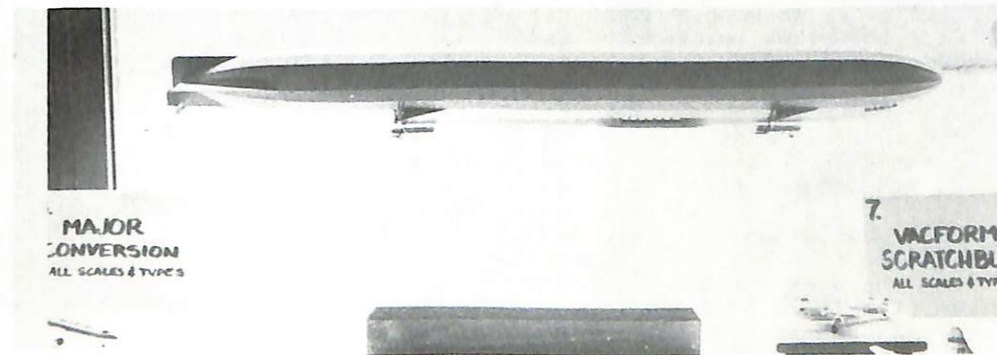
Delta Douglas DC-8 by Geoff Smith



Northwest 757 by Rick Guibault



Zeppelin LZ-13 by Matt Hargreaves



Another Airliners International Convention has come and gone. AI'90 was held in Seattle, Washington, on 20-23 JUN and the members of the organizing committee can be proud of the results of their hard work. They made AI'90 a great success, despite the disappointment served up by Boeing.

Thank you all! A full list of your names is published separately.

There are several factors, besides the hard work of the committee members, that made AI 90 so successful.

Our convention hotel, the Red Lion Hotel at Sea-Tac, was ideally suited to our convention. The large display hall gave vendors, buyers and traders all the room they needed to conduct their transactions in comfort. Even with about 1,500 participants, the nearly 180 sales and display tables were easily accessible.

We also enjoyed the friendly hospitality of Alaska Airlines and Horizon Air, causing a happy AI 90 co-chairman Jon Proctor to say that "the Alaska and Horizon people were great." Alaska Airlines was the "official airline" for AI'90. It offered discount fares to AI'90 participants and provided tours of their Sea-Tac facilities. Alaska Airlines also contribu-



ted in other ways to the success of AI'90: they provided amenities at the traditional welcoming cocktail party, inserts and laminating pouches for our name badges, as well as for two free tickets on their system and two display models for door prizes.

Horizon Air operated sightseeing flights with the Fokker F-28 which many enjoyed. Other enjoyable sightseeing tours were flown by Lake Union Air, with 19 DHC Beaver flights and one by their Twin Otter.

Alaska's chairman and president, Bruce R. Kennedy, toured the display hall on Friday and "really was surprised at the enthusiasm he saw," said Jon.

Thanks are due here to WAHS

Few people alive today can have had as fascinating a flying career as A.M. "Tex" Johnston, retired test pilot of the Boeing 367-80, the prototype of the 707 series.

During his career, Tex Johnston became part of aviation folklore when he barrel rolled the 367-80 over Lake Washington on 07 AUG 55, not once, but twice.

At the closing banquet of AI'90, Tex gave us some highlights of his career of test flying what he called five "breakthrough airplanes" leading him to the 367-80.

Tex did barnstorming before and ferried military airplanes during World War 2, before he joined Bell as a test pilot in the latter stages of WW2. He flew America's first jet aircraft, the Bell XP-59 fighter, at Muroc Dry Lake, now Edwards Air Force Base. He took the aircraft to 43,000 ft, the first time an American aircraft had gone above 40,000 ft.

Later he flew the swept-wing Bell L-39, a converted Bell P-63 fighter with a jet engine in the tail. The purpose of the aircraft was to determine the flying and stall characteristics of swept wings.

TEX JOHNSTON

He also flew and tested the Bell X-1 rocket airplane, the first U.S. airplane that could fly supersonic in level flight. It boasted a climb rate of 66 ft/min at altitude.

The next "breakthrough" airplane in Tex Johnston's log book was the B-47 bomber, the first strategic jet bomber of the USAF. The prototype gave him some scary moments, he said. Not the worst of these were the ones caused by the ingestion of foreign objects into the engine air intakes. Screens over the intakes were tried, but abandoned when it was found they broke up and caused the engines to ingest the pieces.

A major development that came out of test flying the B-47 was the vortex generator. It was found that at high speed, the air flow over the long swept wings of the B-47 had the tendency to separate from the wing surface once it was past the top of the curve. Vortex generators are small

member and Alaska Airlines director of facilities Ron Suttell and to Jeff Cacy, Alaska Airlines director of business travel marketing. Thank you, gentlemen. Your efforts were much appreciated by all.

The Port of Seattle Authority added in a major way to the success of the convention by permitting ramp tours of Sea-Tac. They even provided the bus at no charge.

All these companies and individuals have our heartfelt appreciation.

All this co-operation and goodwill is in sharp contrast with the attitude shown by Boeing, the world's largest manufacturer of civil airliners, but apparently the world's smallest in public relations (see separate story).

After two days of frantic trading, the convention closed with the traditional Saturday night banquet, including the "Trivia" and "Name the Plane" contests.

Retired Boeing test pilot A.M. "Tex" Johnston, was our after-dinner guest speaker. His address and the results of the contests are also reported on separately in this issue.

protrusions on the wing surface and were found to slow the airflow at that point so it would adhere to the surface.

Tex Johnston also test flew the B-52 bomber, now in its 36th year of service with the USAF. One characteristic which he vividly remembers is the 32-ft vertical travel of the wing tip from its lowest point with the aircraft on the ground to its highest point in flight.

That brought Tex to the Dash -80, but by then, his speaking time was up and all we were shown of and told about the aircraft were one slide, the fact that it flew from Seattle to Baltimore in 3 hr 48 min. and that overall, it reduced transcontinental travel time by 55% over what it was in the principal piston-engined airliners of that time.

It is a pity that Tex took so long to warm up to what most of us wanted to hear - his story of flying the Dash-80 ... and then ran out of time to tell us. But at 75 years old, he can be forgiven. However, we'll have to wait for his biography, "Tex Johnston: Jet Test Pilot", to find out. It will be published by the Smithsonian later this year.



Jon Proctor photos



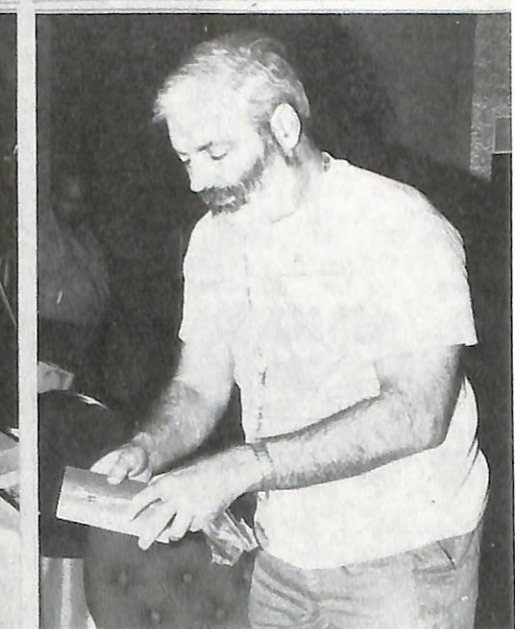
Above: The tribe of gatherers meets. Above right: Alaska Airlines was our major sponsor. Below: AI'90 co-chairman Jon Proctor meets guest speaker Tex Johnston. Bottom: Phil Brooks receives model from Ellen Jones. Right top: Linda Levine of AI'91 with Al Minich of AI'89. Far right top: Tex Johnston chats with an admirer. Right bottom: WAHS member and book author Ron Davies. Far right bottom: Fred Hens, the postcard man from England.



Jon Proctor photo



Joop Gerritsma photos



There is no doubt in my mind that Boeing public relations faltered badly during AI'90. While it was being presented with a interested, knowledgeable and critical audience, the company reneged on tours negotiated with the AI committee as far back as NOV 89.

Four tours of the 747/767 assembly at Everett had been applied for and granted. But when people arrived in Seattle, only three tours were left. A statement by the AI'90 organizing committee told us "Boeing has completely cancelled the Friday afternoon tour and (has) significantly altered the timing of the Thursday afternoon tour to Everett."

AI'90 co-chairman Jon Proctor said in a 20 JUL letter to Boeing tour manager Michael J. Cotton: "Last fall, Jay Prall,

we were not on the schedule. That left only two tours of the four that had been booked more than six months in advance.

After much pleading by Jon Proctor on Wednesday afternoon, the Thursday afternoon tour was reinstated if we would accept a starting time of 4:30 p.m. instead of 3 p.m. Now we had only three tours. That still left some 120 people (for the Friday afternoon tour) disappointed.

"Of course, he (Mr. Cotton) failed to mention to me that the gift shop was scheduled to close at 4 p.m.," said Jon in a letter to me, your editor.

"The AI 90 organizing committee has been embarrassed by this action, and we know you may have come a long distance only to be disappointed by the cancellation/modification," said the statement issued by

weren't we allowed to arrive at the original time? There would have had plenty of opportunity to finish our shopping.

I was very diappointed with the brand-new historic slide and movie presentation, shown in the tour center's theatre. The 307 was totally ignored. Doesn't Boeing remember that it was the first operational airliner in the world with full cabin pressurization? Don't they know that the Sikorsky and Martin clippers of Pan American travelled the Pacific regularly and on schedule many years before the Boeing 314 came along?

Several of our members asked questions about 747s/767s and orders. To most questions Mr. Cotton said he didn't know the

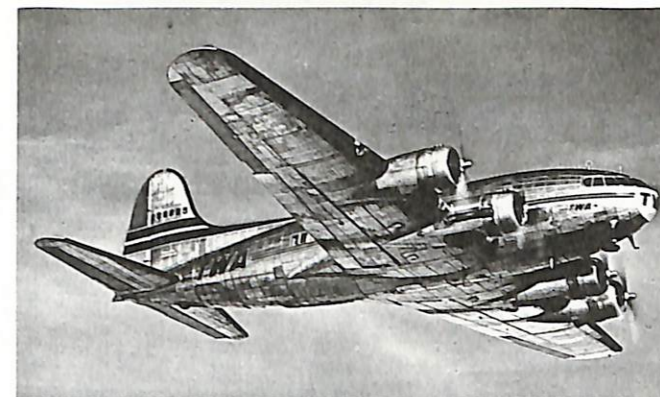
bers about the building's size were thrown about in a never-ending stream, like confetti in a ticker-tape parade, but I for one have no interest in knowing how much money Boeing saves because the building's overhead lights help heat it in the winter. Neither do I want to know how many basketball courts fit on the floor of the building, nor how long the underground tunnel along the 747 line is, and that employees use it for their daily exercises.

We were guided along the balconies inside the assembly building with breakneck speed and no questions of substance were answered about how the 747 is put together and which aircraft were on the line at that time. I for one would have liked to hear such details. The group I was with did not get to see the 767 assembly line except in the distance, over the backs of the 747s. Another group went to the 767 line and saw the 747 line only in the distance, beyond the 767s.

Sorry, but the Boeing tour left me greatly disappointed. I was not alone, judging by comments from dozens of others on the same tour and on others. How would we have liked to walk at ground level, and be taken to the flight line, with half a dozen finished 747s, including a JAL one in the new colors. But Mr. Cotton ruled this out "for security reasons". What security reasons? How many terrorists did he fear among us? If a flight line tour was such a security risk, why not send a security guard along on each bus to keep an eye on all us trigger-happy subversives armed with loaded cameras? The 747 is so big, we wouldn't have had to come within 500 feet anyway, because if we did, the aircraft would not have fit in our camera viewfinders anyway.



747 assembly (JG)



<
The airliner that Boeing forgot (TWA 307. Postcard by Aviation World)

DH-106 Comet from Britain preserved at Everett (JG)



BOEING RESPONDS

The following letter was received from Boeing in response to the negative critique the company received from several AI'90 Everett tour participants and from your editor. It is printed verbatim.

The letter is printed on the letterhead of Gerald A. Hendin, vice-president Communications, but it doesn't seem to have been signed by him, only initialed.

"Dear Mr. Gerritsma:

Thank you for the opportunity to respond to the issues raised in your newsletter.

I'm sorry that the World Airline Historical Society was disappointed in its recent visit to the Everett Division. Please accept my apologies for any inconveniences Boeing may have caused you or your organization.

After talking with our Tour Center Manager, Michael Cotton, I agree a misunderstanding occurred prior to your visit. Although our computer records indicated your group had confirmed reservations in November 1989 for only two tours, we attempted to solve your problems by adding another tour for

three busloads of your members. We also kept our gift shop open an hour later than usual to accommodate your group.

The Tour Center closes and secures all cash and objects and contacts Security at a designated time each night. (The two people selling merchandise also volunteered to stay late and conduct the tour.)

We're sorry we could not accommodate your special needs. Unfortunately, we are not set up to provide individualized tours for large groups. Instead, the Boeing Tour Center offers a tour and video presentation designed for general audiences and as such was not able to answer some specific questions your members asked.

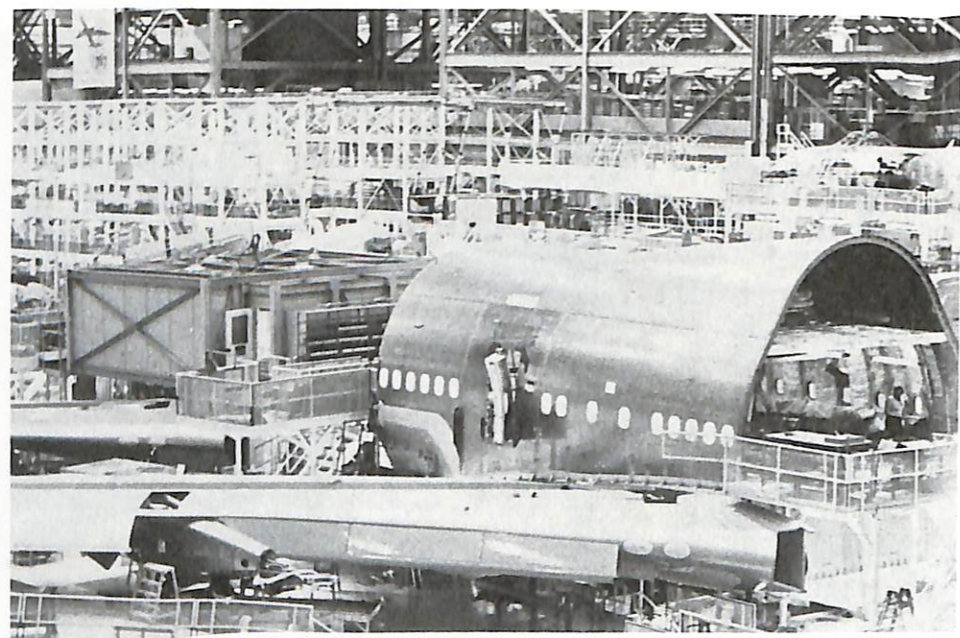
We were honored that the members of the World Airline Historical Society toured the plant where we assemble 747s and 767s. I regret that a misunderstanding prevented you from thoroughly enjoying your tour of the Everett site. I hope this will not prevent you from visiting our facility in the future.

Yours very truly,

(Initialed "GH")

BOEING

747 assembly line



Joop Gerritsma photo

TOUR

co-chairman of AI'90 booked and confirmed with you private tours of the Everett facility for June 20-22, 1990; we were allocated 120 seats on afternoon tours on all three days, plus 100 seats for the morning of June 22. At that time, we asked for two additional courtesies: to be allowed on the floor of the assembly building, and for the buses to pass along the flight line. You (Mr. Cotton) made no promises, but led us to believe that at least an effort would be made to accommodate these requests, if possible," Jon wrote.

However, in the last few days before the convention, Mr. Cotton called Jay to say that he would not be able to accommodate us on the Thursday and Friday afternoon tours because

the AI 90 committee in Seattle.

Editor's comments: The two courtesies requested were notable by their absence on my tour on Thursday afternoon. Instead I had the overwhelming feeling that we were an inconvenience to be tolerated and to be gotten rid of as fast as possible.

Mr. Cotton appeared more concerned about avoiding having to pay overtime to the gift shop staff and tour guides than with giving us a good impression of Boeing and making us a little more knowledgeable about the company and its aircraft.

We arrived shortly after 3:30 p.m., but he closed the gift shop at 4 p.m. sharp while people were still lining up to buy various items.

If closing the shop on time is so important to Boeing, why

answers, or he invoked "confidentiality" or "military secret". It is a good thing many of us read "Aviation Letter", the "Air-Britain" publications, or "Airliners", so we will find out anyway who the buyer is for the final 747-300, then on the production line and when the new Air Force 1 will be delivered to the USAF, and similar "confidential" details.

I also felt uncomfortable with the military information in the show. But since I dropped my active interest in the military end of the airplane hobby more than 10 years ago, I will say no more about this for fear of being wrong.

Next was a "gee-whiz" tour of the Everett 747/767 assembly building, intended to baffle mom, dad and the kids who know nothing of airplanes. Big num-

TRIVIA CONTEST

The AI'90 Trivia Contest was sponsored and researched this time by Ellen Jones and Jim JET Thompson.

We print hereby the questions for you to try out at home and see how well you will do, without looking at the answers first.

1. What animal is depicted on the tails of South African Airways aircraft?
A-dragon, B-leopard, C-mon-goose, D-Gazelle, E-bird.

2. Which of the following is not a USAir Express operator?
A-Allegheny Commuter, B-CCair, C-Henson, D-Crown Airways, E-Brockway Air.

3. What is the lowest altitude International Airport in the world?
A-SYD, B-AMS, C-NRT, D-EYW, E-SFO

4. This logo was associated with what airline?
A-VASP, B-Cameroon, C-Philippine, D-Tyr-olean, E-None of these.



5. Which of these was not grounded by a government agency?
A-DC-10, B-Connie, C-Electra, D-DC-6, E-Comet.

6. September 18, 1989 found one major U.S. airline flying 13 visibly different types of aircraft (excluding commuters) in their fleet. That airlines was:
A-United, B-Continental, C-USAir, D-American, E-Northwest

7. Only one of the initial four orders for the DC-9-80 was from a U.S. carrier. Name it.
A-Southern, B-Frontier, C-Air Cal, D-PSA, E-Republic

8. What airline has not operated this particular aircraft: DC-9-31 c/n 74097, Reg'n N979NE & N994Z?
A-RC, B-DL, C-NW, D-TWA, E-They all operated it

9. The following airlines inaugurated jet service using Comets. Which of these did not have a Comet in its fleet in 1965?
A-Kuwait, B-MEA, D-Dan Air, D-Olympic, E-Aerolineas Argentinas

10. Which of these is closest (within one foot) to the length of the Wright Brothers' first flight?
A-DC-7C, B-737-400, C-Mercure, D-L-1649, E-TU 135

TIE BREAKERS:

A. According to the January, 1990 OAG, how many airports in the 50 United States (and Washington, D.C.) were served by pure jet passenger schedules?

B. How long (in feet) is the runway at Renton?

ANSWERS:

1D, 2E, 3B, 4C, 5C, 6D, 7A, 8D, 9C, 10B, A224, B5,379

Note with #6: AA operated the BAe 146-200, 737-200, 737-300, 727-100, 727-200, 757, 767-200, 767-300, 747SP, MD-82, DC-10-10 DC-10-30 and A300-605R.

AND THE WINNERS ARE ...

There was one entry with 10 correct answers. However, this person did not write his or her name on the answer sheet.

So, first place went to JOHN ADKINS with 9 correct answers. He won a one-year subscription to or renewal of Airliners Magazine. Second place was for ALAN MERKLE, also with 9 correct answers (one-year subscription to or renewal of



Airliners Monthly News) and third place for PHIL BROOKS, also with 9 correct answers (model of NW 747-400 from Atlantic Models and Chieftain Models).

ANDY CARDADEIRO was the closest first tie breaker with 225 and won a copy of Don Thomas' book "Poster Art of the Airlines". LLOYD EVANS was the closest second tie breaker with 5,379 ft and won a copy of "Nostalgia Northamericana", also by Don Thomas.

NAME THE PLANE CONTEST

Once again we were presented with 20 slides of parts of aircraft, often a part as little as a wing tip, or a corner in the inside of a cabin. Without the slides, there is no purpose in telling you the answers. But we can tell you the names of the winners:

First place, with 12 correct answers, went to John Adkins, second place to Clint Jones with 10 correct answers, and third place to Michael Chew, also with 10 correct answers.

The Paul Goethe Memorial Trophy was awarded this year to BRIAN MURPHY. The trophy is in memory of the late Paul Goethe, a Republic Airlines pilot, who died during the 1982 convention in Los Angeles.

YOUR CONVENTION COMMITTEE

These are the people who brought us the successful AI 90 convention in Seattle:

JAY PRALL and JON PROCTOR - co-chairmen

Andrew Brattkus - Service center	Mike Machat - Logo design
Phil Brooks - Publicity	Greg Mattocks - Publicity
Jeff Cacy - Alaska Air Group	Dan McIntyre - Display hall layout
Jeff Clark - Publicity	Alan Merkle - Tour bus co-ordination
Paul Collins - Publicity	Marion Pyles - Photo contest
Roger Cook - Video/slide room	Roger Sawyer - Model contest
Glen Etchells - Service center	Dean Slaybaugh - Video/slide room
Howard Grant - Publicity	Ron Suttell - Alaska Air Group
Erik Johannesson - Service center	Jim JET Thompson - Publicity
John Kimberley - Service center	Gary Vincent - Service center
Don Levine - Display hall	Bob Woodling - Publicity
Linda Levine - AI'91 liaison.	

To all go our heart-felt thanks.

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS



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

by
Paul F. Collins

Illustrated above is one of the many new post cards that I obtained at AI 90 in Seattle. Along with the card shown, I was able to pick up a big bunch of newer cards along with a nice handful of "older" cards for my ever-growing collection. I don't remember talking with anyone at the convention that did not find something to add to their collection. AI 90 was the Super Bowl of memorabilia conventions. A great time was had by all--but then there's AI 91 to look forward to next year in Orlando! And for those that haven't heard yet, AI 92 will be held in Southern California. More on this as it develops.

With regards to the column in the last issue of the LOG, some 180 people have not renewed their subscriptions to the LOG from last year. However, a number of current members have signed up for life memberships in the Society and any current financial problems have been put aside. I would like to thank all of those that have taken advantage of the opportunity to become life members. Your support is greatly appreciated. I would also like to thank those that are participating in the library program. While 15 libraries are now receiving issues of the LOG, I would like to see this program grow. This is a simple and inexpensive way to reach a number of potential members. If your interested in having a subscription of the LOG sent to your local public, high school or college library, please write to Society HQ and we will be happy to send you the necessary information to sign up the library of your choice.

In other sections of this issue of the LOG, our Editor, Joop Gerritsma, has expressed his feelings and the feelings of some others that attended AI 90, about the tours provided by Boeing. The majority of those taking the tours were disappointed in what was shown by Boeing and the attitude of the Boeing people in general. Possibly Boeing did not understand the type of people our group represented. Perhaps they thought that we were just another bunch of tourist that would be happy just to see a "slide" presentation and have the "honor" on going into the building when the 767 and 747 were under construction. I am almost sure that several of the Society members on the tour I was on, knew just about as much as our tour guide did about the Boeing Company and what was going on down on the floor of the hangar we were allowed to enter. The people in our group wanted answers to questions that the tour guide could only answer with "due to Company policy, I can not answer that question!" This was BS as far as I was concerned. Were we a bunch of spies trying to steal Boeing secrets? No use of video cameras! What type of

pictures were we going to get that would have hurt the marketing of Boeing products. After all, we were only allowed to observe airplane construction from the balcony of the building we were in. Probably from that vantage point, no one would have taken any video pictures anyway!

The Boeing tours were suppose to be the highlight of the convention (other than being on the trade and sale floor). The attitude of the Boeing people made it just the opposite. The tour I was on arrived at the Boeing guest center about 3:45 pm. A number of people wanted to purchase material from the Company Store located in the building. We were informed by our tour guide that the Store would close at exactly 4:00 pm (Company policy!) and the area secured by the Company security people. The clerks continued to sell merchandise well after the 4 pm "cut-off" time, but they let everyone know that they were working on their own time. I would guess that the Store took in about a couple of thousand dollars selling models of all scales, hats, T-shirts, post cards, patches, photos, pins, etc. Any store that can sell that much material in about an hours time, should stay open 24 hours a day!

Getting pictures of any new aircraft on the flight line was totally out of the question! The bus left the building hangar and was told to leave. Not a chance for a drive down the flight line which contained about eight to ten new 747's. Luckily our bus driver was not familiar with the area but some of our passengers were. We were able to obtain some "unofficial" photos of the flight line and some other pictures as well. But all-in-all, Boeing could have done a better job. I am happy to report that all other tours set up by the convention committee went off without a hitch. The Alaska Airline tour and all flying tours sold out and everyone was very happy with what they saw. Maybe Boeing should talk with the Alaska people on how to treat "real" airline enthusiasts!

I am thinking about having membership cards printed for the 1991 year. Have received some interesting offers from a couple of companies that make plastic cards. No firm decision has been made as yet. Any comments from the field? I know that a number of you think that a Society membership card will help you get into areas that you are not permitted in now. I really don't agree with your thinking, but let me hear from you on this subject. A second option is having a nice membership certificate printed for framing and placing in your den. Any comments on this? If I don't hear from anyone with regards to the two items mentioned above, probably both projects will be shelved.

Here is an update on the condition of your Society President. On the way home from Seattle, as I drove along I-70 just west of Columbia, MO the van I was driving was rear-ended and put out of commission. Luckily no one was hurt in either vehicle. It did delay out trip home by about four hours while we obtained another van. So much for that! I have had a "unknown" illness since early May. At least the three doctors that I went to had no idea what was causing my problem. They did finally agree about a week ago and decided that I need an operation to correct the problem. I have put it off until this issue of the LOG was mailed out. Hopefully I will be fully re-covered by the time it is necessary to get out the next issue. I do believe I will be fine by then, but if not, I am sure some of the local members of the Society will be able to take care of getting the job

done and there will be no interruption in your receiving the LOG.

That about covers comments for this issue of the LOG. Again, I would like to thank those of you that have decided to become life members of the Society and thank those that have registered local libraries in our new program. I would also like to welcome the many new members that have joined the Society since the last issue of the LOG was printed and welcome back a number of old members that have renewed over the last several months. I recently invested in some new hardware and software for the Apple computer, through urging from Mr. Pyles, that will allow us to do some additional things with our membership listing. This will show up in the first issue of the LOG for 1991 (Vol XVII). Until next time...happily collecting!

Paul

(FLIGHT EXCHANGE continued)

MIKE MARLOW, 722 N. Lincoln Ave., Villa Park, IL 60181 has for sale or trade 1/144 and 1/200 scale kits from the following manufacturers: Revell, Airfix, USAirfix, Car-Michael, MPC, Hasegawa, Sasquatch, Leoman, Nitto, Airliners America, and Atlantic Models. Also have some 1/144 (ex-craft, some Air Jet and PALS Flight) scale decals. Mike is looking for the following: kit decals (older and current releases, mostly 1/144), airliner-related calendars, books, magazines, JP listings, kits, decals, color prints, posters, etc. Write or call 708-833-2293 if interested in receiving my trade and want list.

CHARLES BOGERT, P.O. Box 4717, Foster City, CA 94404 has for sale airline artifacts from many airlines. Price list categorized by airline or complete list of all airlines is available. Please send s SASE.

JOOP GERRITSMAN, P.O. Box 776, Welland, ON Canada L3B 5R5 is seeking copies of Vol. I and Vol. V of the U.S. Civil Aircraft books by Joseph P. Juptner. No reasonable asking price turned down. If you have these books for sale, please drop a line.

MEETING NOTICE

5TH INT'L AVIATION HOBBY MEETING
MUNICH GERMANY

We have been advised that the 5th Int'l Aviation Hobby Meeting will be held on 9 March, 1991 at the Gasthaus-Obermaier Hotel in Munich West Germany. These meetings have been very successful in the past and the 1991 affair should top all previous get-togethers. For additional information please contact Josef Schmitt, Jr., at Frau-von-Uta-Str. 24, D-8000 München 82, West Germany.

MEETING NOTICE

5th INT'L AVIATION EXCHANGE
FRANKFURT GERMANY

H. Cabezas advises that the 5th Int'l Aviation Exchange will take place at the Frankfurt Airport at the Airport-Gallery, on November 3 and 4, 1990. If your interested in attending this event, please contact H. Cabezas at Flughafen, Frankfurt Main AG, Veranstaltungen (PR 41) Frankfurt, Germany for additional information.

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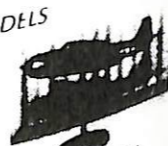
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Delta	CV-440	16"	75.00					Piedmont	B-737-300	11"	120.00
Delta	DC-3	15"	115.00					Piedmont	B-737-300	11"	120.00
Delta	DC-6	17"	125.00					Piedmont	F-28-4000	10"	120.00
Eastern	Electra	20"	165.00					Piedmont	F-28-1000	10"	75.00
Eastern	DC-3	17"	140.00					Piedmont	CV-440	11"	120.00
Eastern	L-749 Connie	21"	165.00					Piedmont	USAir	14"	135.00
Eastern	M-404	16"	125.00					Piedmont	B-737-400	13"	120.00
Horizon Air	Dash 8	16"	125.00					Piedmont	B-737-400	13"	120.00
Hughes Air West	F-27	14"	110.00					Piedmont	B-767ER	18"	155.00
National	Electra	17"	125.00					Piedmont	USAir	10"	100.00
National	Lodestar	17"	140.00					Piedmont	USAir	10"	100.00
North Central	CV-580	11"	95.00					Piedmont	USAir	10"	100.00
North Central	DC-3	15"	115.00					Piedmont	USAir	10"	100.00
Northwest	B-377 S. Cruiser	24"	150.00					Piedmont	USAir	10"	100.00
Northwest	DC-3	15"	115.00					Piedmont	USAir	10"	100.00
Northwest	Electra	15"	115.00					Piedmont	USAir	10"	100.00
Northwest	Lodestar	16"	140.00					Piedmont	USAir	10"	100.00
Pacific Alaska	B-314 D Clipper	14"	95.00					Piedmont	USAir	10"	100.00
Pan Am	B-377 S. Cruiser	25"	250.00					Piedmont	USAir	10"	100.00
Pan Am	B-377 S. Cruiser	25"	250.00					Piedmont	USAir	10"	100.00
Pan Am	China Clipper	21"	205.00					Piedmont	USAir	10"	100.00
Pan Am	S-40	15"	115.00					Piedmont	USAir	10"	100.00
Pan Am	S-42	20"	315.00					Piedmont	USAir	10"	100.00
Pan Am	S-43	20"	200.00					Piedmont	USAir	10"	100.00
Paradise Island	Dash 7	14"	95.00					Piedmont	USAir	10"	100.00
Piedmont	Dash 8	16"	110.00					Piedmont	USAir	10"	100.00
Piedmont	DC-3	15"	110.00					Piedmont	USAir	10"	100.00
Piedmont	F-27	17"	115.00					Piedmont	USAir	10"	100.00
Piedmont	M-404	17"	125.00					Piedmont	USAir	10"	100.00
Piedmont	YS-11	16"	125.00					Piedmont	USAir	10"	100.00
Republic	CV-580	15"	125.00					Piedmont	USAir	10"	100.00
Sky West	Embraer-123	17"	125.00					Piedmont	USAir	10"	100.00
Southern Air	L-100-30	10"	75.00					Piedmont	USAir	10"	100.00
Southern	DC-3	18"	130.00					Piedmont	USAir	10"	100.00
Southern	M-404	16"	115.00					Piedmont	USAir	10"	100.00
Time Air	Dash 8	15"	125.00					Piedmont	USAir	10"	100.00
TWA	DC-3	14"	115.00					Piedmont	USAir	10"	100.00
TWA	DC-3	15"	115.00					Piedmont	USAir	10"	100.00
TWA	L-749 Connie	21"	165.00					Piedmont	USAir	10"	100.00
TWA	M-404	16"	125.00					Piedmont	USAir	10"	100.00

1:600 SCALE JETLINER MODELS FROM GERMANY



MADE OF DIECAST METAL

Boeing 707 \$5.00	Air Force One	Condor	Lan Chile	Lufthansa	Sabena	Boeing 737-300 \$4.00	Aer Lingus	Aer Portugal	Air Canada	Air France	Air Jamaica	Air Portugal	Alaska	American	American Trans Air	Ansett	Boeing	Braniff	Condor	Continental	Delta	Emery	Ethiopian	Federal Express	Flying Tigers	Hapag Lloyd	Iberia	Icelandair	Lufthansa	Northwest	Pan Am	Piedmont	Shanting	TWA	USAir	United	Worldways	Boeing 737-200 \$4.00	Aer Lingus	Air Atlanta	Air France	Air Malta	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd	Lan Chile	Lufthansa	Federal Express	Air Atlanta	Air Canada	Air France	Air India	Air New Zealand	Air Pacific	Air Portugal	Ansett	Boeing	Braniff	British Airways	Busy Bee	Canadian	Condor	Delta	Ethiopian	Hapag Lloyd
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