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CAPTAIN'S LOG

Airline and Airliner quarterly

After 3 major rebuilds and eight different identities in five countries, including the USA, this 1936-vintage Junkers JU 52/3M trimotor was fully overhauled and completely restored at Lufthansa's Hamburg maintenance base. The Junkers carries its original registration of D-AQUI and present-day registration D-CDLH.

It is in near-authentic mid- to late-1930s Lufthansa livery. Only the swastika on the tail has for obvious reasons been replaced by the LH crane symbol. Wings & Things editor Capt. Dick Koran, flew on the aircraft and tells about his experiences in this issue of the CAPTAIN'S LOG. (Lufthansa via Dick Koran)





Paul F. Collins
President & Membership Director

3381 Apple Tree Lane
Erlanger, KY 41018
606-342-9039

European Section

Fred J. Hems
Secretary/Treasurer
Triskelle
7A Hatton Road
Bedfont, Middlesex
ENGLAND TW14 8JR

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

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CAPTAIN'S LOG EDITORIAL TEAM

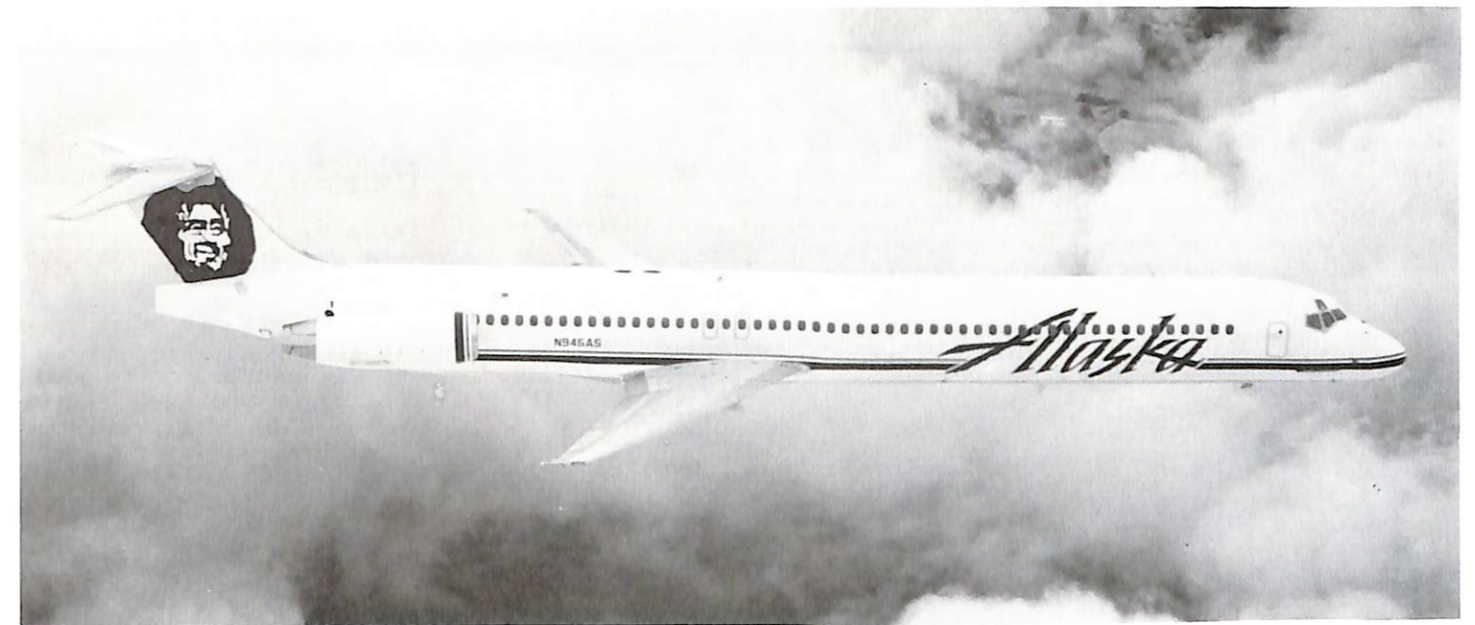
EditorJOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
Tel. (416) 735-1036

Associate Editors/Department Heads:

InternationalJOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
LabelsDON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
SchedulesGEORGE W. CEARLEY Jr., P.O. Box 12312, Dallas, TX 75225
PostcardsWILLIAM M. DEMAREST, Sugartown Mews Apts. 0-508, DEVON, PA 19333.
Book ReviewsJOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
Model NewsGERRY COLE, 504 Harvard St., Vestal, NY 13850
Slide CollectingRICHARD J. FEDORCO II, 53 Carteret Ave., Carteret, NJ 07008-2515
Playing CardsTHOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
Dining ServiceRICHARD W. LUCKIN, 621 Cascade Ct., Golden, CO 80403-1581
Wings and ThingsRICHARD KORAN, 1051 Woodlea Road, Birmingham, MI 48009
Airport HistoriesJIM (JET) THOMPSON, 37 N. Everett Ave., Columbus, OH 43213
Cocktail ItemsAL S. TASCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
Staff ArtistRON COLE, 504 Harvard St., Vestal, NY 13850
Junior Crew Insignia ...STAN BAUMWALD, 2430 N.E. 35th Street, Lighthouse Point, FL 33064
Safety CardsROBERT NEAL MARSHALL, 12921 Bonaparte Ave-2, Los Angeles, CA 90066
What is it?KEN TAYLOR, R.R. 7, Calgary, Alberta, Canada T2P 2G7

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

Thank you



Alaska Airlines is changing the livery on its aircraft. The smiling prospector's face on the tail stays, and so do the white and blue colors, but everything else is different. The photo shows a McDonnell Douglas MD-83, N946AS, c/n 49658, one of the first Alaska aircraft in the new colors, following its delivery in the spring of 1990 on long-term lease from International Lease Finance Corporation (ILFC). Repainting the aircraft had already started before the AI'90 convention in Seattle, but only a very few aircraft had been completed. The most-noticeable changes are the lowering of the cheat lines from above and below the cabin windows well down, to the level of the wing, and the change from block letters for the name Alaska to some sort of script letter, billboard style. For the old livery, see the CAPTAIN'S LOG 16/2 of JUN 90. (Alaska Airlines photo, with thanks to Ron Suttell)

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

EDITOR: Joop Gerritsma

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TAKE-OFF TALK

I sure find it sad to see Pan American on the brink of disappearing altogether. The once proud and mighty world-wide carrier, created by ambitious Juan Trippe, was already reduced in size and importance several years ago when it sold its Pacific routes to United Airlines to raise cash to stay aloft. Those were the same Pacific routes that once were synonymous with the very name Pan American Airways and its dominance of air travel in the Americas and East Asia. Earlier it had already sold off its Intercontinental Hotels to raise much-needed cash to keep flying. Then, in November of this year, Pan Am sold most of its Atlantic routes to United for US\$290-million for the same reason, to keep flying.

But the situation has never looked so bleak for Pan Am as it does today. In December, Trans World Airlines, not in the best of financial health itself for many years, offered \$375-million to take over Pan Am. TWA chairman Carl Icahn said TWA wanted to buy Pan Am to create a carrier that is large enough to compete with, among others, United Air Lines and American Airlines.

The Pan Am board has accepted the TWA offer as a basis for a possible merger, pending more details about the offer.

How do Icahn and TWA plan to raise the cash for buying Pan Am? Cash the airline obviously doesn't have in the bank, not even by way of credit. By selling some of TWA's key transatlantic routes to American Airlines. That is how!

Let's see now if I have this straight. TWA seeks to merge with Pan Am to become a stronger airline that can successfully compete with United and American. And it is doing so by

selling some of its most-valuable assets, its routes, to American!

High-finance has never been my strong point and I don't know about you, but I find this strange: raising cash by selling assets to the very competitor that is giving you a difficult time in the market place as it is, so you can compete with him more-effectively? There have been those rumors, of course, that TWA wants to concentrate on its domestic services and will withdraw from most or all of its international routes.

We all know what the invasion of Kuwait by Iraq last August has done to the price of crude oil, and to the price of jet fuel as a result. Jet fuel than those of car gasoline. Airlines were quick to counter raising ticket prices.

But there is a limit to what the passenger is able and willing to pay. And if the passenger isn't expressing his displeasure, there is always another airline willing, even if not always financially able, to undercut your ticket prices in one way or another in this era of deregulation. For the same reason, airlines cannot scrimp else will serve a slightly thicker sandwich, a richer coffee or a bigger dessert, and out of business you go.

Delta Airlines, it seems, has found a way to reduce fuel costs without affecting the passenger.

Individually these savings are small. But by adding them up over a whole year, they could save the airline a large sum of money, says Walter Overfuel, the chairman of Delta's fuel saving committee.

CORRECTION

Due to an error at the printer's, two winning color slides of the AI'90 convention in Seattle were attributed to the wrong people on page 15B of the SEP 90 issue of the CAPTAIN'S LOG. The slide of the American Airlines 727 at night was taken by Bill Grella of Fairfax, VA., and the slide of the TACA 767 in the landing was taken by Tomas Livesey of Saline, MI. The listing on page 15C of the same issue is correct.

We apologize to both Bill and Tom for this mix-up. Apologies also extended to Tom for the misspelling of his last name in both the listing and with the slide.

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Delta is the third-largest airline in the U.S. It uses 7.5 million U.S. gallons (33.8 million litres) of jet fuel, costing U.S.\$6.6-million, EACH DAY.

The airline has slowed down 500 of its 2,500 daily flights. Instead of cruising a Boeing 727 at Mach .81, pilots are instructed to go at Mach .80. If permitted by air traffic control, Delta aircraft are also flying longer at a higher altitude, where drag is lower, by climbing to that altitude quicker after takeoff and beginning the descent for the landing later.

The difference is only a few minutes per flight, but multiplied by 500 flights, the savings in fuel can be big.

The airline has modified the engines of many of its aircraft so they idle at a lower speed, and pilots are told to taxi on one engine only before takeoff and after landing.

Plastic magazine covers have been replaced with lighter ones of paper, a saving of about 20 pounds (9 kg) per flight.

Since smoking is now prohibited on all flights of less than two hours duration, Delta has removed metal ashtrays from its short- and medium-range aircraft. This saves 50 pounds (23 kg) per aircraft.

I wish all airlines would adopt measures like these. If they do, Delta will find itself in the same cost position relative to other airlines as it did before its conservation measures, but on a world-wide basis the airline industry will save a lot of precious oil. And would that not benefit us all in the long run?

Preliminary figures show scheduled world airline passenger traffic rose by 5.8 percent in 1990, says the International Civil Aviation Organization (ICAO).

Airlines carried 1.16 billion passengers in 1990, compared with 1.12-billion in the previous year. 1.16 billion passengers is equivalent to every man, woman and child living in the U.S.A. taking more than four airline trips during the year

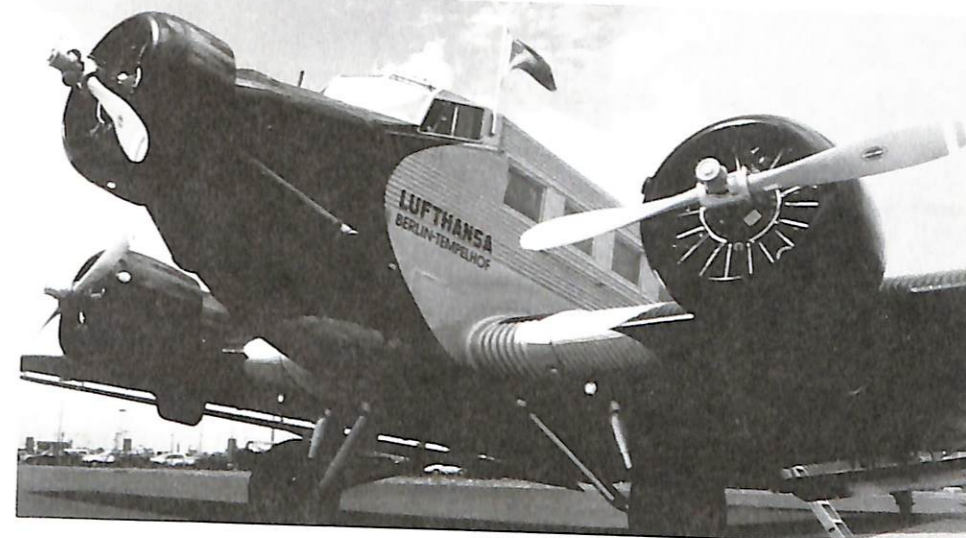
AIRCRAFT PRESERVATION

"The past and the present are inseparably entwined. Tradition and modernity frequently intermingle in myriad fashion, be it in people or in airplanes. One example is the Junkers Ju 52 of Lufthansa that goes by the name 'Berlin-Tempelhof'." Many of us may better recognize the nickname "Iron Annie".

As part of a six-month promotional tour, Lufthansa German Airlines is providing a glimpse of what air travel was like for passengers 50 years ago.

And what a glimpse is was for me and father and son Wolf when we drove to Detroit's Metropolitan Airport on 18 AUG for a peek at the venerable trimotor. Joe Wolf Sr. had called me and asked if I would like to join him and Joe Jr. for a trek to the airport. I couldn't get ready quick enough! Of course I had to take my camera with slide film and the new Camcorder to boot, plus support equipment in the form of a heavy bag with lenses and the like. Being somewhat loaded down already, I thought I'd add some more weight and bring along three Riker mounts of my Lufthansa wings and badges, some early-1930s LH memorabilia, plus a number of German aviation pins and other goodies. I had an idea that maybe the Lufthansa personnel at Butler Aviation's facility, where D-AQUI was parked, might be pre-disposed to some "show and tell". Hanging on my shirt, that eventful day, was my American Airlines ID badge, just in case I could get on the ramp for a close look at the Ju 52/3m, and an opportunity for better photos and Camcorder tape. One never knows!

Upon arrival at Butler's facilities, we could see the Junkers sitting on their ramp. What a sight! We were able to gain entry to the terminal and introduced ourselves to the contingent of Lufthansa personnel, including Bernhard Weiss, Detroit manager for the German airline. Joe Jr. had called Herr Weiss at his office to pave the way for our being there. The Junkers was in Detroit as part of a six-month,



Lufthansa's classic three-engined Ju 52/3m readies itself for another flight east from Detroit Metropolitan Airport past downtown Detroit to Lake St. Clair and back. The vintage aircraft flies at about 1,200 ft (365 m) at a speed of almost 120 mph (190 km/h). It was a thrill for me to fly in this ageless airplane. (Photos by Dick Koran unless otherwise indicated)

By RICHARD KORAN

Only Ju

27-city tour which would take the aircraft from its debut at the 38th International Convention and Sport Aviation Exhibition (EAA) in Oshkosh, Wisconsin. "Berlin-Tempelhof" will visit all of Lufthansa's 12 continental gateways, flying around the USA from JUL 90 through JAN 91.

To accommodate the arrival of "Iron Annie" in North America on 26 JUN 90, a huge Soviet Antonov AN-124 freighter swallowed the Ju 52/3m inside its cargo hold. The Junkers, even with wings, tailplane and engines dismantled, was too large for a Boeing 747 freighter. The Soviet aircraft, the world's second-largest and heaviest, has a maximum take-off weight of 405 tonnes. It airlifted the Ju 52/3m to Montreal, where it was re-assembled and then flown to Oshkosh's Wittman Field. While there, the aircraft, in Lufthansa markings, flew in a

three-ship formation with a Ford Trimotor in Eastern Air Transport livery and a Stinson trimotor in the colors of Pennsylvania Central Airlines.

Being a captain with American didn't hurt at all when it came to meeting the crew members who were flying the Junkers. Everyone was enjoying the opportunity to look over my frames of "wings and things", especially the air crew. There were two captains who alternated in the left seat for the day's flying: Capt. Hans-Ludwig Meyer (the senior one of the two) and Capt. Walter Eichhorn. I found out later why Eichhorn wanted to be on the trip to Oshkosh. The flight engineer, Klaus Reinstorp, was a retired LH F/E, who had joined the airline in 1956, one year after Lufthansa began flying again within West-Germany. In the cockpit, Reinstorp sits between the two pilots, a little back

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Then, looking forward while trying to be comfortable on the small jumpseat. I noticed his kit bag and the all-metal LH crew bag tag that he was issued in 1965. Of course I asked him if he had another one and he said, "No, but maybe since you are a collector, I should keep my eye on my bag tag!"

The purser, Peter Ostertag, was in charge of all details with regards the VIPs and others who would be flying on the 16-passenger airplane. There would be two trips in the morning and two in the afternoon each day the airplane was there.

In case you are wondering, these aircrew spend about three weeks flying the Ju 52/3m and then fly back to Germany and their normal operations. "Berlin-Tempelhof" is owned by the "Deutsche Lufthansa Berlin Stiftung (Foundation)", which is responsible for the aircraft's operations. Flight on the oldtimer are arranged by the "Lufthansa Traditionsflug", a Lufthansa subsidiary based in Frankfurt/Main. As for the two pilots, Capt. Meyer is also head of flight operations for DFVLR, the German Aerospace Research Establishment at Braunschweig, in addition to his flying with the airline. Capt. Eichhorn is busy with the warbirds contingent in Europe, as well as being a captain with Lufthansa.

Some of you may recall his name, if you are a WW2 buff and watch public television. Eichhorn had taken me out to the Junkers for some "show and tell" of his own in the cockpit and cabin. I thought I did remember his name recently ... somewhere. It turned out he had been one of the pilots flying the Me-109s in the six-part PBS television series "Piece of Cake", a story of the early days of the Battle of Britain. The credits after each of the programs rolled by so fast, I could not read them. Finally I was able to tape one of them and saw the name when I stopped the tape. While aboard the Ju, I taped a 15-minute conversation with him about flying the old Junkers and flying the Me-109 and other warbirds on his days off. He also mentioned that he flew the German Messerschmitt in the filming of the new movie "Memphis Belle".

I also had an opportunity to sit in the cockpit, as did Joe Jr., prior to the aircraft's first flight of the day. Quite different from a 727, I tell you. The control wheels are made of wood, as is the large

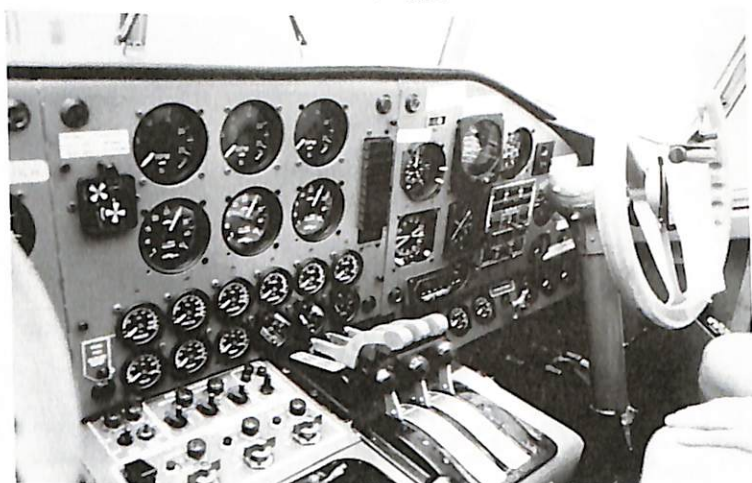
trim wheel in easy reach just behind the captain's seat. The cockpit was given new avionics, Airbus-style, and the new instruments and controls look somewhat strange inside an old-fashioned cockpit. A sticker warning "No acrobatic maneuvers approved. Spins prohibited" also caught my eye. I don't think I would try it anyway, no matter how much they put into the meticulous restoration.

Visibility through the cockpit windows was quite good, even with the one big engine right in front and relatively close to the aircrew. What makes the airplane a little different, too, are the VHF communication and navigation antennas. The strobe light is a nice touch, too.

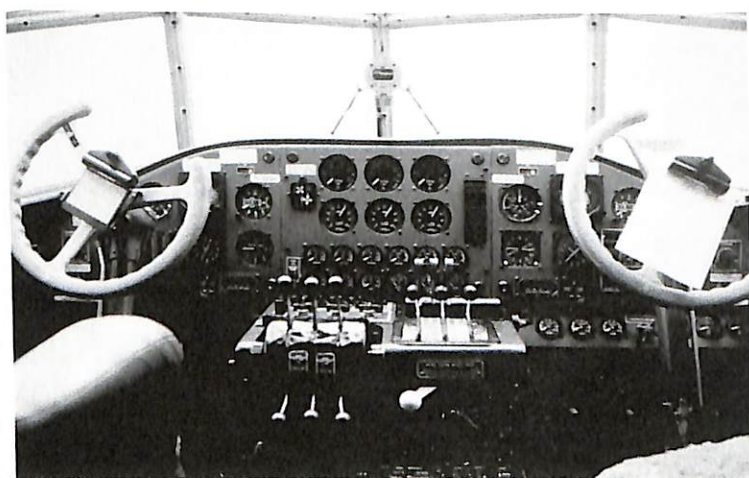
The passengers would be flying in an airplane that was one of the most popular European passenger aircraft of its time, comparable to the DC-3 here in the USA.

I was given permission to be on the ramp with both cameras. Since I had taken a lot of stills with my Nikon and I elected to get the sights and sounds on tape with the Camcorder, which turned out to be the thing to do. There is nothing like the sounds of a radial engine coming to life, to say nothing of all the smoke. Three times, too! I hadn't heard those sounds and smelled the smoke since my days in KC-97s (Boeing 377 Stratocruisers) with the Wisconsin Air National Guard a long time ago. It was exciting!

Butler's ramp with a lot of smiling faces in the windows as it moved along to Runway 21 Center at Metro. The aircraft would take off and fly eastward to the Detroit River, follow it to the east, along the U.S. shoreline, past downtown Detroit, out to Grosse Pointe and Lake St. Clair and turn back to



The JU 52/3m may be the oldest in Lufthansa's fleet, but its cockpit incorporates modern technology. It was given totally new avionics, Airbus-style, and the new instruments and controls look somewhat strange inside the old-fashioned cockpit. A sticker on the instrument panel near the captain's right knee, says: "No acrobatic maneuvers approved. Spins prohibited." Note the wooden control wheels and the Detroit Metro approach plate in the center of the co-pilot's wheel. A third wooden wheel is for trimming the aircraft and is located just to the right of and below the captain's seat. Visibility out the windows is quite good.



the airport along the same flight path. As it taxied out for the take-off, a Northwest DC-9 flew overhead, drowning out the sounds of the Pratt & Whitney Wasp engines. Didn't disturb anyone's quiet thoughts though, as "history" moved out for takeoff. Thirty minutes of so later, "Iron Annie" came into view again to land on 21 Center, passing overhead with that sweet sound of her props.

The aircraft, D-AQUI, has



Interior view of the JU 52/3m, showing the narrow cabin, looking forward. Dark brown leather seats appoint the cabin with overhead storage in "netting" similar to those in the 1930s. The dark rectangle at the top of the forward bulkhead is the No Smoking and Seat Belt sign. Those signs were not standard equipment in the "old days". The opening on the right side, ahead of the windows/curtains, is the forward exit. The aft exit is the door at the left rear where the passengers board the airplane.



The crew of JU 52/3m "Iron Annie", D-AQUI, at Detroit's Metropolitan Airport. During a six-month tour of the U.S., the aircraft is giving 1990-era passengers a glimpse of what it was to fly in the "old days". From left to right are Captain Walter Eichhorn, Purser Peter Ostertag, Captain Hans-Ludwig Meyer and Flight Engineer Klaus Reinstorp. All crew members wear special JU 52/3m neckties.

endured a number of lifestyles since built new. It is one of nearly 5,000 built by Junkers in Dessau between 1932 and the end of WW2. D-AQUI was put into service by the old Lufthansa in APR 36. Many Lufthansa Ju 52/3m were given names of famous German pilots and other personalities, but it is no longer known whether or not D-AQUI had such a name.

The aircraft was sold to Norwegian Air Lines (DNL - Det Norske Luftfartsselskap). sometime after 1935 and it assumed the new registration LN-DAH and was given the name "Falken" (Falcon). It most-likely operated on floats in the summer and skis in the winter while in DNL service. When WW2 started, the German Luftwaffe commandeered the aircraft and converted it for military use. It was turned over to Lufthansa six months later and operated along the Norwegian coast up to the end of the war. After the war, the Allies returned the aircraft to the Norwegians and it resumed operations with DNL as LN-KAF "Askeladden". When DNL became part of the SAS consortium in 1946, LN-KAF continued in service in Norway in SAS livery, still plying the Atlantic coast of the country on skis in the winter and floats in the summer, until 1957. In that year it was sold to Transportes Aereos Orientales of Quito, Ecuador, which named it "Amazonas". The aircraft was very badly misused and scarcely ever received any maintenance. By 1962 it was literally beginning to fall apart and it was

simply abandoned at the edge of the Quito airport.

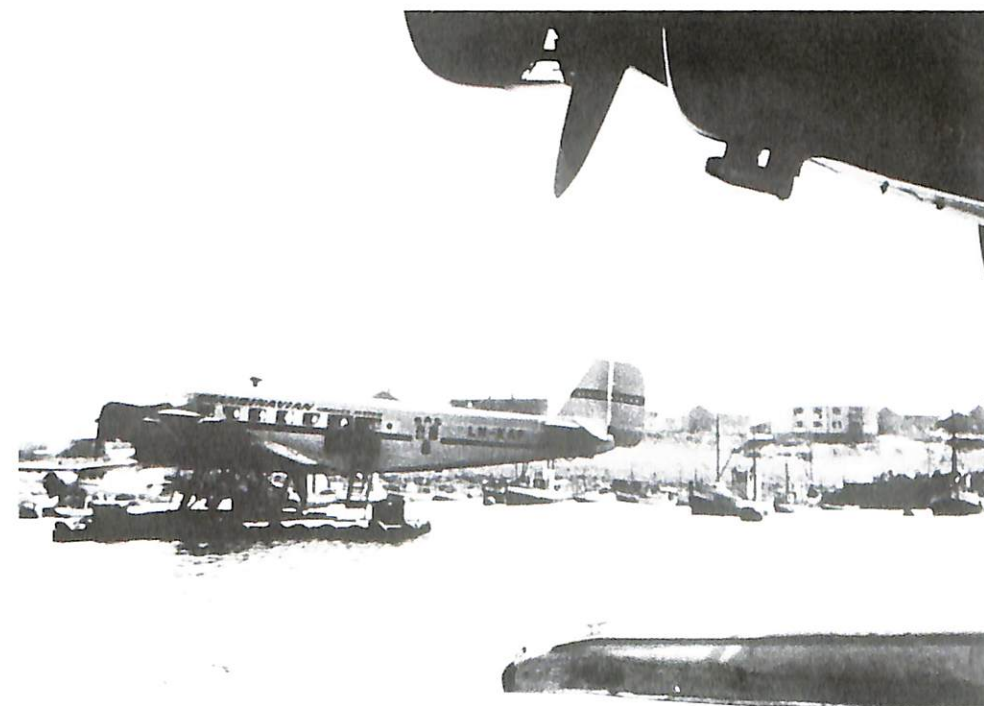
In 1969 the derelict airplane was discovered by American air force pilot Lester Weaver. He bought the wreck for \$5,200, had it repaired and given the U.S. civil registration N130LW. But it was refused certification.

In 1975 the American writer Martin Caidin succumbed to the

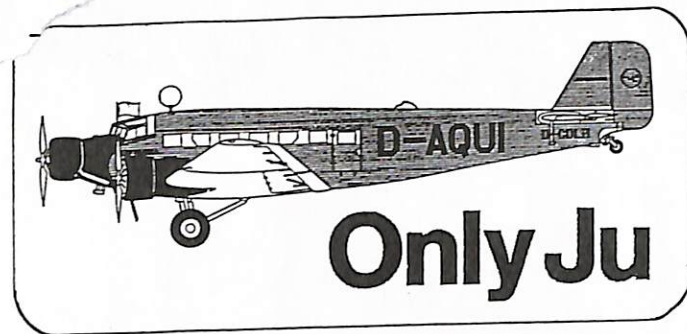
magic appeal of the Ju 52/3m:

"I just had to buy the damned plane," he recalls. He paid \$52,500 for the corrugated sheet-metal phoenix and appropriately named his acquisition "Iron Annie" - the name that Luftwaffe personnel gave the aircraft during WW2 when they saw and heard the "lumbering corrugated silhouette" roar overhead with supplies ... or paratroopers. Under the mar-

D-AQUI in an earlier life, as the float-equipped LN-KAF, serving the many villages along Norway's Atlantic coast for SAS after World War 2. SAS is the joint airline of Norway, Sweden and Denmark. The aircraft is seen framed by another coastal service JU 53/3m of SAS, also on floats. (SAS photo)



The Ju 52/3m taxied from
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kings N52JU, Caidin toured the air show circuit and staged spectacular demonstrations with his all-metal veteran. When Lufthansa began looking for an original Junkers Ju 52/3m, Caidin sold the aircraft to the German airline in 1984.

On 28 DEC 84 "Iron Annie" touched down safely at Hamburg/Fuhlsbuettel Airport, after an epic, 16-day odyssey from Florida up along the U.S. east coast and via Greenland, Iceland and England. None the worse after braving the frozen wastes and the Atlantic crossing, the newcomer to the Lufthansa fleet had completed 8,000 kilometers (5,000 mi) on the journey home. On 06 APR 86 the aircraft made its second "first flight", this time under the name "Berlin-Tempelhof".

And now, as Paul Harvey would say, "Here's the rest of the story!" After the first flight of the day at Detroit Metropolitan, the crew came back into the lobby of the Butler terminal to take a short break. I had taped their arrival and went back into the lobby as well. Sitting with father and son Wolf, we were talking about how neat it was to be there and to be able to take slides and tape the whole thing, when Bernhard Weiss, the Detroit LH manager, asked me if I'd like to take a ride in the Ju 52/3m. You can imagine what my reply was! "Ja!" Someone invited for the trip, had cancelled, and since I had brought the frames of memorabilia, they were sure I would enjoy the flight with the crew, too.

When it came time to go to the aircraft, I grabbed my Camcorder to record the event. Walking toward the aircraft, I passed the famous Junkers "double-wing" full-span trailing edge flaps, enroute to the door back by the tail. I set my ticket - also a Certificate to confirm I had been a passenger onboard Lufthansa's Ju 52/3m - on the corrugated portion of the wing and taped it while saying: "About to board the



ABOVE: JU 52/3m crew wing worn by Lufthansa crew who fly the venerable "Iron Annie" D-AQUI on tours of airports and air shows throughout Europe and now the USA. The wing is silver with dark-blue enamel in the center and on the wings. The Lufthansa crane is in polished silver.

ABOVE LEFT: Silver "Only JU" sticker that came with the Lufthansa Junkers JU 52/3m USA Tour packet. The current official registration of the aircraft, D-CDLH, can be seen on fuselage below the horizontal tailplane. The registration D-AQUI is the one carried by this aircraft when it was in service with Lufthansa in the 1930s.

Junkers 52. Would you believe it?"

I rode in seat No. 4 on the left side of the cabin, close to the number 1 engine and near the trailing edge of the left wing. The windows were large enough to see through, but to get some nice shots in the air, I would have to aim ahead of the engine or just behind the left wing. I am not complaining, mind you, but the lady in front of me had a lot of hair which blocked my shots from time to time. Anyway, as we taxied out for take-off, the Lufthansa and American flags were brought into the cockpit by each pilot through their respective windows. The purser, Ostertag, gave the pre-flight briefing: "I am here for the reason if we have to land in a field, a corn field or a potato field, or something else field. The door you just came through is an exit in the back and then the one up front here," pointing to the right front door, just behind the cockpit bulkhead. "The doors are easy to open, but no ladders, ja? There are handways along the fuselage for your comfort."

Then Ostertag held up the safety booklet, "So you could see what to review" and placed it back in a seat back pocket at the front. He then held up a gray paper bag and said, "There is something else in the seat back. Please use it because after this flight we have a meal and an hour and a half rest and we don't want to have to clean up the plane!" Everyone laughed at that. Then he said, while pointing to the Seat Belt - No Smoking sign above the cockpit door, "There is no smoking. Only thing smoking are the engines!" Which they were as we taxied out for our take-off.

We were off the ground in less than a thousand feet at which time Capt. Meyer made his turn eastward. We would, at



Early Lufthansa lapel pin with the crane and trident. On the back it reads in raised letters "Mit Lufthansa uber den Aquator" (with Lufthansa over the Equator). This is a stick pin with orange enamel and silver for the crane and trident. The pin measures just under a half inch (1.25 cm) in diameter.

Det Norske Luftfartsselskap (DNL) lapel pin worn at the time when JU 52/3m, production number 5489, formerly D-AQUI, was registered in Norway as LN-DAH Falken (Falcon) after being transferred to this Norwegian airline. DNL was the Norwegian national airline flying domestic services along Norway's Atlantic coast, plus routes to Copenhagen and Amsterdam. The pin is silver and blue.



some time in the flight, get up to 120 mph ... maybe. It took us some time, too, to climb up to our cruising altitude of 1,200 ft. At that altitude I am still cleaning up the flaps in my 727! The sound of the props, though, would lull one to sleep after some time in the cabin.

We made the trip to Grosse Pointe, via the Detroit Rover, passing the Renaissance Center in downtown Detroit, over the Detroit Yacht Club on Belle Isle, out over Lake St. Clair, when Capt. Meyer made a left turn that looked and felt as if it had been made on a dime. Which it had been, while I was watching a large freighter heading for the channel below. We retraced our flight path back to Metro for the landing with all of us in our own thoughts, I am sure, as conversation in the cabin was almost nil for a while.

Early in the flight, when we were getting close to downtown Detroit, each passenger was given an opportunity to visit the cockpit for a few minutes. The visit consisted of sticking one's head through the door and nodding to the crew. The noise was so loud, talking was impossible because the pilots were sitting between all three engines actually. Then it was back to your seat. The noise in the cockpit was LOUD! The two pilots wore earphones with large sound protectors over them. Looking out front, though was great as there is a lot of glass to see through. I would have enjoyed a turn at the wheel ... any pilot would. You can hear the noise on the tape, too as I had the Camcorder up there with me. Back in the cabin, the noise level is down considerably, and you can hear the folks talking as they gaze out of the windows taking in the sights from our vantage point.

We were back in the traffic pattern all too soon, on a left base turn to final for a landing on 21 Center. The landing was a soft one ... and slow. Taxiing back, I was thinking how nice it would be if someone could fly that Fort Trimotor in American markings again. Dream on! It is hanging in the Smithsonian now! Out go the flags so that means we are nearing the terminal. Then the cockpit announced that our flight, from take-off to landing, took 31 minute, 29 seconds and 28/100s. The long ride in "Iron Annie" was too short!.

BOOKCASE

By JOOP GERRITSMA

BOEING 707
(Classic Civil Aircraft: 2)

Author: Alan J. Wright.
Publisher: Ian Allan Ltd, London, England, 1990. (Ian Allan Mail Order Dept., Coombelands House, Addlestone, Weybridge KT15 1HY, England, or aviation bookstores.) Hardcover, 112 pg, 100+ B&W photos, diagrams.

The author and publisher need no special introduction to aviation enthusiasts. The author is a well-known writer on and photographer of airline aircraft for British aviation magazines. Ian Allan is a prolific publisher of military and civil aviation books, including the successful Modern Civil Aircraft series of type books (eight titles so far, among two, the Airbus and the DC-10, by Alan Wright).

In line with the format established by these books and by the 1987 Classic Civil Aircraft title on the Constellation, the Boeing 707 book begins with a short overview of the history of the manufacturer. A short chapter about the B-47 and B-52 heavy bombers follows to set the stage for the 367-80, the "Dash-80", designed as a fast aerial tanker for these bombers. Then follow the story of the 707 and 720 and their variants, up to an including unbuilt projects in the 707-520 to -800 series. Military derivatives of the 707/720 only are also listed. The USAF KC-135 tanker gets only a passing mention.

The second half of the book has a profusely-illustrated roundup of large and small civil 707 operators. Also mentioned are when these airlines started 707 services and the registrations and manufacturer's serial numbers of their aircraft. A list of 707/730 customer numbers is also included, beginning with 07 for the West German Air Force VIP aircraft, and ending with W6 for the Government of Morocco.

MAYDAY! MAYDAY!
Eastern Airlines in a tailspin

Author: Joan Lacey Mazauskas.
Publisher: Bookmasters, Inc., 638 Jefferson St., Box 159, ASHLAND, OH 44805, USA, or from the author, at 9808 Hammocks Bl. 204, MIAMI, FL 33196. Softcover, 338 pages.
Price: US\$9.95 (+60 cents state sales tax for FL residents only).

No airplane photos in this book, and no favorable comments about the subject airline either (not many, anyway).

The author is a former reservations agent (for 17 years) with pre-strike Eastern Air Lines and her book started out as a collection of humorous and sometimes irritating calls she and her colleagues received in the course of their work.

Then the machinists union struck the airline on 04 MAR 89, other groups walked out in support and the book took on an entirely different tone.

Yes, there still are a number of funny or obnoxious calls recorded in the book, but by far the larger part of the text deals with the strike in all its aspects: the big financial losses due to mismanagement; pre-paid ticket fraud and unscrupulous travel agents; the stripping of EAL assets (up to \$402.1 million by various means) by its parent company, Texas Air Corp, and sister airline Continental; the constant demands by EAL for wage and benefit concessions by its employees to survive, and finally, the bankruptcy, used by owner Frank Lorenzo to abrogate union contracts as he had done in the bankruptcy of Continental.

Mazauskas follows the events as they unfolded in great detail and talks about the EAL, union and government officials involved.

The book ends with the appointment of Martin Shugrue as trustee in APR 90 and Lorenzo's announcement he would not appeal this appointment.

The author writes in a very clear and compact style, packing information in as few words as possible.

This makes both for compelling and for difficult reading. Compelling because the facts as Mazauskas sees them, are laid out clearly, without frills; difficult because there are so many names, facts and figures mentioned, the mind gets overloaded at times and you just have to put the book down for an hour or so to let it all sink in.



THE ONE THING THAT REALLY IRRITATES ME ABOUT THIS BOOK IS THAT THE ENTIRE TEXT, SET IN TYPEWRITER LETTERS LIKE THESE, IS TYPED IN CAPITALS, AS ARE THESE TWO PARAGRAPHS.

AT TIMES, WHEN THE PUNCTUATION IS NOT UP TO SNUFF, IT MAKES FOR DIFFICULT READING. IT ALSO TENDS TO STRING SENTENCES TOGETHER. THIS IS ESPECIALLY THE CASE WHEN YOU MISS AN END-OF-SENTENCE PERIOD AND THERE IS NO CAPITAL LETTER TO GIVE YOU AN EXTRA REMINDER THAT A NEW SENTENCE IS STARTING. IN SUCH A CASE, YOU HAVE TO GO BACK.

On the whole, however, this book is a must for serious students of U.S. airline history in general and Eastern Air Lines in particular. Those interested in labor relations would also do well to read it. I recommend it!

LGB

LONG BEACH
California

The Long Beach Airport in California has seen much growth and many ups and downs in recent years. It is also the home airport of the Douglas Aircraft Company, a division of McDonnell Douglas Corporation. Two reasons why I decided to look into this airport's history in this issue of the CAPTAIN'S LOG.

Long Beach Airport had its beginning in 1923. At that time the city council set aside 150 acres of land near the intersection of Spring and Cherry Streets to develop an airfield. This was the same year that the first wedding-in-the-air with the bridegroom at the controls, took place. Catherine A. Hall married Earl S. Daugherty on 20 SEP 23 in the skies over Long Beach, CA.

Earl Daugherty was the first person in Long Beach to obtain an aviation licence, which was back in 1911. During World War I he was a flight instructor with the rank of lieutenant. After the war, in 1919, he started an aviation school in Long Beach. He was of course fully in support of the city's plans to develop an air field.

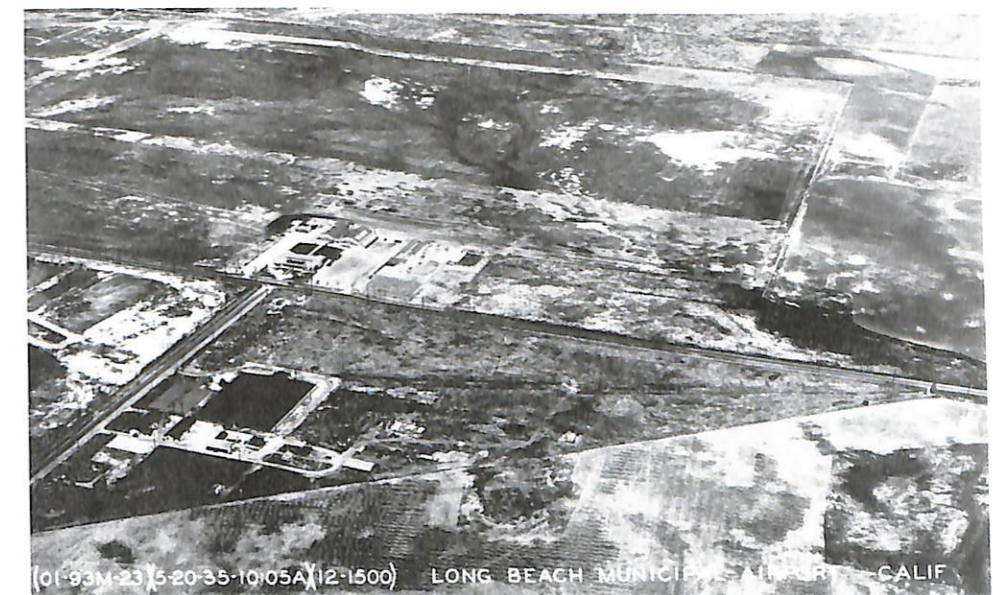
The city granted the first airport operator's lease on 07 APR 25 and Earl Daugherty was appointed chairman of the city's first aviation commission. By then he had carried more than 7,000 passengers and students without a single accident. But tragedy struck on 08 DEC 28 when he was killed in the crash of an airplane just north of the field. He had been known for his private, commercial, military and stunt flying, flight instruction, exhibitions and aerial photography and had won many flying meets. At the time of his death, Earl Daugherty had safely carried more than 20,000 passengers without injury to any of them.

In recognition of his many contributions to aviation in Long Beach, the air field was named after him: Daugherty Field.

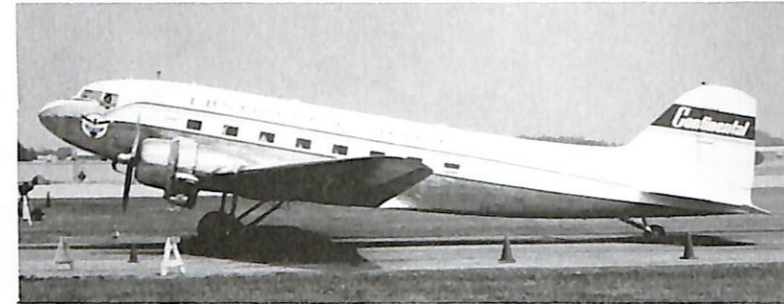
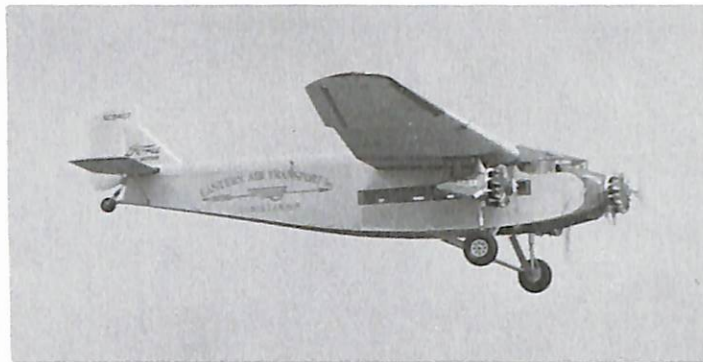


TOP & ABOVE: Grumman G-21A Goose and G-73 Mallard amphibians were probably the best-known aircraft serving LGB during the 1960s and 1970s. (Top: Catalina Airlines Goose N324, c/n B-66 in FEB 77. Above: California Amphibious Transport Mallard N42DA in JUL 80. Legend on the tail to the left of "CAT", reads "The Route of the Seagulls". Note difference in the traffic control structure in this 1980 photo, compared to the 1940s photo in this history. (Both photos via John Wegg).)

BELOW: Aerial view of Daugherty Field on 20 MAY 35. (LGB photo)



(01-93M-23) 5-20-35-1005A (12-1500) LONG BEACH MUNICIPAL AIRPORT, CALIF



TOP LEFT: Lufthansa Junkers JU 52/3m, D-AQUI (D-CDLH)
TOP RIGHT: Eastern Air Transport Ford 5-AT, NC4807
BOTTOM LEFT: Save-A-Connie L-1049G, N6937C
BOTTOM RIGHT: Continental DC-3

Oshkosh 1990

The 1990 EAA Convention and Sport Aviation Exhibition at Oshkosh, Wisconsin, was an airliner enthusiast's dream come true. Where else could one see a formation of three historic tri-motored airliners, flying along with three other classic airliners?

In addition, there was the modern Concorde SST flying around at the same time. What a sight!

The tri-motor formation was led off by the Lufthansa Junkers JU 52/3m that is touring the USA on a promotional trip. It is in the full Lufthansa livery of the 1930s (without the swastika on the tail, of course).

Off the right wing of the Junkers and slightly behind was the EAA's own Ford 5-AT painted in Eastern Air Transport livery of the early 1930s. Slightly behind the Ford was the Stinson SM-6000 from Wisconsin. It was painted in Century Airlines livery minus the titles, from the 1930s era. All three tri-motors individually and together looked magnificent.

Chasing after the tri-motor formation was the EAA's Lockheed L-12 Electra Jr. It was as clean as can be and very nice to see fly. Sadly, tragedy struck two days after Marion Pyles and I saw it fly. While doing a fly-by at the air show,

one engine developed problems and the pilot, with great skill, managed to bring her down on her belly but in the process, the tail broke off and several of the passengers were injured. Everyone on board did survive, but what a sad thing to happen to a good old aircraft.

Following behind the L-12 was the workhorse of the airlines, the Douglas DC-3. This one was freshly painted in the Continental Airlines livery of the 1940s and '50s. It is owned by the Continental Airlines Employees Association. It was acquired from Provincetown-Boston Airlines when they shut down. Before that, it was owned by Trans-Texas Airlines which is now part of the Continental Airlines family.

Bringing up the rear of this historic parade of airliners was the Queen of the Skies of the 1950s, the Lockheed L-1049G Super Constellation of the Save-A-Connie group in Kansas City, Missouri. The Connie is painted in the 1950s Trans World Airlines livery, but with SAC letters where TWA used to be, and Save-A-Connie titles on the fuselage where Trans World Airlines used to stand.

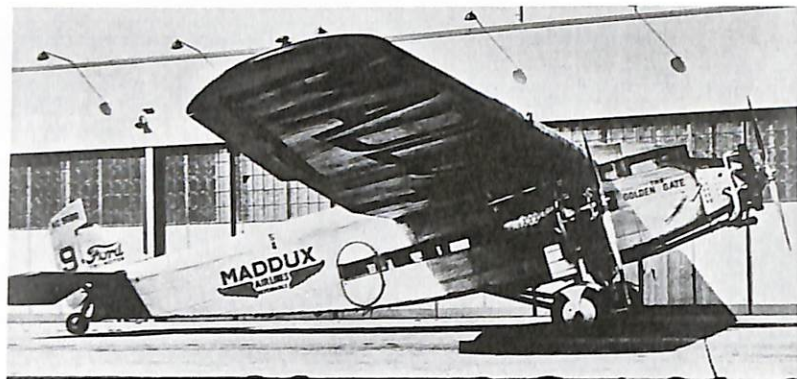
This aircraft was built in 1959 as an L-1049H model, but has been changed by SAC to the L-1049G Super G standard and outfitted with the long-range

By JIM (JET) THOMPSON
With photos by the author

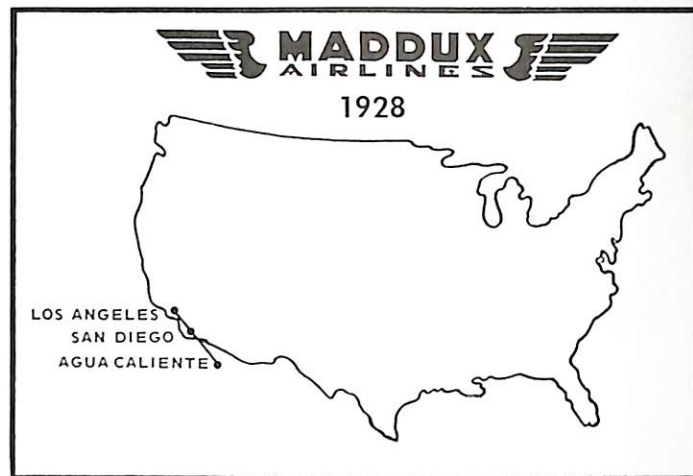
wingtip fuel tanks of that model. The aircraft was delivered new to cargo carrier Slick Airways on 17 SEP 59 and never flew with TWA. At the end of her commercial career, as a sprayer in 1975, she was parked at Falcon Field, in Mesa, Arizona. The Save-A-Connie group purchased her in 1986 and made her airworthy enough to ferry her to Kansas City, where a complete overhaul and restoration took place. (See the CAPTAIN'S LOG, APR 87 and SEP 88.)

An interesting incident took place on the second day of the Parade of Airliners. As the airliners were landing, the Connie was the last to come in. It was held off to wait for the British Concorde to land. As the Concorde landed and sat on the runway waiting for a tug to tow it to the hardstand, the Connie circled overhead, waiting for a clear runway so she could land. What a sight, let me tell you! Where else in the world can you watch a Connie - two generations of intercontinental airliners ago - flying overhead a Concorde, the fastest airliner in regular airline service today? When the Connie had finally landed, she was parked beside the Concorde. This was quite an interesting comparison let me assure you.

For the commercial airlines enthusiast, Oshkosh has more to offer each year.



ABOVE: Maddux Airlines started Ford Trimotor service at LGB on 21 JUL 27. This 5-AT-B model, NC9686, c/n 5-AT-41, joined Maddux in APR 29. RIGHT: Service had been extended into Mexico by 1928.



On 21 JUL 27 Maddux Airlines started passenger and express service between Los Angeles and San Diego with its first Ford 4-AT-A Tri-motor (NC-1102, c/n 4-AT-7), delivered to the airline that month. The Official Aviation Guide of FEB 29 shows the service had been extended to Ensenada in Mexico and stopped at "Long Beach Municipal Airport", (Daugherty Field). Other stops on the route were Santa Ana, San Diego and Agua Caliente, the latter also in Mexico. There was one flight a day and the stops at Long Beach and Santa Ana were by reservation only. The service was no longer listed in the OAG of AUG 29. Maddux was taken over by Transcontinental Air Transport on 16 NOV 29.

Military activity at the air field began in 1928 when both the Navy and the Army Air Corps built hangars and offices for their use.



Scheduled airline service returned to Long Beach sometime after AUG 29. On 29 JUN 28 Western Air Express had taken over Pacific Marine Airways. PMA had started a service from Wilmington (near Long Beach) to Avalon on Santa Catalina Island in 1923 with Curtiss HS-2L flying boats. Two were in service when WAE took over the airline and two Loening C2H "Air Yacht" amphibians for 6-8 passengers were on order. When these were delivered to WAE, Long Beach was added to the service. A Boeing 204 flying boat joined in MAY 29.

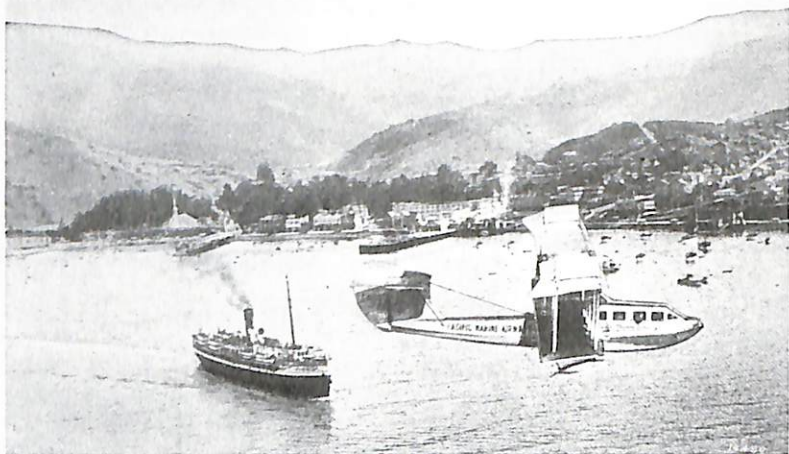
By AUG 30 WAE was operating two routes through Daugherty Field. The first one was the Los Angeles-Long Beach-Catalina service with the Loenings and the Boeing and the second one was a Los Angeles-Long Beach-San Diego-Agua Caliente (Mexico) service once a day with

ENSENADA, MEXICO-LOS ANGELES

Daily			
2 40	Lv.	Ensenada, Mexico*	Ar 10 45
3 30	Lv.	Agua Caliente, Mexico	Lv 10 10
4 00	Lv.	San Diego	Lv 9 30
4 45	Lv.	Santa Ana*	Lv 8 45
4 55	Lv.	Long Beach*	Lv 8 35
5 15	Ar.	Los Angeles	Lv 8 15

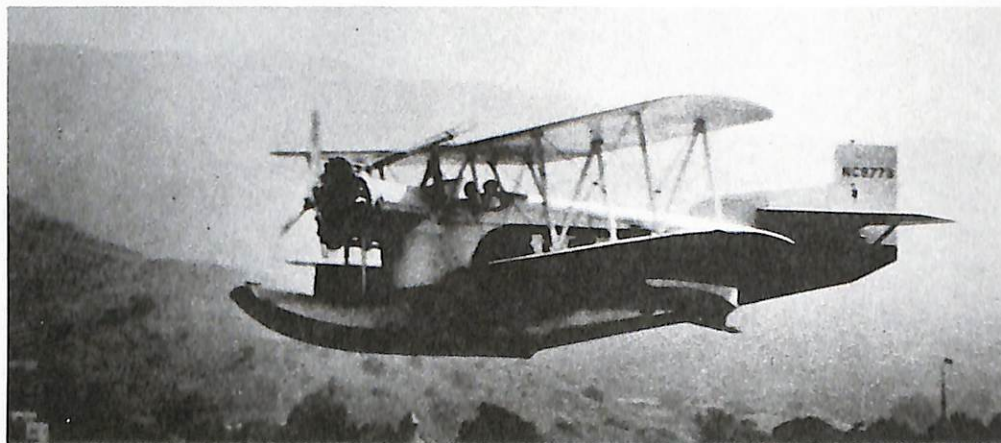
LEFT: Maddux Airlines schedule as published in the FEB 29 OAG.

554:—Up-To-Date Transportation Between Catalina Island and Mainland.



ABOVE: Curtiss HS-2L flying boat (modified with enclosed cabin), of Pacific Marine Airways arrives at Santa Catalina Island from Wilmington.

BELOW: Loening C-2H amphibian of Western Air Express at Santa Catalina Island. Two Loenings (NC9773 shown, and NC135H) served the island from from Long Beach in late 1920s. (Western Air Lines photo)



LOS ANGELES—LONG BEACH—CATALINA
TABLE 80
(Daily) Passengers
\$10.00 Each Way

11 00	5 00	Lv. Los Angeles (W. A. E. Terminal) Ar	4 25	6 25
11 15	5 15	Lv. Long Beach (Mun. Air) Lv	4 10	6 10
11 35	5 35	Ar. Catalina Lv	3 50	5 50

Loening Amphibians and Boeing Flying Boat

LOS ANGELES-AGUA CALIENTE
TABLE 81
\$15 One Way—\$25 Round Trip

Read Down Daily	PASSENGERS		Daily
10 45	Lv. Los Angeles (W.A.E. Term.) Ar		6 50
11 05	Long Beach (Mun. Airport) Lv		
11 55	San Diego (Ryan Mahoney Field) Lv		
12 05	Ar. Agua Caliente Lv		5 30

Tri-motored Fokkers

Fokker F.X Trimotors. This was basically the same route that had been flown by Maddux Air Lines in 1929. The interesting fact about the service was that it was only one-way. The return service operated Agua Caliente - Los Angeles non-stop. The Los Angeles-Catalina return service was flown twice a day and the ticket price was \$1 each way. WAE's contract to serve Catalina Island expired in MAY 31 and was not renewed. The island service was taken over by Wilmington-Catalina Airlines which used Wilmington as the mainland terminal for its service with Douglas Dolphin flying boats, not Long Beach. The other WAE service did not last long either and by 1931 the airport was without scheduled air service again.

On-demand service returned to Daugherty Field in 1932 when Gilpin Air Lines added Long Beach to its Los Angeles - Agua Caliente service with a scheduled stop at San Diego. The flights operated out of the Grand Central Air Terminal at Glendale, but upon reservation, stops were also made at Dycer Airport in Los Angeles (at 94th and Western Avenues), at Long Beach, Santa Ana and Oceanside. The fare from Los Angeles or Long Beach to San Diego was \$4.50 one-way and from Los Angeles or Long Beach to Agua Caliente \$7.50. Four roundtrips were operated each day, but the frequency had been reduced to two return flights daily a year later. However, Long Beach was now a scheduled daily stop, rather than on demand only. When Gilpin went out of business in FEB 34, Long Beach was again without air service, this time for three years.

The city's aviation commission, however, did not sit still. During the three years, two runways and a control tower were built. The tower, operated by the Civil Aeronautics Authority, became operational in 1936.

GILPIN AIR LINES

General Offices - 1140 Airway, Grand Central Air Terminal, Glendale, Cal.

TICKETS AND INFORMATION

LOS ANGELES—Tel. Capitol 12131; Grand Central Air Terminal, Glendale, Tel. Douglas 626.
(Upon reservation ships will stop at Dycer Airport, 94th and Western Avenue, Tel. Pleasant 4149).

SAN DIEGO—232 Broadway, Tel. Main 8144; Lindbergh Field.

AGUA CALIENTE—Agua Caliente Hotel (Desk clerk), Tel. Tia Juana 1 Agua Caliente Airport.

LONG BEACH—Municipal Airport, Tel. Long Beach 41680.

SANTA ANA—Eddie Martin's Airport, Tel. Santa Ana 3650.

OCEANSIDE—Oceanside Airport.

ALL POSTAL TELEGRAPH OFFICES, PRINCIPAL HOTELS, TRAVEL BUREAUS AND AIR LINE TICKET OFFICES.

Los Angeles—San Diego—Agua Caliente Passengers

Southbound Read Down				Miles	TABLE 131				Northbound Read Up			
Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AM	AM	PM	PM		Lv. Los Angeles Ar	AM	PM	PM	PM	AM	PM	PM
8 30	10 30	2 30	4 00	0	Lv. Long Beach Ar	11 15	2 30	5 45	7 15			
8 45	10 45	2 45	4 15	30	Lv. San Diego Lv	11 00	2 15	5 30	7 00			
9 45	11 45	3 45	5 15	120	Lv. San Diego Ar	10 00	1 15	4 30	6 00			
9 50	11 50	3 50	5 20	120	Lv. Agua Caliente Lv	9 40	12 55	4 10	5 40			
10 00	12 00	4 00	5 30	137	Ar. Agua Caliente Ar	9 30	12 45	4 00	5 30			
AM	NN	PM	PM			AM	PM	PM	PM			

ABOVE: Western Air Express service through the Long Beach Municipal Airport (also Daugherty Field) in AUG 30.

(OAG, AUG 30)

RIGHT: Gilpin Air Lines offered on-demand service at Long Beach in 1932 on its Los Angeles - Agua Caliente (Mexico) route.

(OAG, JUL 32)

Upon reservation ships stop for passengers at Dycer Airport, Los Angeles; Long Beach; Santa Ana and Oceanside. *Daily.

FARES

	One Way	Round Trip
Los Angeles-San Diego	\$ 4.50	\$8.50
Los Angeles-Agua Caliente	7.50	12.50
San Diego-Agua Caliente	3.00	4.00

Fares from Long Beach are same as from Los Angeles.

Equipment—Tri-motor and single motor planes.

Terminal Facilities—Packard limousines to airport. Stops made at Biltmore Hotel, Los Angeles, and Ambassador and Roosevelt Hotels in Hollywood. Fare 75c. At San Diego take Dollar Cab. Tel. Franklin 2127. Fare 25c.

Western Air Express returned to Long Beach in 1937. It started flying on the old north-south route from San Diego to Los Angeles three times a day. One of these services was non-stop, the other two stopped at Long Beach. One of these two continued to Salt Lake City from Los Angeles nonstop, the other stopped at Las Vegas. This was one of the earliest

interchange routes in the airline industry. They were operated in conjunction with the United Air Lines Los Angeles - New York service as either the Douglas Mainliner Sleeper or the Douglas Skylounge. The aircraft used was the new Douglas DC-3. Long Beach - Los Angeles one-way fare was \$2.95 and a roundtrip \$5.30 in 1937. A Long Beach-San Diego one-way ticket

Early-1940s streetside view of the terminal building at LGB. Built in the late 1930s, it still stands and remains in use to this day, although the control tower has since been modified. (LGB photo)



cost \$4.95, a roudtrip \$9.90.

During the late 1930s the city, the military and commercial aviation took part in planning the airport's future. This resulted in the construction of runways 30-12, 25R-7L, 25L-7R and 16L-34. A new terminal building was also built. It is in use to this day.

Western's route structure through Long Beach remained the same through 1938, with the exception of one flight a day continuing north of Salt Lake City to Potacello, Idaho Falls, Yellowstone, Butte, Helena, Great Falls and Glacier Park. This was the result of Western having taken over National Parks Airways in 1937. The DC-3 was used as far north as Salt Lake City, but the rest of the service was operated with the Boeing 247 acquired from National Parks. One southbound serv-

acres of land, quite an increase from the original 150 acres in 1923.

By AUG 41 all airport improvements that were started a few years earlier, were completed, including the modern terminal building. With its Art Deco design, this terminal was really a thing of beauty for its time.

But times were changing. On 07 DEC the U.S. became involved in World War 2 and military activity at Long Beach would increase greatly. The Army Corps of Engineers built additional taxiways and added more ramp space to the airport in 1942. They also improved runway 16R-34L. Douglas Aircraft was building the new DC-4 and its military version, the C-54, across the field and later during the war a C-47 production line was established here as well. A total of 4,285 Army Air Force C-47, C-47A, C-47B and Navy R4D-1

rier started DC-3 service on the 22 mi (35 km) route 01 JUL 46 as an extension of its Burbank - Los Angeles - Long Beach service.

In 1949 the city commissioned Thomas M. Bourne Associates to draw up a new masterplan for the airport.

The pace of the military withdrawal from the airport, which had started in 1945/46, increased in 1951 and many of the facilities along the west and south sides were converted to civil aviation use. The only military presence remaining today is the California Air National Guard.

DOUGLAS BUILDS DC-6

In 1945 Douglas started building the DC-6 series at Long Beach. The first of these, the XC-112A 45-873 for the USAF first flew on 15 FEB 46.

Beginning in 1952 and continuing to 1960, runway 30-12 was improved and extended by 2,400 feet to the southeast and 700 feet to the northwest. Much of this runway work was the result of increased activity at Douglas, which had started to develop the DC-7, an even larger aircraft than the DC-6. It made its first flight from Long Beach on 18 MAY 53.

For economic and operational reasons United sought to withdraw from the Long Beach-Catalina service in 1953 and on 27 AUG 53 Avalon Air Transport began service on the route with Grumman G-21A Goose. United made its last flight on 30 SEP 54. Avalon was awarded a U.S. Mail contract on 01 JUL 55 and by early 1957 flights were operated every half hour in the summer and twice a day in the winter with six Goose (some sources say eight).

As an aside, I like to mention here that Los Angeles Airways began scheduled helicopter passenger services with Sikorsky S-55s on 22 NOV 54. Long Beach became part of the schedule sometime after this date. The OCT 61 OAG shows a map of the network, including services from Long Beach to LAX and to Santa Ana/Orange County. But the accompanying time tables no longer lists the city as a destination. However, the helicopters did operate to the downtown heliport, not to LGB.

On 01 MAY 55 a new airline, Catalina Air Lines of Long Beach, started Long Beach - Catalina Island service with British deHavilland Dove aircraft. There is some confusion



ABOVE: A little worse for wear, DH-104 Dove Srs.5BA N4919V, c/n 04282, devoid of titles, was photographed at LGB on 04 JUL 69. It is one of two Doves leased by Catalina Air Lines when it began services to Santa Catalina Island in 1955 (see text). The reported date of this photo poses a problem. Dove is seen under the tail of Golden West Twin Otter N950SM. The latter was delivered to Skymark Airlines (one of the companies that formed GW) in DEC 67. GW was formed in MAR 69 but Dove N4919V has been reported being delivered to Apache Airlines in FEB 69, the fourth Dove to have been converted with propjet engines to Carstedt CJ600a standard. However, this photo still shows it with the raised cockpit roof and the DH Gipsy Queen piston engines. Can anyone help? (Joop Gerritsma Coll.)



RIGHT: Propliner line-up at the Douglas plant at Long Beach. From front to back are: DC-7 prototype N301AA, c/n 44122 (first flight 18 MAY 53); DC-6B F-BGDD, c/n 43835 of Transport Aeriens Intercontinentaux; United DC-4 and the second prototype of the Super DC-3. What was this aircraft doing in Douglas house colors as late as early 1953? (Douglas photo)

here, as other sources say Catalina operated between LAX and Catalina Island with the Doves. The airline also operated DC-3s for charters from LGB.

On 13 SEP 55 Catalina Air Transport officially ceased operations.

A plan to extend runway 30-12 to the full 10,000 feet that it is today, was approved by the city in JUL 55. The project was financed by general obligation bonds. The following year the Douglas Aircraft Company leased additional land around the airport to accommodate expansion plans. They started with the lease of 80 acres on the northeast side for employee parking. An additional 54 acres were leased on the west side, which is where the DC-10 final assembly building stands today.

Three scheduled passenger airlines provided service at Long Beach in the summer of 1957: United, Western and Avalon. Slick Airways flew scheduled freight services. In that year Avalon placed a 47-passenger, four-engined Sikorsky VS-44A flying boat in service for the Catalina Island service out of Los Angeles. This was the last surviving one of three built in 1940/42 for American Export Airlines. It remained in service for 10 years. In 1967 it was sold to Charles Blair's Antilles Air Boats in the Caribbean.

Sometime in 1959 Avalon purchased a DC-3 and began scheduled services from Long Beach

to Burbank, Inyokern, Los Angeles and Santa Monica (the latter the headquarters of Douglas!). Four DC-3s were registered to Avalon at various times, but no more than two seem to have been in service at any one time. The services were halted in MAR 1963, but at least one DC-3 remained in service for charter work until about 1967.

30 MAY 58 was an historic day at Long Beach Airport. On that day the DC-8 took to the skies for the first time. It was the first jetliner ever to use the airport. In the following years activity on the Douglas side of the field would grow tremendously as orders for the DC-8 came in from all over the world.

During 1958, 1959 and 1960 Douglas continued to bring out new versions of the DC-8 and all made their first flights from Long Beach: the DC-8-30 on 21 FEB 59, the DC-8-40 with Rolls Royce Conway engines on 23 JUL 59 and the DC-8-50, the

last of the "short" DC-8s, on 20 DEC 60. Activity at Douglas continued strong through the 1960s and the Long Beach plant was the company's largest production facility.

In 1958 Catalina Channel Airlines was formed at Long beach to fly between San Pedro and Catalina Airlines. The name was soon changed to Catalina Seaplanes, no doubt to avoid confusion with Catalina Airlines. Catalina Seaplanes moved its headquarters to San Pedro in 1965 and by 1975 it was operating under the name Air Catalina. It is not clear to me when this change in operating name took place.

On the minus side in 1969, Catalina Air Lines, founded on 01 MAY 55, ceased operations on 01 NOV 59.

In the early 1960s the city acquired additional land along Lakewood Boulevard and south of Spring Street for airport expansion and by 1965 the airport



RIGHT: Air Catalina G-21A Goose N14CS, c/n 1048, waddles ashore at Avalon on Catalina Island. Air Catalina began operations from Long Beach in 1955 but later moved to San Pedro. (Postcard from Paul F.Collins Col.)



25 NOV 45 rampside view of the terminal and administration building. Today it looks essentially the same as it did back then. (LGB photo)

vice to San Diego was cut in 1939.

An overall airport masterplan that was prepared by the city engineer in 1933, was refined in 1938-39 and adopted by city council on 24 SEP 40. The plan would serve the airport through World War 2.

In the spring of 1940, WAE was operating five daily flights between LAX and San Diego through Long Beach.

In the early part of 1940 the Douglas Aircraft Company was looking for land to expand and build a larger production facility than what they had at Clover Field, Santa Monica. Long Beach was selected and in NOV 40 the company broke ground for the first building. The official dedication for the completed facility was held less than a year later, in OCT 41. The airport now occupied 500

were built here. The Douglas A-20 Havoc attack bomber was also built here during the war.

The military presence began to dwindle after the war had ended in 1945 and civil operations began to expand. With it came development of the airport proper to cater to business and commercial users. This process took the next 32 years, until 1977.

Among the airlines that continued serving Long Beach after the war, was Western Air Lines and their 01 JAN 46 time table shows six flights a day through the airport. Three of these were southbound to San Diego and the other three northbound to Los Angeles, with two continuing to Las Vegas and Salt Lake City.

On 03 JUN 46 the CAB transferred Catalina Air Transport's "grandfather rights" for the Long Beach - Avalon service to United Air Lines and this car-

RIGHT: Douglas and Pan American introduced the latter's first DC-8-32, N800PA, c/n 45252 "Clipper Flying Cloud" to the public at Long Beach with this publicity shot, probably taken in 1960 or early 1961. Several United DC-8s can be seen in the background and a Grumman Goose is visible under the DC-8 tail, next to the palm trees. (Douglas photo)



occupied 1,134 acres.

The mid-1960s saw new and stretched aircraft make their first flights and go into production at Douglas. The first DC-9 made its maiden flight on 25 FEB 65; on 14 MAR 66 the first "stretch" DC-8-61 made its first takeoff. Five months later, on 01 AUG, it was the turn of the DC-9-30 and just 28 days later, on 29 AUG, the DC-8-62 followed. On 10 APR 67 another new DC-8 model, the DC-8-63 made its first flight.

The JUL 67 Official Airline Guide found three airlines serving Long Beach Airport: Western had four flights a day, including two northbound to San Francisco and two southbound to San Diego, all operated by the L-188 Electra. The fare to San Diego was still only an inexpensive \$7.40 one-way. To San Francisco was \$17.80 one-way.

Service was also provided by Pacific Airlines with two F-27 flights a day. The northbound flight operated Los Angeles - Fresno - San Francisco and the southbound flight went to San Diego after coming down from Sacramento - San Francisco - Fresno - Bakersfield and Los Angeles.

However, the busiest airline at Long Beach in terms of aircraft movements, was also the smallest: Catalina Air Lines. This was the new name adopted in AUG 63 by Avalon, when 80,000 passengers a year were carried. By 1967 Catalina operated 13 flights a day to Catalina Island with Grumman G-21A Goose amphibians. Eleven services went to Avalon Bay and two to Two Harbors. The summer schedule saw flights leaving every half hour, while the winter timetable showed two flights a day. Fares for the 20-minute flights were \$6.40 each way. In that year, Catalina Air Lines became associated with Aero Commuter.

Aero Commuter was formed at Long Beach in DEC 67 to operate commuter services between Los Angeles and Burbank, Fullerton, Avalon on Catalina Island, and Long Beach. Catalina Air Lines and Aero Commuter both were subsidiaries of the Westgate-California Corp. Their operations were integrated under the name Aero Commuter. By the end

RIGHT: DHC-6 Srs. 200 Twin Otter N64150, c/n 150, of Aero Commuter, also carried small Catalina Air Lines titles on the narrow cheatline that runs between the Aero Commuter titles and the cabin windows. It was photographed at LGB on 22 DEC 68. (Joop Gerritsma Col.)



of the following year, Aero Commuter/Catalina were serving 13 destinations in the lower California area, including Long Beach, and three more on Santa Catalina Island. The combined fleet in early 1969 was 13 Twin Otters and six Goose.

A major change at Douglas Aircraft Corporation in 1967 saw the company become the Douglas Aircraft Division of the McDonnell Douglas Aircraft Corporation. A cash-flow crisis had led to the takeover of the company by McDonnell Coporation of St. Louis, Missouri. Two years later the Douglas facilities were expanded to make room for production of the DC-10.

Western Air Lines was now operating 10 flights a day, all with the Boeing 737-200. Three flights each day went to Las Vegas, three to San Diego and three to San Francisco. The 10th daily flight was destined for Oakland. One of the Las Vegas flights continued to Salt Lake City - Pocatello - Idaho Falls - Butte - Helena. Pacific Air Lines had been merged with West Coast Airlines and Bonanza Air Lines in 1968. It was now operating as Air West with one F-27 a day to Los Angeles.

A big change was in the wings for Aero Commuter/Golden West in 1969. But for this we first have to go back to 1968.

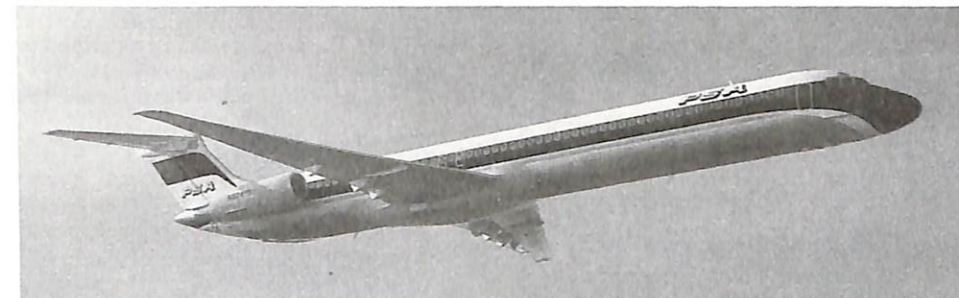
That year saw the founding of Golden West Airlines at Van Nuys, CA. as a subsidiary of Westgate-California. A commuter airline, it did not serve Long Beach.

However, in MAR 69 Aero Commuter and another small commuter airline in the area, Cable Commuter, joined forces and the new combination then took over Golden West Airlines. The resulting new carrier adopted the title Golden West Airlines. Skymark Airlines came into the fold in July. Through all these mergers, Catalina Air Lines continued to operate under its own name, likely because of the close identification of the airline with the Grumman Goose and the Catalina Island operations.

1969 was also the year in which the first airport master plan was drawn up in 20 years. It was drafted by Quinton Engineers, Ltd and called for extension of runway 25L-7R to accommodate commercial (airline) traffic. But in a special municipal election the voters defeated the proposal by 59% and no further airport expansion was undertaken for another 10 years.

The beginning of the 1970s marked a dramatic change in airline service at Long Beach. Western Air Lines, who were operating 10 flights a day in 1969, were operating only three by 01 MAR 70. Two went to San Francisco and one to San Diego. Late that year Air West pulled out altogether.

New services, however, were started by the new commuter airlines of the area. Golden West (through Catalina Airlines) had flights to all three airports on Catalina Island: seven to Avalon Bay and two to



LEFT: Air West flew a Fairchild F-27A fleet into LGB in the 1960s and '70s. N752L, c/n 78 is seen at rest at Santa Barbara, MAY 70. (Joop Gerritsma Col.)

with the Twin Otter. The airline had also added one flight a day to Los Angeles. In 1975 Golden West was one of the largest commuter airlines in the country, with 15 Twin Otters and six Goose in its fleet, but by 1976 it had withdrawn from Long Beach.

The end of OCT 73 was a dark time for Long Beach Airport. After 36 years, Western Airlines suspended service here. The airline had been the longest at the airport and had seen it develop from a small field to a busy, modern facility.

On the other hand, PSA kept expanding throughout the area and by the fall of 1974 was operating six flights a day with the larger 727, including one San Diego flight with the 727-100, three San Jose flights by 727-200 and two to San Jose and Oakland with the 727-100. The San Diego fare was now \$11.40. To San Francisco was \$22.60.

On 17 DEC of that year, 39 years to the day of the first DC-3 flight, the DC-9-50 made its first flight from the McDonnell Douglas plant.

ABOVE: PSA-issued postcard of their MD-81 N924PS, c/n 48034.

(From JET Thompson Col.)

BELOW: N1035S is Cal-State Handley Page Jetsream in original version with French Turbomeca Astazou prop-jets, photographed in England in 1976 before delivery.

(Via Bob Parmerter)



RIGHT: Continental's first DC-10-10, N68041, c/n 46900, takes off from LGB. (Continental photo)

Catalina Airlines



Logo on 1977 timetable

1977 found Catalina Airlines with five flights a day to Avalon Bay from Long Beach with G-21A. A new airline also started service at Long Beach. Trans-Catalina Airlines began flying to Avalon Bay with 11 flights a day with the Grumman G-73 Mallard. They were advertising "Wide Body" service to compete with Catalina's smaller Grumman Goose on the same route. TCA had three Mallards in service by early 1980.

1977 was not a happy year for Catalina Airlines, though. In that year its entire fleet of seven Grumman Goose was temporarily grounded because of corrosion in the aircraft. To avoid ceasing operations altogether, Catalina took over the services of Air Catalina and moved to San Pedro.

To compensate for the loss of the Goose amphibians, Catalina Airlines leased Sikorsky helicopters from Briles Wing and Helicopter for its Santa Catalina Island service and in early 1978 had two S-62A and one S-58T in operation. In addition to the seven Goose. But

Catalina Airlines



Logo on 1978 timetable. Note the addition of the sun and the "open" letters.

misfortune continued to follow the Goose fleet. On 14 APR 79 one of the aircraft, N11CS, crashed onto the Pacific on an Avalon-Long Beach flight. One occupant was killed and 10 were injured. As a result, the airline was fined \$200,000 by the FAA for maintenance violations. However, operations continue with leased helicopters, including (by early 1980) a Bell 206B, two S-58T and one S-62.

In MAR 78 the Ralph N. Parsons Company completed another master plan for the airport. It forecast a large increase in

scheduled passenger service in the coming years. The city at that time had a noise-control bylaw in effect which set a limit of 48 jet flights per week out of the airport. The Parsons plan far exceeded that number and it generated a great deal of controversy from the residential and anti-aviation interests in the area. This controversy brought about the establishment of an airport advisory task force appointed by city council. After six months the task force made 17 recommendations. One of these called for an increase in scheduled air service from 48 flights per

started operations at Long Beach in the summer of 1980 with flights to Avalon Bay. CAT began with six flights a day, reduced to four a day in the fall.

PSA was down to just two flights a day now, both going to San Francisco, with one continuing to Sacramento. The PSA timetable of 17 DEC 80 shows no service at Long Beach anymore, but by early 1981 the airline was back with four flights to San Francisco.

Sadly, there was more bad news for Catalina Air Lines in 1981. On 22 FEB its only S-62 (N324Y) crashed off Catalina



RIGHT: Sikorsky S-58T, N33602, c/n 58/727 landing at Avalon, MAR 79. Catalina Airlines leased helicopters from Briles Wing and Helicopter to continue operations after its Grumman Goose fleet was grounded by the FAA. (Photo via John Wegg)



RIGHT: Trans Catalina Airlines began service at LGB in 1977 with three Grumman Mallards. The service was dropped and the Mallards withdrawn in OCT 79 (Postcard Paul F Collins Col)

TRANS CATALINA AIRLINES operates the newest and most comfortable service between Avalon and the Mainland with its wide-body, 15-passenger seaplanes.

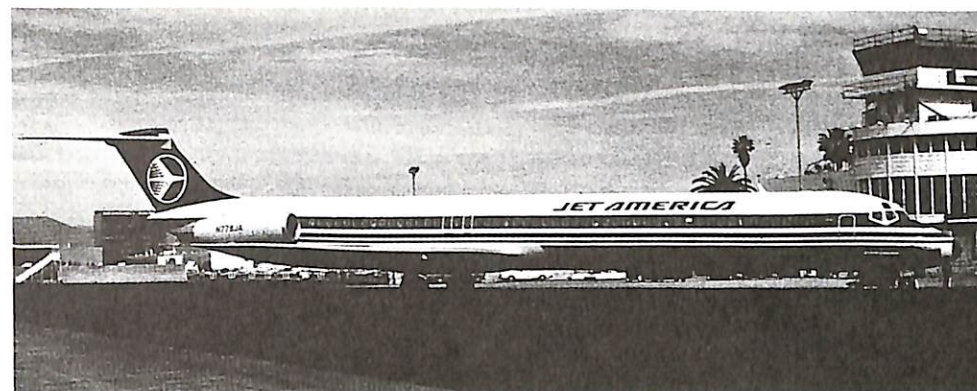
GWC-187C Photo by Geo. E. Watson

week to 15 per day, providing the airlines used quiet Stage-3 aircraft. The purpose of this recommendation was to bring the airport in conformity with the State Noise Law. The Parsons recommendations were implemented in 1980-81 and brought about dramatic changes in airline service.

In OCT 79 Trans Catalina withdrew its three Grumman Mallards from service and replaced them with the Cessna 402 and business jets to concentrate on executive charters. Scheduled operations ceased and in its place a new company rose, California Amphibious Transport. It

Island. While the pilot and six passengers survived, two other passengers were killed. The airline "voluntarily" grounded the fleet and halted all operations pending an investigation into its operating and maintenance procedures. On 10 APR the airline's FAA air taxi certificate was officially suspended for seven months. Catalina then formally suspended scheduled operations and to this day it has not returned.

Other than this crash, 1981 proved to be an interesting one for LGB, with new scheduled air services in addition to the return of PSA. All Seasons Air



JET AMERICA
McDonnell Douglas Super 80

The L.A. Shortcut-Jet America's service to and from the uncrowded Long Beach Airport.

Pacific, parent company of California Amphibious Transport, began flying to Airport In The Sky on Catalina Island with a Cessna 414A. Two Piper PA-31 Navajo Chieftains were added later.

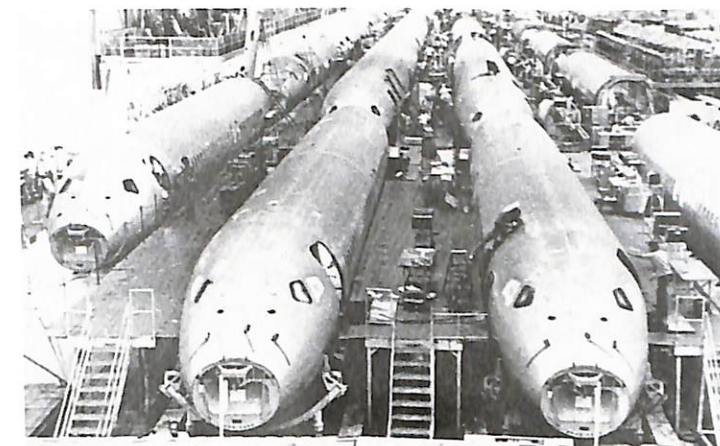
On 16 NOV 81 Jet America, a new airline inaugurated service to Chicago O'Hare with its new McDonnell Douglas DC-9-82 (MD-82). Jet America was the first jet airline to be based at Long Beach. It started with three flights a day and to promote the new service, the airline was offering a special \$99 one-way fare with a \$4.05 kick-off fare to indicate they were located on Interstate 405. This drew huge crowds to the airport who began to camp out there to purchase the first tickets. They were moved from the terminal so that the shooting of the movie "The Winds of War" could take place. When they were permitted to return to the terminal, a riot broke out because people had lost their place in line. Police were called in to restore order.

With the potential increase in the number of airlines and flights, the city in 1982 began a series of airport improvements which continued until 1985. They included refurbishing and modernizing the terminal building, construction of a security screening area, passenger hold room, new baggage claim area and a four storey parking garage. Roadway improvements were also made at this time. All these projects cost a total of \$6 million and were funded from airport revenue.

After operating for only 18 months, California Amphibious Transport disappeared when its G-73 made its last flight on 15 JAN 82. On 07 SEP, Alaska Airlines began service at Long Beach with three flights a day.

ABOVE: MD-82 N778JA c/n 48078 of Jet America on the Long Beach ramp in the early 1980s.

(Aviation World postcard from Jay Selman photo. Postcard from the JET Thompson Col.)



RIGHT: McDonnell-Douglas plant at Long Beach was a busy place in the 1960s, with DC-8s in various models rolling off the production lines in a steady stream for airlines around the world. (McDD photos)



Burbank and Mammoth Lakes with a Cessna 402. All Seasons Pacific was also still operating its Navajos to Catalina Island.

In early 1983 United Air Lines and American Airlines applied for Long Beach service, but they were barred by the limit of 15 flights per day. To accommodate them, the city in April reallocated the available landing slots. Each of the incumbent airlines was required to give up one flight each. This would give United and American a combined total of five flights. PSA, Alaska Airlines and Jet America challenged the city decision in federal court and a preliminary injunction was issued in JUL 83 which increased to the total number of daily flights to 18.

In the meantime, American had managed to get permission to use the three extra slots and it began service on 09 JUN with flights to Orange County, Chicago and Dallas, the latter continuing to Kansas City. United started service a month later, on 01 JUL, with two Boeing 767s a day to Denver. This was the first scheduled wide body service to the airport.

In early 1983 All Seasons Air Pacific inaugurated service to Santa Barbara and Oxnard but both were dropped on 15 APR and the airline shut down in July. Jet America closed out the year with inaugurating services to St. Louis on 10 DEC.

Between 1983 and 1985 the city tried to enforce the provision that airlines had to phase out older, noisy aircraft, but these actions were blocked in the courts by the airlines. In MAY 84 the city conducted an airport noise compatibility planning study which was submitted to the FAA in JUL 86 and around this time area residents filed a \$160 million class action law suit over the issue of aircraft noise. This did not deter several airlines to join the original 1983 law suit by airlines to gain access to the airport. The city tried to implement a new set of ordinances but they were blocked in federal court. The result was an authorization of 40 flights per day at the airport. One of the airlines joining the law suit for access once was a familiar name at Long Beach, Western Airlines. Sadly they would not succeed under this name, but the request would be granted eventually.

The demise of Catalina Air Lines did not mean the end for seaplane service between Long Beach and Santa Catalina Is-

land. In early 1985 Catalina Seaplanes was offering daily service to Avalon Bay. But the carrier shut down sometime during that year, and that was the end of this type of operations ... or so it seemed. The 1988, 1989 and 1990 editions of the JP Airline Fleets International list a company named Catalina Flying Boats, based on Donald Douglas Drive, Long Beach, with a fleet of two Goose. Is this airline operating to Santa Catalina Island? Is it a continuation of the old Catalina Air Lines with a new legal name?

Jet America continued to expand service during the mid-



Douglas DC-2 restored by the Douglas Historical Foundation, taking off from the Long Beach Airport, 25 APR 87 after more than five years of restoration work. (McDonnell Douglas photo via Harry Gann)

1980s by adding service to Oakland, Detroit, Orange County, Las Vegas and Washington, D.C. PSA's presence remained about the same with four DC-9-80s a day to San Francisco. Alaska Airlines continued with three flights and service to Seattle, Portland, San Jose, San Francisco and Spokane. American flew DC-9-80s to Dallas and Chicago and United had its 767s going to Denver.

McDonnell Douglas first flew its MD-87 at Long Beach on 04 DEC 86 and in 1987 the company acquired another 38 acres of land from the airport in 1987 to build a one-million square foot production facility for construction of its C-17 military transport.

In the mid-1980s the Army Reserve's 13-acre site was turned into an FBO (fixed base operator) for Atlantic Aviation; a commercial office park and hotel complex was built in the Long Beach Airport Business Park, the Kilroy Aircraft Cen-

ter was built and Gulfstream Aerospace made improvements to its 13-acre site. The latter is a completion center for Gulfstream business jets. Finally, the airport acquired additional land to bring its total area to 1,166 acres.

Merger mania swept through the airline industry in the late 1980s and at the same time major route expansion took place. Both were reflected at Long Beach Airport. Jet America was faced with stiff competition by new airlines entering Long Beach. Its revenue dropped fast and in AUG 86 Alaska Airlines tendered an offer to buy

zation applied for by Western Air Lines several years before, inaugurated Long Beach service. Delta had taken over Western only three months before that. Alaska announced it would merge Jet America into its own operations and on 09 SEP Jet America dropped its Minneapolis and Washington services from Long Beach. They would continue to drop other routes as well for the rest of the month. Its last day of operation was on 30 SEP. On 15 SEP TWA started service into Long Beach to and from St. Louis.

Aspen Airlines began United Express service into Long Beach on 18 DEC, coming in from Aspen CO and Sierra Mountain Airways became the last new carrier to enter Long Beach in 1987 when it started service from Mammoth Lakes with a Beech King Air.

McDonnell Douglas leased another 27 acres of land on the west side of the airport during the year.

Expansion by commuter airlines continued in 1988. Qwest Air was formed here and started service on 21 MAR with Dornier DO-228 flights to Monterey, San Diego, Oxnard and Sacramento. That same month Westair Commuter Airlines, operating as United Express, started Long Beach service with flights to Sacramento and San Jose. In April, however, the airline then serving Long Beach the longest, PSA, disappeared. It merged into USAir on 09 APR and a new name sign was erected at the airport. On 15 MAY Wings West came back, now operating as an American Eagle carrier with Swearingen Metros to Los Angeles. In August, Qwest Air suspended operations.

Continental Airlines entered Long Beach on 01 JUN 89 with service to Denver, but about the same time Sierra Mountain Airways suspended operations. As time went on and things settled down after the merger mania had peaked, several other air carriers began to pull out of Long Beach.

The first to leave was the most-senior one, when taking its predecessor's history into account. USAir had been at Long Beach nearly 19 years, going back to the first service by PSA in 1971. It suspended services here on 01 MAY 90 after having added several routes to and from Long Beach that never developed. On 01 JUL TWA pulled out and Continental left on 30 SEP, after service that lasted only 15 months.

McDonnell Douglas flew its

newest jetliner, the MD-11, from the airport for the first time on 10 JAN 90.

PHOTOGRAPHY AT LGB

Photography at LGB unfortunately is very limited. There is some nice shooting possible in the morning from the gate area of the terminal. You will have to shoot through glass, but it can be done. The best outdoors location is at the McDonnell Douglas parking lot on Spring Street and Kilroy Drive. This is located in the McDonnell Douglas Business Park just



Rampside view of the terminal photographed in MAR 90. Not much has changed since the terminal was first opened in early 1930s. (Photo by JET Thompson)



Little has changed too in this street-side approach to the terminal. Compare to the early 1940s photo shown in this history. (LGB photo)

ACKNOWLEDGEMENTS

Information for this history was supplied by the following people: LONNIE MITCHELL, Long Beach Airport Public Affairs Officer; SYD JAMIESON JR. of USAir and Jet America; KEVIN McACHREN of Airserv; DAVE JONES, WAHS member and BRIAN GORE of Delta Airlines. The following publications were used as resources: Airliners Monthly News; North American Aviation News; Official Airline Guide; Trans World Airlines and Western Airlines by GEORGE W. CEARLEY, Western Airlines - A Pictorial history of Western Airlines and inflight; Airlines of the United States since 1914 by R.E.G. DAVIES; Birth of an

Industry by the Ruben H. Donnelly Corporation; The Illustrated Encyclopedia of Propeller Airliners by BILL GUNSTON; Commercial Aircraft by BILL GUNSTON; Jane's Encyclopedia of Aviation; Jet America Airline history book; The Sporty Game by JOHN NEWHOUSE, The Ford Trimotor by WILLIAM T. LARKINS, U.S. Commercial Aircraft by KENNETH MUNSON, various editions of the JP Airline Fleets International by F.E. BUCHER and U. KLEE, and various time-tables of Air West, Alaska AL, All Seasons Air Pacific; American AL, California Amphibious Transport, Delta AL, Hughes Air West, Jet America, PSA, Trans Catalina, TWA, United AL, USAir & Western AL.

STICKER CHATTER

by DON THOMAS

Our first label in this issue comes from the troubled Persian Gulf. It outlines the co-operation of the principal airlines in that region. Sent in by HERMAN VAN DYK, it shows the logos of Saudia, Kuwait Airways and Gulf Air, all on the same BIL (#1). This is the first instance I know of when airlines have combined their logos on a single BIL.

Kuwait Airways lost five A310, three A300-600, two 767-200, one 727-200, two G.1159 and two HS125-700 during the invasion. Outside the country at the time were four 747-200B, three 727-200 and one 767-200. These are now based at Cairo, Egypt and maintain a reduced foreign schedule.

All I remember of Iraq are the airports at Basrah and Habbaniyah during World War 2. Maybe before some of you guys were born.

Herman, the BIL authority, also sent in new BILs from Ladeco of Chile (#2), Turkish Airlines (red and black on white - #3), United (gray on white - #4), Varig (on heavy cardboard - #5), Air Europa of Spain (red on white - #6) and the Junkers JU-52/3m label in black on brilliant silver foil (#7). Metallic labels are not easy to photocopy. Herman has found that an opaque sheet of Mylar, placed between the metallic picture and the glass of the copy machine, will filter the reflection so that a clear copy will result. Neat!

Virgin Islands Seaplane Shuttle is no more. Its fleet was wiped out by Hurricane Hugo. MITCH MAYBORN, who used to fly for them, saved a few stickers. "Landing on Water is Fun" comes in white on red and is scarce (#8).

Speaking of the V.I. Seaplane Shuttle, its predecessor, Antilles Airboats, used to operate a Short Sunderland III flying boat. This is the 'boat that Charlie Blair and his wife Maureen O'Hara, flew from Australia (ex-Ansett) to join the fleet several years ago. WAYNE LAPOE says it is now restored and on exhibit at the Hall of Aviation in Southampton, England. He visited the museum on a recent trip. I am showing you a label depicting a V.I. Seaplane Suttle Grumman Mallard (#9).

935-6872

DON'T FORGET SAFEGUARD YOUR BAGGAGE YOU MUST LABEL IT

1. Lock & label your baggage inside and out
2. Check in your baggage ON TIME
3. Remove money, documents, valuables, medicines, keys and avoid carriage of restricted articles
4. Report any baggage problems immediately

لا تنسى
1. امكّن وإصالح مع الصندوق وضع العلامات
2. من التفتيش في وقتك
3. اخرج النقود والوثائق والأدوية والأدوية والحقائب المحظورة والمفاتيح وتجنب حياض البضائع المقيدة
4. أبلغ أي مشاكل متعلقة بالمتعة فوراً

السعودية
السعودية
السعودية
السعودية

طيران الخليج
الكويتية
السعودية

saudia
KUWAIT AIRWAYS
GULF AIR

Name: _____ الاسم
Address: _____ العنوان
Telephone: _____ التليفون

NAME _____
ADDRESS _____
CITY/STATE _____
TELEPHONE _____

UNITED

#5

0

VARIG

#6

air europa

NOMBRE / NAME _____
DIRECCION TEMPORAL / TEMPORARY ADDRESS _____
DIRECCION TEMPORAL / PERMANENT ADDRESS _____
FECHA / DATE _____ TEL / PHONE _____

#7

Only Ju

#8

"Landing On Water Is Fun"

#10

HARBOR AIRLINES

P.O. Box 160 • Oak Harbor, WA 98277

Name _____ City _____
Address _____ State _____ Zip _____
Telephone () _____

#2

Nombre _____
Name _____
Direccion _____
Address _____
Ciudad _____
City _____
País _____
Country _____
Telefono _____
Telephone _____

Ladeco

#3

**TÜRK HAVA YOLLARI
TURKISH AIRLINES**

isim _____
name _____
adres,telefon _____
address phone _____

form 91-208

KENT KISTLER sent in the BIL of the new Harbor Airlines of Washington state (#10). These were available at SEA-TAC Airport during the recent Airliners International convention in Seattle. Colors are blue, green and red on white. He also sent a BIL of Time Air of Alberta, Canada, in red on white cardboard (#11).

BILL DEMAREST sent in what looks like a small postcard (5 x 3 in, 12.25 x 7.35 cm) postcard, but is a sticker. It shows the Jetstream Super 31 of Air Midwest (#12).

The Aloha Island Air BIL (#13) is orange and white. This commuter airline on the Hawaiian island of Aloha, flies to Kauai with DHC Twin Otters. It was formerly called Princeville Airways.

Courtesy of DAVE ROWE in England come labels from Garuda Indonesia. They show the airline now sponsors-or owns? - hotels, as Air France used to do in Africa and as Pan Am did before it sold its Intercontinental Hotels. The Garuda sticker for Lombok is in light green (#14) and the one for Bali (#15) in light pink. Another one is for the Grand Hotel Preanger in Bandung, in light buff.

"Thank you for preferring us" says the white on navy blue TACA label (#16). It too was sent in by Dave.

Air New Zealand has another Flying Kiwi label. It is in green, dark blue and white, and shows an F-27 in carica- ture (#17).

The First Air label from Canada comes in black, orange and green, on white (#18).

For anyone who is wondering about air travel in the Soviet Union, I received a letter from DON SULLIVAN, telling me about his recent trip all over that country, on Aeroflot. He was able to get ONLY ONE BIL on the whole trip (#19). It is dark blue on white. On a flight from Tbilisi in the southern part of the country, to Leningrad on the Baltic Sea in the north, he got a baggage tag on his suitcase for Berlin. There wasn't enough fuel in Tbilisi for the 2.5-hour flight to Leningrad, Don said, so they flew to another airport (40 minutes) to



#11

TimeAir
Canadian Partner

TimeAir
Canadian Partner

#14

SENGGIGI BEACH HOTEL
L O M B O K
AN AEROWISATA HOTEL
GARUDA INDONESIA GROUP

#15

NUSA DUA BEACH HOTEL
B A L I
AN AEROWISATA HOTEL
GARUDA INDONESIA GROUP
P.O. BOX 1028, DENPASAR
BALI, INDONESIA

#16

Gracias por preferirnos.

TACA
INTERNATIONAL AIRLINES

#19

АЭРОФЛОТ
Soviet Airlines

NAME _____
PERMANENT ADDRESS _____
PHONE _____ COUNTRY _____



refuel (50 mins) and then on to Leningrad. His seatbelt was missing a buckle, so he tied a knot in the belt. The lavatory was littered with cigarette butts. Their eight flights in the Soviet Union were all dirty and crowded, Don wrote.

#13

Aloha Island Air

#18

COMPLIMENTS OF:
AVEC LES HOMMAGES DE:

FIRSTAIR

NAME: _____
NOM: _____
ADDRESS: _____
ADRESSE: _____
TELEPHONE: _____
TELEPHONE: _____

NAME: _____
ADDRESS: _____
CITY/STATE: _____
TELEPHONE: _____

WINGS & THINGS

by RICHARD KORAN

"Perhaps at no time in recent memory has so much been changing in the world in terms of alliances, borders and philosophies. This affects us as wing collectors. Gone are the distinctions between North and South Yemen, and soon the Germany's will merge. Perhaps even as we read this, countries behind the former Iron Curtain will be removing red stars and the sameness of their insignia off the board. Will they go back to former wing designs or ahead to new ones? Whatever happens, it will open up interesting new opportunities for the collector."

So far Russ Huff, Wings and Things of the World, Fall, 1900.

Even though Russ' "editorial" might have been written with the military collector in mind, I would guess this change in the world might even affect the airlines behind the Iron Curtain. We have all seen some wings we wish would have been better. Maybe they'll change for us, too!

On another subject, I have been busy writing lengthy articles on the Lufthansa Junkers JU-52/3m promotional visit to Detroit Metropolitan Airport and on a grand story about two Ford Tri-motors on floats, one in Ford markings, using a wide area of the Detroit River for take-offs and landings, the other a TWA Ford soon to be modified for the airline's experiment with an airline shuttle service.

(The JU 52/3m article is published in this issue of the CAPTAIN'S LOG. That about the Ford will follow in the next issue - Ed.)

I was finally able to solve the Trump pilot wing reflection problem I had in the previous issue of the CAPTAIN'S LOG.

I have even thought of having extras of this Trump shot made so you could "cut and paste" it over what is one of my worst photographs. Those reflections were horrid! I had a time trying to get rid of them and finally discovered that if I have more depth of field, I could tilt the wing more or less to find that happy medium so that the reflections would not appear. I am sure you will see the difference between the two photos. By the way, I had to tilt the wing more!

With all the commotion in the Middle East, I thought that perhaps a little review of that area might be necessary and I have included a great number of Middle East airline wings in this column. I have picked a few paragraphs from Ron Davies' book 'A History of the World's Airlines' to perhaps help us to understand the situation.

"The two Great Wars have each marked a turning point in history. 1918 saw the end of old-fashioned imperialism; the beginning of the end for world leadership by the British Empire and the emergence of the United States as the most powerful economic nation. 1945 marked the beginning of an era in which the word 'colonialism' became an embarrassment to those whose countries which still had colonies. The emotional effect of the word was

exploited in political propaganda, both by colonized peoples and by opponents of the former colonial powers.

"The escape from the rule of the United Kingdom, France, Holland, Belgium and the rest was a steady process and continues to this day. Dozens of new republics have been formed since World War II and their new-found freedom has usually been characterized by two events - admission to the United Nations and the establishment of an airline.

"Through the development of an airline a small nation now has an opportunity of being seen as well, for except in circumstances when diplomatic relations are strained, a civil airliner has freedom of access the airfields of every city in the world, even if restrictions under traffic arrangements do not allow it to carry out its business everywhere it would like.

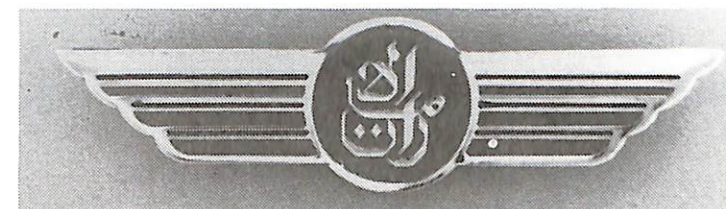
"There is no better way of displaying the national flag than on the nose, wings and fin of a modern airliner. It suggests that the aircraft's parent country has reached the standard of technological development which permits it to operate an airline which, after all, is a highly complex exercise in organization and operation. The airline has become a status symbol. No independent country can afford to be without one. For this reason, one airline after another has been founded since the war to carry a multitude of flags on peaceful missions along the world's airways.

"The Second World War did not change the political map of the Middle East as much as the 1914-18 conflict did. The countries remained geographically the same but politically developed a rising sense of nationalism, though this did not become coherent for many years. The main political issue was the Jewish settlement of Israel and the timing of the British abandonment of power in Palestine. The tapping of natural mineral wealth in the Persian Gulf was the chief commercial activity in the region and one which grew annually to become a significant factor in the economy of a number of European countries. The mineral wealth was synonymous with one commodity, crude oil. Geological research revealed that the resources were vast; the potential was sufficient to tempt American capital. The countries of the Middle East could be divided into two classes: those which possessed oil and this which did not.

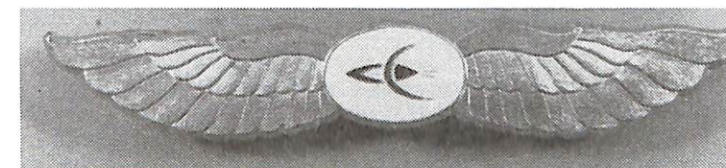
"The oil bearing land was centered around the Persian Gulf, the main deposits being in Persia, Iraq, Saudi Arabia, Kuwait, Bahrain and the Trucial Sheikdoms, and here came thousands of foreign technicians. In addition to the oil wells themselves, port installations and refineries added to the industrial activity. The presence of this oil-dependent population produced considerable air traffic in an area where rail and road traffic were arduous experiences, even in airconditioned trans-desert motor coaches. The traffic was made up not only of normal business journeys, but also of a high proportion of holiday travellers escaping the tropic heat of the Gulf to cooler weather on the Mediterranean. In the reverse direction, a healthy trade



Saudi Arabian Airlines was founded near the end of 1946 with technical aid by the U.S. Air Force mission and by TWA, although the airline owed its first allegiance to the king. In its early days, it operated a wide range of services, including to many remote parts of the Arabian desert where the only alternative transport was a camel. That may apply to this day! The SAA wing is overall green material with gold embroidery and is also padded. From the Stonberg Collection.



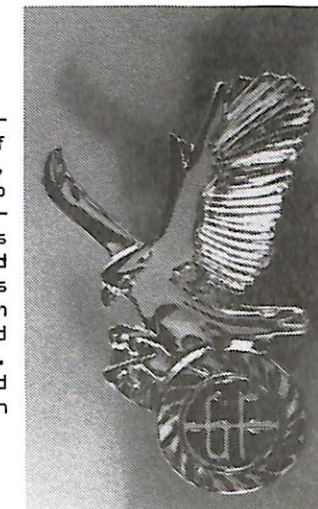
Emirates, the international carrier of the United Arab Emirates, first took to the air on 25 OCT 85. The flight was a significant turning point in the life of Dubai and the UAE. This badge is issued to male pursers. This fine wing is polished gold with red accents in the center and on the wings. Fine black lines accent the wings.



Yemenia - Yemen Airways, of the Yemen Arab Republic, was formed in 1954 and was known as Yemen Airlines until 1972, when it became Yemen Arab Airlines. Saudi Arabian Airlines holds an interest in the airlines. Yemenia is in a major route and fleet expansion. Their DHC Dash-7 training is conducted in Norway at Widerøe's training facilities in Bodø. This wing is gold metal with a white enamel center. The logo is in red and blue.



Saudi, Saudi Arabian Airlines, is the biggest airline in the Arab world. The state-owned flag carrier of the Kingdom of Saudi Arabia now ranks among the top air carriers in the world. Wings are gold, polished and brushed, with the distinctive Saudi insignia in gold on green enamel.



Gulf Air is a flag carrier for the Arabian Gulf states of Bahrain, Oman, Qatar and the United Arab Emirates. The multinational airline provides scheduled passenger and cargo services to cities in the Middle East, North Africa, southern and eastern Asia and Europe. The badge is polished gold with brown enamel in the center of the badge.



Oman Aviation operates scheduled domestic services in Oman, undertakes regional Middle East charters and provides aircraft support services at Muscat's Seeb International Airport and at Salalah Airport. The wing is gold as are the crossed swords at the top. A green "OA" surmounts the red center and the badge is sewn to a blue backing.

Lebanese International Airlines, founded in 1956, was one of a number of airlines founded in the early 1950s in the region. LIA's first route was from Beirut to Kuwait using a C-46 passenger and freight aircraft. In 1958, Sabena, the Belgian airline, took an interest in LIA and helped them to improve their coverage of Middle East stations. The airline also competed regionally and to Europe (London was served with the CV-990A for a while) and it held the licence of a small company that allowed LIA rights to South America, a far-reaching opportunity. The LIA wing has gold bullion wings and a tree over a blue center with the letters "LIA" in gold.

grew up in the transport of fresh fruit, meat and vegetables from Lebanon. Because of all these factors an air traffic pattern quickly became established after the war, centered on the Persian Gulf in the eastern side and along the Levantine coast to the west, with the city of Beirut suddenly assuming the status of a major traffic junction, assisted by the decline of Lydda because of political problems in Palestine."

On a different note, we have all been hearing and watching the events in the Middle East as regards Iraqi President Saddam Hussein. The Detroit News Wire Service reported on 20 OCT that "On Monday, Al-Seyassah, a Kuwaiti newspaper published in Saudi Arabia, reported Hussein had dreamed the prophet Mohammed had appeared before him, telling him Iraq's missiles 'are not pointed in the right direction'."

"Hussein reportedly told top aides Mohammed said: 'You know the (right) direction and you should correct it', presumably calling for a shift from southward toward Saudi Arabia to westward - toward Israel."

"Al-Seyassah, whose report could not be independently confirmed, is an arm of the ousted Kuwaiti government. It said Iraqi intelligence was spreading the story around Baghdad to try to prepare Iraqis psychologically for a pullout from Kuwait."

There also have been recent, unconfirmed reports Iraqi troops were being pulled from major parts of Kuwait, and massing around a fenced area that surrounds two northern Persian Gulf islands and an oil field that Saddam covets."

In light of all these happenings, I think my choice to photograph many of the Middle East Airline wings was a good idea. A little history goes with each one, too.

Back in the fall of 1983, my column included a portion of a letter sent to me by Ralph Andreason, an F/E with South Pacific Island Airways (SPIA) at the time. He had been in training at American's Flight Academy that June. Andreason had sent me a set of Iraqi Flight Engineer wings, along with a letter, part of which is as follows:

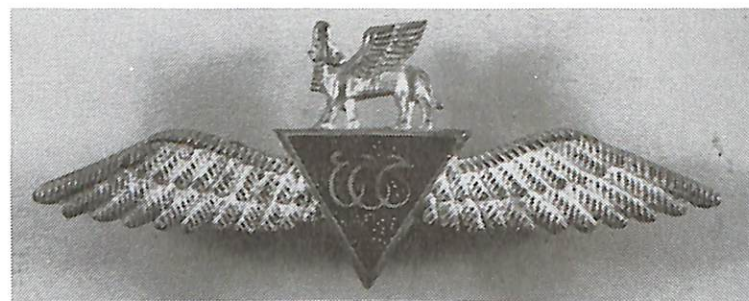
"I worked as a 727 F/E for Iraqi Airways from January 1976 to January 1977, and lived in Baghdad. This was at the time when Iraq had purchased their first three 727-200s from Boeing, one of which I ferried from Seattle to Baghdad. In January, 1977, almost all the foreigners (not just Iraqi Airways employees) including doctors, engineers, technicians, etc., were kicked out of Iraq on some big nationalistic move. Our contracts were not renewed. Prior to the acquisition of Boeing aircraft (707, 727, 737, 747) only foreigners with British licences could work for Iraqi. They did retain a few ex-pats such as Lebanese and Pakistanis who were all Moslems."

The Iraqi F/E wing is just like the pilot wing with this column, except there is a bar below the flag colors that is green enamel and has the letters "F/E".

I recently received the new British Midland pilot wing from their offices in Donington Hall, Castle Donington, Derby. It is a very nice gold bullion wing with dark blue center with a red "BM". Their flight attendant wing was acquired from the west coast -



Iraqi Airways started service in pool with Middle East Airways (MEA) in 1946, as a subsidiary of the Iraqi State Railways. Flights began with a DH Rapide aircraft, between Baghdad and Basrah. International services between Baghdad and Damascus began in 1946. BOAC provided technical assistance for some years. This Iraqi pilot wing is considered the first of the three I have. It has fine detail, with a gold finish on the metal wing and is hallmarked: FIRMIN LONDON.



This Iraqi Airways pilot wing has a green enamel center with the same Arabic letters as the first wing. Can any reader tell me what they stand for? Wing and symbol on top of the shield are gold. Arabic hallmarks on back.



Current Iraqi Airways pilot wing is gold with the newer logo in gold on a green enamel background. The national flag of red-white-black is across the bottom, with three green stars in the white center. I also have a wing like this with a green "bar" attached to the bottom and the letters "FE", Flight Engineer.



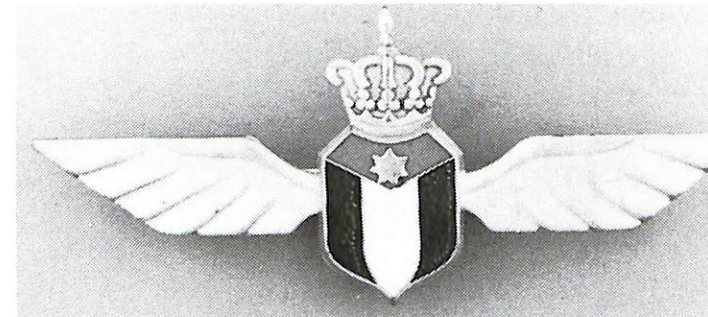
Kuwait Airways traces its history to the formation of Kuwait National Airways in 1954, and began service over a Kuwait-Basrah line that year with DC-3. The Kuwaiti government gained a 50% holding in the carrier in mid-1955 and realized full government control in 1962. Kuwait Airways started flying into New York with 747s after 1980. The wing is gold bullion on black with a shield in the colors of the national flag: black at the top and with red-white-green enamelled bars along the bottom. There has been some slight chipping of the enamel.



Syrianair pilot wing from Hector Cabezas. Syrian Arab Airlines, the government-owned airline, was established in 1961 as a successor to Syrian Airways, which was established in 1946. Syrianair maintains scheduled jet services within Syria, the Arab Middle East and south-central Asia. The wing has gold bullion wings on black and a white center with light-blue name.



MEA - Middle East Airlines, is Lebanon's privately-owned and efficiently-run national air carrier. MEA was established in 1945 and began passenger flights late that year. In 1969 MEA absorbed Lebanese International Airlines. Lebanon's tragic domestic violence and other Middle East hostility has not daunted the remarkable resilience of the airline. This MEA hat badge has a black background with the wings in gold bullion. A red circle encompasses the green and brown tree logo while the Arabic titles at the top and M.E.A. at the bottom are in gold bullion.



Royal Jordanian, formerly Alia, The Royal Jordanian Airline, is Jordan's national flag carrier, created by Royal decree of King Hussein in DEC 63 as a successor to Jordan Airways. In the past decade the airline has emerged as one of the biggest Middle East air carriers. This wing is gold overall, with a seven-pointed gold star on red at the top, a green-white-black enamel from left to right on the shield.



Iran Air, the Airline of the Islamic Republic of Iran, was formed in 1962 through a merger of Iranian Airways (1944) and Persian Air Services (1955). The government-operated airline maintains services to destinations in the Middle East, southern and eastern Asia, and to Europe. In 1986 I met a flight crew at a hotel in Frankfurt and confirmed they wear this same wing. It is gold with black enamel and a gold symbol. Can someone tell me what the symbol stands for, please?



This Iranian wing from the Oscar Stonberg Collection still defies identification by me. It could be either Iranian Airlines or Persian Air Services, or some other carrier from that country. The wing is nicely made with heavy gold bullion wings and bullion encircling the center. The 'lion and sun' symbol is centuries old and was used prior to the Iranian revolution. It stands on a field of red, surrounded by a white circle.



Arab Airways was founded in 1946 and began operations late that year. The small carrier was Transjordanian-owned and was staffed with ex-RAF personnel. Another airline, Aden Airways, with former BOAC routes in countries bordering the Red Sea, began to suffer loss of air traffic. Through Aden Airways, the British carrier saw Arab Airways' fortunes falling by the wayside and it reorganized the airline under the title Arab Airways (Jerusalem). This wing is black with gold bullion wings and a silver bullion star above the shield. The center shield has white-red-green thread with gold beading around it. An Oscar Stonberg Collection wing.

Los Angeles - and is also a fine addition to the collection. It is a metal piece with the wings in polished gold and a gray enamel diamond shape with "BM" in the center.

Along with the pilot wing, I also received a great write-up entitled "British Midland and Donington Hall". Every airline should have a headquarters like this one.

"British Midland's headquarters at Donington Hall is without doubt unique in the Airline World," it says.

"The Hall - just one mile from the East Midlands Airport - is an 87-roomed, 18th Century mansion and has been restored and converted at a cost of more than £1.5 million.

"Increasing pressure on space at the existing headquarters site on East Midlands Airport, where the airline had been since the 1960's, and the prospect of expiring leases, forced British Midland to search for new premises.

"Fortunately, the airline had to look no further than the airport boundary, where Donington Hall, set in 29 acres of parkland, was available.

"Although it was immediately obvious that through almost ten years of disuse, the listed building required extensive refurbishment, the airline, with the assistance of Derby-based building and civil engineering contractors Ford and Weston, set about the formidable task.

"The result is a classic gothic-style building now offering almost 30,000 square feet of commercial and administrative offices plus operations and computer rooms, boardrooms and dining facilities. It has been occupied by British Midland since 1982.

"The Hall itself has had a chequered history. Built in 1793 by the first Marquis of Hastings on the site of two earlier manor houses, the hall was designed by William Watkins, the architect of the National Gallery.

"During the world wars, the Hall became first a German Officers' Prisoner of War camp and then a billet for officers. The park itself during the 1939-45 war, was the biggest army vehicle depot in England.

"In the intervening period, it had been both family home and country club hotel.

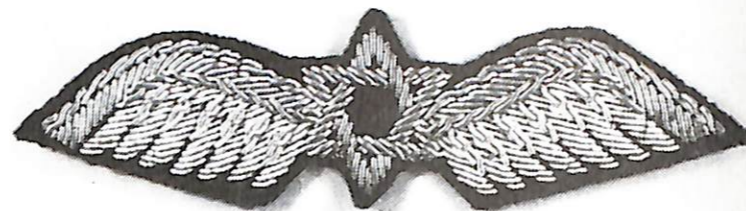
"In the years that followed, whilst the resident family tried gradually to re-establish the estate, Donington Hall was host to larger numbers of Hungarian Refugees and latterly, the children of the Ockenden Venture. Sadly, the owner's dreams of reviving the Hall's fortunes, were not to be fulfilled and the great house came to the market after a long period of disuse.

"Fortunately, for British Midland and for her heritage, this splendid house has survived to tell its historic and architectural tale and (has) not befallen the fate of so many English houses in the post-war era.

"Although work remains to be done with the Chapel and some of the outbuildings, Donington Hall is now the base for some 400 of the airline's staff - the facilities combining the best of the restored 18th Century craftsmanship and the latest in communications technology."

Before closing, I am here to warn Niek Vermeulen someone might be barking at his rear with regard to barf bags. From the associated Press, Gainesville, Florida, comes the following:

"First rule of collecting barf bags: Be



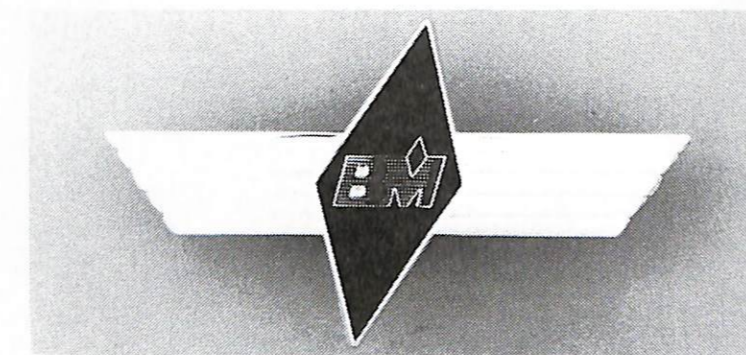
El Al Israel Airlines was established in 1948 when the Israeli-Arab conflict came to a stop and an independent Jewish state was formed within de facto borders. "El Al," the translation of which is "to the skies", maintains what is perhaps the strictest security operation of any major airline in the world. This wing is heavy gold bullion on black backing.



Egyptair is one of the major players in the Middle East, flying scheduled domestic and international routes. The airline was established in 1932 as Misr Airwork, which was changed to Misrair in 1949, to United Arab Airlines in 1960 and to Egyptair in 1971. The newest wing is overall gold with a falcon, centered in the middle and with red and blue enamel. The falcon, sky-god image of mighty Horus, soars as the sign of the pharaoh.



This British Midland pilot wing recently received for my collection illustrates change from their former "BMA" livery. This gold bullion wing, on black, with a blue center and red "BM", is their latest. Small blue threads in the BM give the letters a "speedy" appearance. British Midland underwent their livery change in 1985 to red, white and blue.



British Midland cabin attendant badge is a fine one. Wings are polished gold, the center diamond shape has gray enamel with gold BM letter logo in the center, red horizontal lines, red enamel edging on the right side of each letter and a small blue diamond adjoining the top of the M. Nicely done!

sure they have never been used.

"George Armelagos sees nothing sick about his hobby - collecting airline barf bags.

"The University of Florida anthropologist has more than 100 barf bags - unused, of course - of varying sizes, designs and colors on the bulletin board of his office.

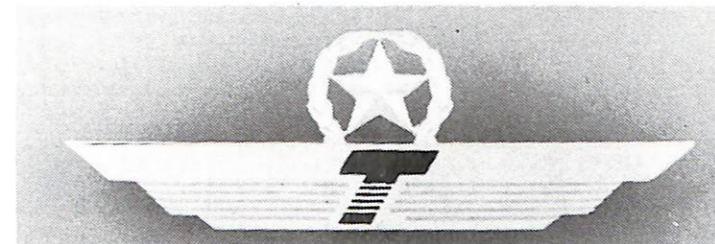
"All artifacts of a culture give clues about a way of life", he said. "Barf bags, which after all represent food and sickness, should be no different," he said.

"Air Afrique's barf bag is decorated with gold masks, Aero Peru's with archeological symbols. Passengers can play gin rummy on the game board on a TWA barf bag, or use the Kodak ad on an American Airlines bag to get their film developed.

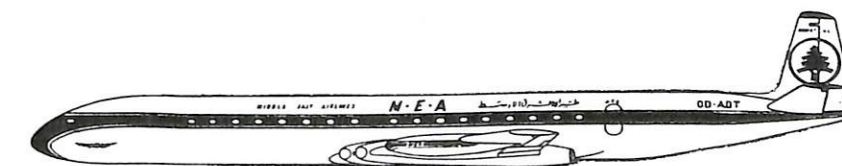
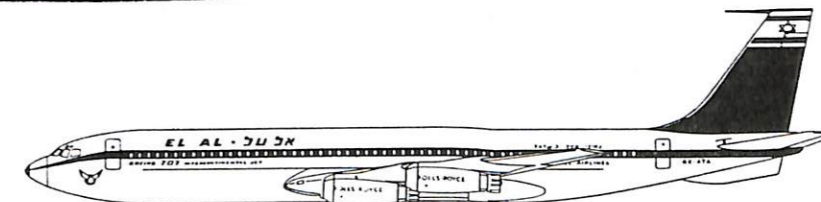
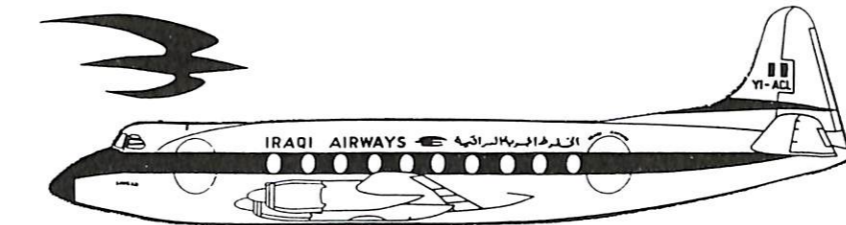
"Armelagos' favorite, from the Netherlands' KLM Airlines, depicts a kangaroo throwing up into its pouch.

"One of the biggest problems in collecting barf bags now is that more and more airlines are starting to use generics," Armelagos said. "I feel cheated when I get on a plane and find the same barf bag that I saw on some other flight."

Oh well ... living in America!



Trump pilot wing. I was finally able to get rid of the reflections caused by the lighting on the highly-polished surface that appear black in the finished photograph (see previous issue). The wing, of course, is overall gold with detailing, and has the red enamel "T" in the center. Thanks to John Whitehead for letting me "keep" the wing for the photo session.



POST CARD CORNER

by WILLIAM DEMAREST



Garuda Indonesia

THE AIRLINE THAT BRINGS YOU INDONESIA

MD-11 CF6-80C2



Werktagliche Jet-Linienflüge zwischen Frankfurt, München, Hamburg, London und Paris mit

AERO LLOYD
Die freundliche deutsche Fluglinie

McDonnell Douglas MD-87.
The text on the back of the card says: Weekday scheduled jet service between Frankfurt, München, Hamburg, London and Paris with AERO-LLOYD
The friendly German airline

MEXICANA
Discover Mexicana's Mexico.

McDonnell Douglas MD-10-15.

The recent changes in Eastern Europe and the stand-off in the Middle East are sure to bring changes to the world airline industry. Higher prices for fuel, mergers and bankruptcies will lead to new airlines appearing, old ones disappearing, and more-fuel-efficient aircraft taking to the skies. One of the end results will be more exciting postcards to add to our collections.

Eastern European airlines have published countless postcards of Soviet-built aircraft. Now some of these airlines are looking to the West for modern aircraft to renew their fleets. Who would have thought that the Soviets would be flying the Airbus A310? As did the East-Germans shortly before their country disappeared from the map, re-united with West-Germany? Likewise, did you ever expect to see a Malev Boeing 737?

For your review, I have put together a selection of various Soviet and Middle Eastern airline postcards for our "Golden Oldies" section.

In keeping with current events, you might want to look at postcards from Iraqi Airways, Iran Air and Kuwait Airways. All three carriers have been prolific producers of postcards over the years.

As always, various postcard publishers continue to provide us with many new issues for our collections.

Enjoy!

LEGEND:

ab - seen from above
ai - artist's impression
bl - seen from below
cc - combi card
co - Continental size
dr - drawing
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

nt - new titles
oc - old colors
os - oversized
ow - on water
to - taking off
wb - white border

AIRLINE ISSUES

Aero Lloyd MD-87, if fr co
Air China 747-200B, if fl oversized
Air Nelson (New Zealand) Metro 3, gr os
ANK Air Nippon 737-200, if fl co to
Aviogenex 737-200, if over Mt. Rainier



Cathay Pacific 747-200, gr fl co nose
Challenge 757-200F \view in sunset
Delta 767, if fl R, nt on reverse
Garuda A330-300, if fr ai
Garuda 737-300, if fr dr
Garuda 747-200, if fl
Garuda 747-200, if fl ai
Garuda DC-9-30, if fr
Garuda DC-10-10, if fr
Garuda MD-11, if fr ai
Garuda F-28-400 if fr
Garuda all cards oversized, in new circs
Korean Air 747-400, if fr above

\mountains
Lauda Air 767-300ER, if fr co
Mexicana DC-1-15, if fl co above clouds
Qantas 747-400 interior cockpit shot
Royal Jordanian A320, if fr co above
Tracor 707D \mountains
Virgin Atlantic menu postcard LAX-LGW
folder with drawing of balloons

AIRPORT POSTCARDS

Keflavik, Iceland; overhead shot with
Icelandair DC-8s & F-27

AVIMAGE

Recent cards that were missing from the listing in the previous issue of the CAPTAIN'S LOG.

- 100 Istanbul Airlines Caravelle 10B
- 101 Air Nova BAe 146-200A
- 108 Air Moorea DHC-6-300
- 109 Jet Europe Caravelle 10B
- 112 Mey Air 737-201
- 113 Caltair Caravelle 12
- 114 South African AW A300B2
- 117 Air Queensland ATR 42

CIVIL AIRCRAFT POSTCARDS

- 55 LAD Aviation AN-24RV
- 56 Polar Av'n Aeroflot AN-24
- 57 Crossair SF-340
- 58 Alisarda F-27
- 59 Malev IL-18
- 60 CP Air DC-10-30
- 61 SAM Caravelle 6N
- 62 Transavia F-27
- 63 CAS IL-62, nc
- 64 Emery DC-8-63
- 65 UTA DC-10-30
- 66 Itavia F-28
- 67 Aeroflot AN-22
- 68 Transavia 737-300
- 69 British Air Ferries Viscount 802
- 70 Aermediterranea DC-9-30
- 71 El Al 747-124F
- 72 Aertirrena YAK-40

E.T.W. DENNIS & SONS

- C.079668L Air Bremen SF-340
- C.079669L Jersey European AW HS 748

EDITIONS P.I.

- 631 Viva Air 737-308
- 632 Braathhens SAFE 737-405
- 633 Caledonian Airways L-1011-50
- 634 Air Holland 757-27B
- 635 Aeroflot AN-124
- 636 Futura 737-400
- 637 Air India 747-337
- 638 I.C.S. 737-200
- 639 JAT Yugoslav 727-200
- 640 Hapag-Lloyd A310
- 641 Minerve DC-10-30
- 642 British Airways 767-300
- 643 Martinair Holland 747-200C
- 644 Jersey European HS 748
- 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 Airlines 747-222
- 651 Air Liberte A300-600

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- C.079669L Jersey European AW HS 748

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With special thanks to Fred ERDMAN
William T. FAIN
Rick NEYLAND
Jon PROCTOR
Ludwig VALENTA
Allan VAN WICKLER
Vladimir VOKALEK
and Dave in Gardena, California, who forgot to tell me his last name!



Armstrong Whitworth (later Hawker Siddeley) A.W. 650 Argosy Srs. 101 freighter, G-BE02 c/n 6660, Air Bridge Carriers.

Fokker 100 of Portugalia CS-TPA (in pre-delivery registration PH-EZA) c/n 11257.

- 633 Caledonian Airways L-1011-50
- 634 Air Holland 757-27B
- 635 Aeroflot AN-124
- 636 Futura 737-400
- 637 Air India 747-337
- 638 I.C.S. 737-200
- 639 JAT Yugoslav 727-200
- 640 Hapag-Lloyd A310
- 641 Minerve DC-10-30
- 642 British Airways 767-300
- 643 Martinair Holland 747-200C
- 644 Jersey European HS 748
- 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 Airlines 747-222
- 651 Air Liberte A300-600

FLIGHTDECK

Aircraft of Yesterday series.

- 9 Metropolitan SD3-30
- 10 Air Bridge Carriers Argosy 101
- 11 Longair F-27-100

Grand opening of new Flightdeck shop (a limited edition postcard): Futura 737-4Y0

- Regular Series:
- 40 Adria Airways A320
 - 41 Hot Air Viscount 813
 - 42 Suckling AW Dornier DD-228-200
 - 43 Air Columbus 727-2J4RE
 - 44 Air Zaire DC-8-63CF
 - 45 Air Exel SF-340A
 - 46 Air Malta 727-277
 - 47 Air Europa 757-236
 - 48 Sterling AW Caravelle 10B

Hybrid Liveries Series:
1 Worldways Can. L-1011 (Eastern clrs)
2 Air UK Leisure 737-4Y0

FLITE LINE QUALITY SERIES

All are regular-size cards

- 55 Avensa 737-3Y0
- 56 Avianca 767-259ER
- 57 Business Flight F-27-500
- 58 AeroMexico MD-88, nc
- 59 Braniff 737-293 (blue last colors)
- 60 Trump Shuttle 727-25
- 61 AeroPeru 737-205

- 62 Birmingham European BAC 1-11/401AK
- 63 Air Marshall Islands DC-8-B2F
- 64 Futura 737-4Y0
- 65 Northwest A320
- 66 COPA 737-204
- 67 Inter European AW 757-23A
- 68 Lufthansa 747-230F, nc
- 69 Lufthansa 737-230C, nc
- 70 AeroPeru 767-204
- 71 Scottish European AW HS 748
- 72 Aeromarket DC-3C
- 73 Central Mountain Air DC-3C
- 74 Victoria Air DC-3
- 75 Tempelhoff Airways SF-340
- 76 Odyssey Int'l. 737-4Y0
- 77 AeroMexico DC-9-32 nc
- 78 Bahamasair 737-2L9 nc
- 79 La Ronge Aviation DHC-6
- 80 Odyssey Int'l. 737-353
- 81 Trans Ocean DC-8-63
- 82 Canadian North 737-242C
- 83 AeroMexico DC-10-30 nc

PETER RENTZSCH POSTCARDS

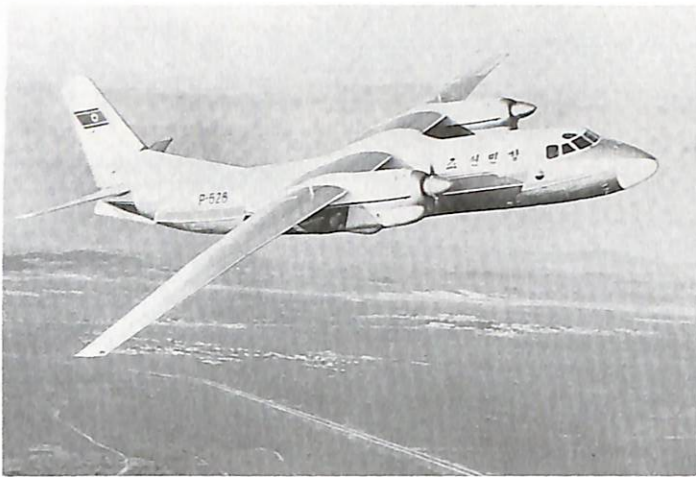
All are Continental size.

Aerolineas Uruguayas 707-331C, gr fr
Air Sul 737-291, gr fl
Avianca 767-259ER, gr fr
Futura 737-4Y0, gr fl
Hamburg Airlines Fokker 100, gr fl
Inter European 757-23A, gr fl
Namib Air 747SP-44, gr fr
75%

PRIVACY PUBLISHING HOUSE

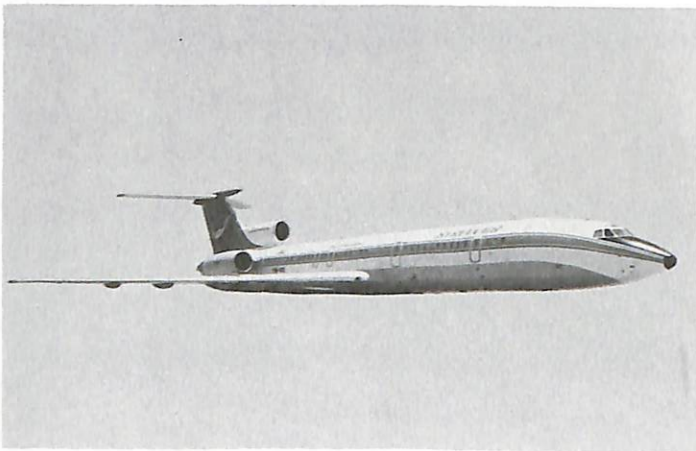
All cards are continental size

Adria Airways A320
AeroCaribbean AN-26
Aeronica AN-32
Air Atlantique DC-3
Air Liberia BN-2A Islander
Air Liberia BN-2A Mk.III Trislander
Air Maritime HS 748
Audia Air Cargo DC-8-63CF
Cubana YAK-40
EMS Int'l Post Corp. L-188C
Flying Tigers DC-8-63AF
Inex-Adria MD-82 (Republic colors)
Kabo Air DC-8-55
La Tur 727-76
Maya Airways BN-2 (called Pilatus Britten-Norman on the card)
Queensland Pacific Nord 262
Royal Nepal 757
Saudia Air Cargo DC-8-63CF



사 회주의 농촌상 공을 날으는 안-24
AN-24 flying over our socialist countryside

Antonov AN-24 of CAAK (North Korea).



TU - 154 M
Tupolev TU-154M of Syrianair.



Below: Mil MI-2 of Aeroflot.
Note inflatable floats above
the main wheels.



Golden Oldies

SPECIAL EDITION

Privately issued series from Italy.
All cards are Continental size.

- 1 TWA L-749 Constellation
- 2 Singapore Airlines Concorde
- 3 Air Classic Super Constellation
- 4 El Al L-749 Constellation
- 5 Dantas Super Constellation
- 6 ATI DC-9-30, cc

Alitalia Cargo System DC-9-32F in original colors, to, fl, co. Limited edition card with only 500 produced.

THE AVIATION HOBBY SHOP (THS)

- 144 GARUDA 737-30B
- 145 ALL NIPPON 747SR-B1

WORLD AVIATION PRODUCTIONS

All numbers prefixed WAP-

- 70 Nationair 747-123
- 71 Martinair 767-300ER
- 72 Iran Air A330B2
- 73 Emirates A300-600
- 74 Emirates 727-2M7
- 75 TransContinental DC-8-63
- 76 Birginair DC-8-61
- 77 Air Outre Mer DC-10-30

Tarom AN-24
Trans Jamaican BN-2A
Mk.III Trislander
United African Airways
707-351C

SKYLINER POSTCARDS

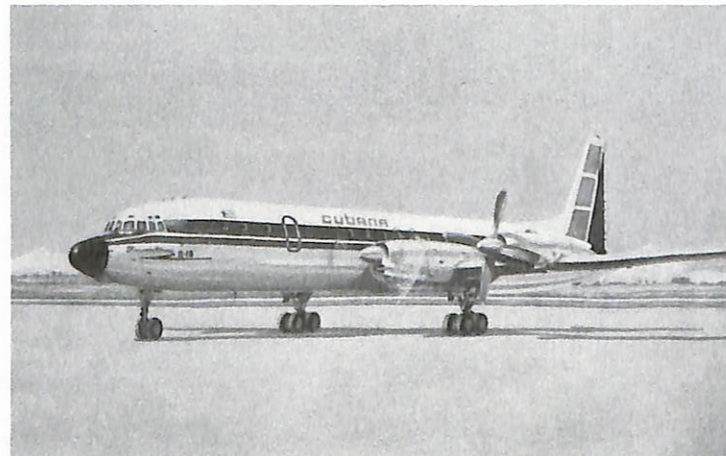
- 061 Iberia Fokker F-28-1000
- 062 MacRobertson Miller Airlines F-27-300
- 063 Portugalia Fokk.100
- 064 Crossair Fokker 50
- 065 Lauda Air Fokker F-27-600
- 066 Mississippi Valley Airlines F-27-500
- 067 Northwest Airlinck F-27-500



Ilyushin IL-62 SU-AVL c/n 00804 of Egyptair in the landing. (Enrico Niccolini postcard)



Ilyushin IL-18, Cubana 50th anniversary. Airline issue.
ILYUSHIN, IL - 18 / Since 1963
Seating capacity - 100. Cruislag speed - 640 km/h.



AIRLINE MODELING

by GERRY COLE

The IPMS/USA national convention was held at the Hyatt Regency in Miami, 17-22 JUL 90. There were about 700 attendees and 849 models, fewer than originally expected. Support of the convention from the local sponsoring chapters was limited, with the result that the entire convention had to be run by seven people. The airliner turnout was also a disappointment, perhaps because I thought that Florida was a hotbed of airliner modelers who would support a good contest. However, Miami still had exciting full-scale airliners and some very nice model airliners to enjoy.

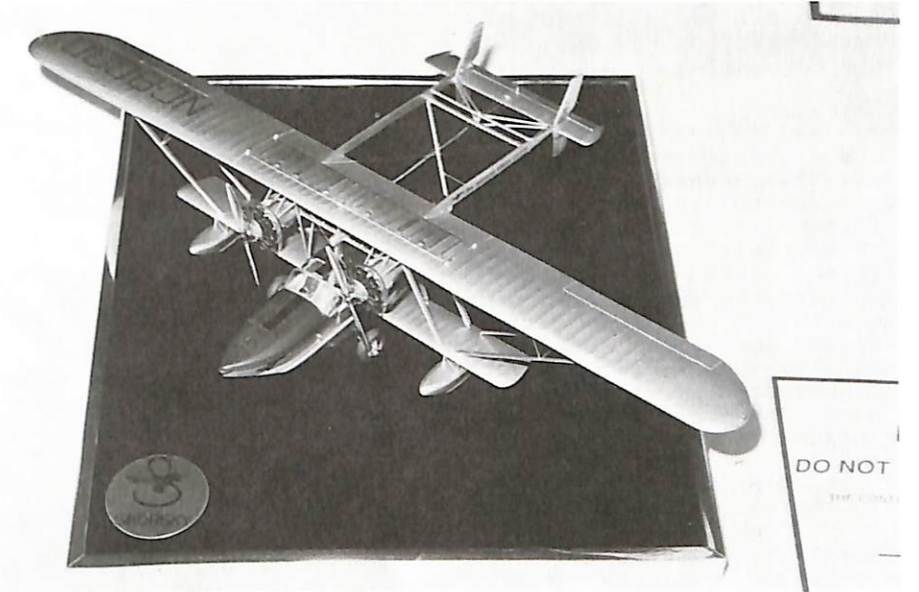
Photo 1 shows a vacuform Sikorsky S-38A amphibian in 1/48 scale built by Jamie Pye, of La Mirada, California. It shows Pan Am's NC8000, which operated the airline's first S-38 service, on 31 OCT 28. The detailing was exceptional, including a full cockpit and a passenger cabin with an ornate rug on the floor. In addition to its class trophy, the model also won the Detail and Scale Award for the best-detailed aircraft model at the convention and the award for the best propeller airline aircraft.

Photo 2. This Aloha 737 in 1/200 scale was built from the Hasegawa kit by Kirk Ballash of Mayfield Village, Ohio. It won the small-airliner class trophy as well as the "out of the box" award. The base is interesting. It shows a map of the Hawaiian islands.

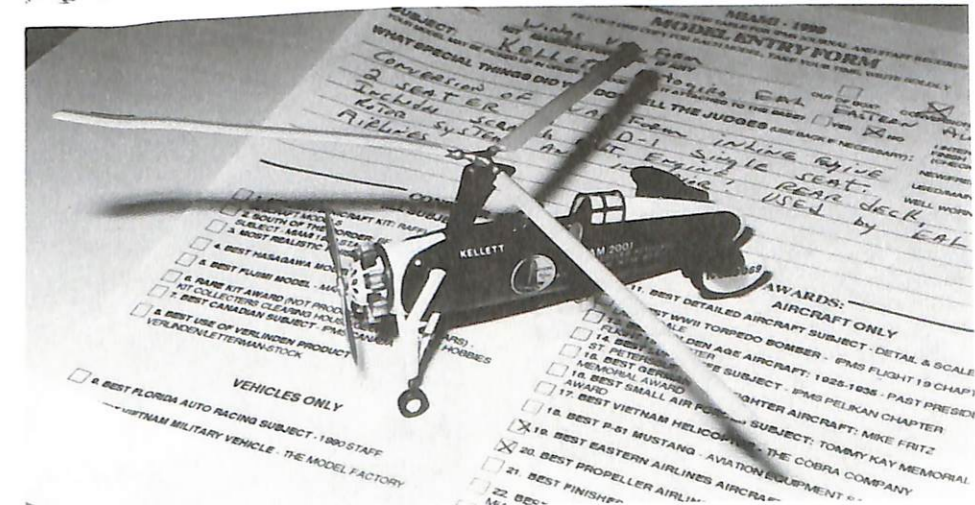
Photo 3. The award for the best Eastern A.L. aircraft, one of the many special themes to encourage airliner entries at Miami, went to a Kellett autogyro built by Robert O'Donovan of Ft. Lauderdale, Florida. This was a two-seat conversion based on the 1/72 scale Wings vacuform kit.

Photo 4. Dave Shirley of Fremont, California built this Pan Am Boeing 314 clipper in 1/144 scale from the rather rare Airfix kit. It was built "out of the box".

Next year the IPMS nationals move to St. Louis and will be held 25-31 JUL (the week after our Airliners International '91 convention) at the Stouffer Concourse Hotel. Event chairman Gil Godfrey, a TWA employee, promises tours of special interest to airline modelers and a special award for the best



1. PAA S-38A in 1/48 scale, by Jamie Pye of La Mirada, CA.
2. Aloha 737 in 1/200 scale, by Kirk Ballash of Mayfield, OH.
3. Eastern A/L Kellett autogyro in 1/72 scale, by Robert O'Donovan of Ft. Lauderdale, FL. (Gerry Cole photos)



model of a TWA aircraft. Plan to attend. It should be a great show. As always, you must be an IPMS/USA member to enter the contest. Memberships are available for \$22.00 per year from the IPMS/USA membership secretary, P.O.Box 2890, Sacramento, CA 95812-2890, or you may join at the convention.

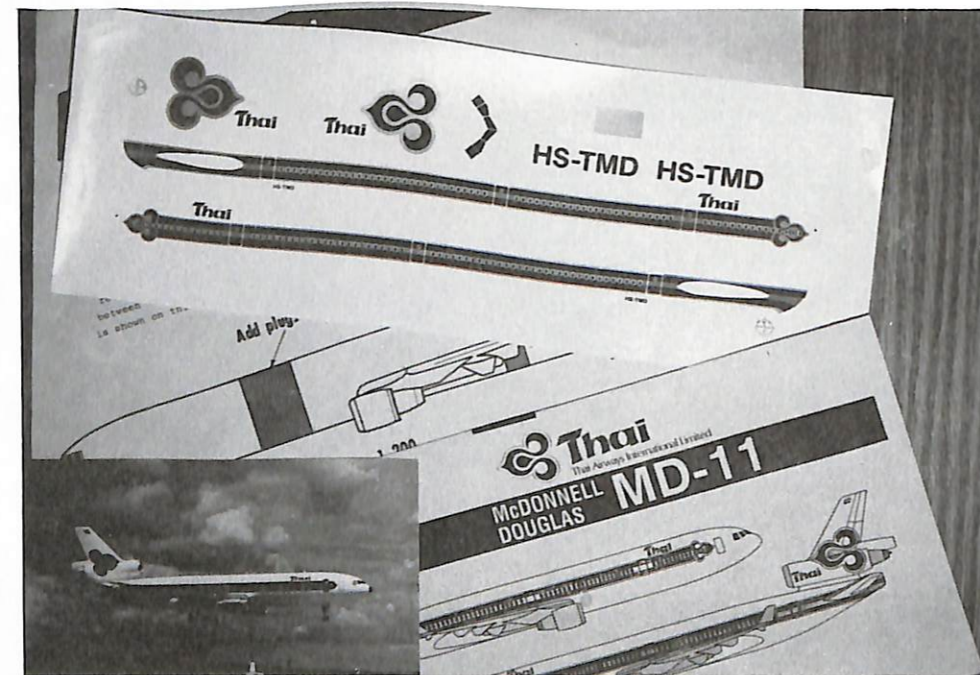
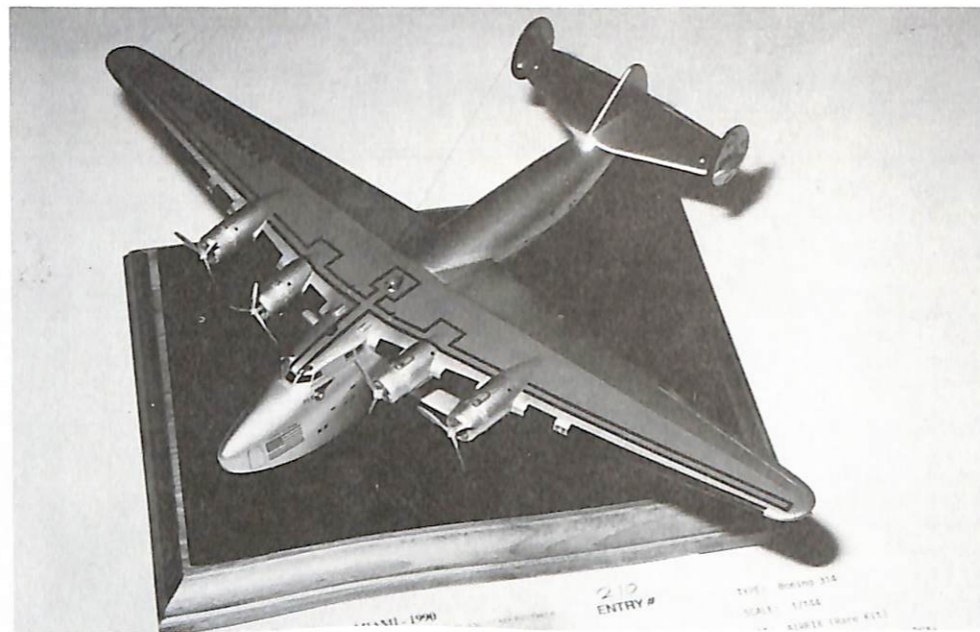
New decals

Flight Designs have issued another USAir sheet, this time for the Boeing 727-200. It is available in both 1/144 and 1/220 scales. I have some reservations about applying the one-piece blue tail decals over the entire 727 fin, but maybe it can be done. The latest release, and one of their most-ambitious, allows the modeler to decal one narrow-body Delta jet, either a 727, 737, DC-9 or MD-80. This requires one sheet devoted entirely to red and blue markings, plus a second sheet of white titles, grey door and window exit markings and white registration numbers. Think of these sheets as one aircraft plus a great addition to your box of spare decal goodies for other projects. The sheets are available in both 1/144 and 1/200 scales, priced at US\$6.00 and US\$5.00 respectively. Contact Airliners/ATP, 3014 Abelia Court, San Jose, CA 95121.

Unfortunately these may be the last Flight Design decals produced by owner Jim Childs. Over the past few years, Jim has produced for us more than 50 quality decals with excellent instruction sheets. He has also shown a delightful ability to capture the airliner modeler's fancy with unusual subjects. Who else would have done Aspen Convairs, or 1/72 bush and commuter aircraft, or a Wien Air Alaska 737? Jim, best of luck! We'll remember you.

Pals Flight, a division of Pals Design Limited, 38 Parkway Drive, Mairanga Bay, P.O. Box 66058, Auckland 10, New Zealand, has entered the model airliner decal field with a number of sheets in 1/200 scale for Pacific-area carriers. Current subjects include Air Pacific's brightly-colored DC-10, 747 and 767, Cathay Pacific Boeing 747, 747-300 and -400, Thai 747-300, Airbus A300-600, MD-11 and Qantas 747-400 and 767. There are four sheets for Air New Zealand aircraft, including the DC-10, 747, 747-400 and 767. A few sheets for 1/125 scale Air New Zealand 737 and older Air Pacific 737 colors may still be available.

Showing their diversity, Pals Flight also has decals for



4. PAA Boeing 314 in 1/144 scale by Dave Shirley of Fremont, CA
5. Thai Airways MD-11 decals by Pals Flight of New Zealand. (Gerry Cole photos)
6. Delta A/L DC-8-71 in 1/144 scale by Tom Lewis, Bradford, PA. (Tom Lewis photo)



220

the British Airways Concorde and an Aerolineas Argentinas 747. The examples I received have excellent registration, good color reproduction and appear very complete. A color postcard is included with each decal, along with a short airline history and decal placement information. My only complaint, and it is a minor one, is the lack of wing registration placement information. In the case of the MD-11 and 747-400 decals, a separate sheet of conversion instructions is included, suggesting the Hasegawa DC-10 and Rolls Royce-engined 747-300 respectively as starting points. The Thai MD-11 decal package is shown in photo 5. Decals cost NZ\$11.50 each, plus shipping, and orders for more than NZ\$35.00 may be charged to your VISA or Master Card. My thanks to Paul Smith of Pals Flight for the samples.

The new Airliners America/ATP catalog notes that Airline Hobby Supplies will be doing decals for Caledonian new colors and final colors for the British Airways Trident. In

addition, AA/ATP hope to reprint some of the decals by Flight Designs, perhaps including the Aspen BAe 146-100 with stripe.

New models

Sasquatch Models, P.O. Box 68735, Portland, OR 97267, have released kits in 1/144 scale for the stretched Dash-8-300 and the MD-87. The latter is well-suited for the Flight Design Midway decal. A 1/200 scale version of the MD-87 is also in the works, as are 1/200 scale fan engines for the ex-Nitto DC-8 to convert it to a DC-8-70

Engine conversion kits in 1/144 scale for the Boeing 737-300 to -500 series are coming from Airliners America/ATP, along with DC-8-62/63 engines and V2500 power plants for the Airbus A320. These will be from a new source, cast in resin.

Reader's photos

Tom Lewis of Bradford, PA, sent a photo of his Delta DC-8-71, built from the 1/144 scale Rev-

ell kit with CFM conversion engines from AA/ATP. He used two sets of Big-D Delta decals with windows and frames added one at a time. Tom refers to this model at the pride of his fleet. It is easy to see why. A nice model and good photography.

Departure Lounge

If there has been one theme in these columns during the past four years, it has been that YOUR models are important. Because of this, space has been set aside in at least three of the four issues each year for model photographs contributed by you, the reader. In the past few months, these contributions by you have diminished from a steady flow to a trickle. My professional and family commitments don't allow me sufficient time to build or photograph enough models to take up the slack. Therefore, send your photos, please.

My address is on the inside front cover.

Thank you all and we'll be talking again with each other in the next issue.



BOEING RESPONDS



By JOOP GERRITSMa

For more than a year now, rumors have been circulating in the modeling community that Boeing is making it difficult, if not prohibitively expensive, for model manufacturers to produce and sell models of Boeing airliners. Boeing, it is said, demands royalties and this in turn seems to have forced Revell to drop plans to make models of the 737-300 and the 757-200.

But no one seemed to know exactly what was going on. I therefore wrote Boeing on 16 OCT 89 and asked them to comment. I received an answer from the company more than one year later in a letter dated 14 NOV 90 and received by me on 20 NOV 90. The relevant part of the text of this letter follows here verbatim:

"Dear Mr. Gerritsma:

"This is in response to your October 16 letter regarding our policy toward airplane model manufacturers.

"Please understand it is not

our intention to restrict the manufacture of model airplanes, nor do we have any interest in making money on the licensing of model makers. We consider it an honor that people of all ages for generations have enjoyed models of our products.

"Unfortunately, in the current environment, there are enormous liabilities associated with anything bearing a company name. A model airplane, produced and sold with our expressed or tacit approval can become our responsibility, especially if it is unsafe. Consequently, our legal advisors have asked that we review models for safety and quality before we give permission to use the Boeing name. Our motivation has nothing to do with making money from licensing model airplanes. Our only interest is in maintaining a high level of quality and safety in everything that bears our name.

"It is also in the interest of hobbyists such as yourself and the reputable companies from which you buy models that we make every effort to maintain quality, safety and accuracy in models produced.

"We are currently implementing a policy with model manufacturers which we hope will help, rather than hinder, the continued production and marketing of Boeing models. We hope to communicate the details of this policy through the same newsletter network which stimulated you to write to us.

"Sincerely,
(signed) Fred L. Kelley
Corporate Public Relations."

(I have advised Mr. Kelley of the interest of the CAPTAIN'S LOG to be advised of the new policy as soon as it has been formulated. I will publish it in the first CAPTAIN'S LOG published after receipt. I hope it will not take another year before model manufacturers, buyers and builders know where they stand. JG)

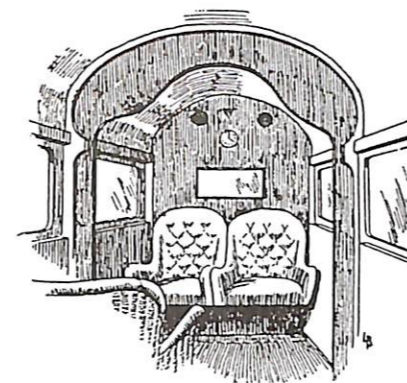


G-EAPK was the fourth FK-26 built and the only one sold to an airline. It is seen in service with The Instone Air Line as "City of Newcastle". (Via Harm Hazewinkel)

For most of his life Dutch aircraft builder Frits Koolhoven was doomed to stand in the long shadow of his far more successful compatriot and contemporary Anthony Fokker. Today he is remembered mainly for the observation & light bombing aircraft he built in England during World War 1 and for the civil and military trainers and private touring aircraft that came out of his factory at Rotterdam, Holland, between the world wars.

Koolhoven's airliners do at best occupy only a footnote in the annals of commercial air transport. Only 11 were built, of six different designs, and nine "air taxis". None made any record-breaking flights or operated important firsts.

But Koolhoven had some interesting ideas. His FK-26 was the first aircraft in the world built specifically as a civil airliner, with an enclosed passenger cabin. Another design could be called the world's first feeder or commuter airliner. It featured a nose that swung open - engine and all - to permit passengers to enter and save them climbing over the wing. He also built one of the first trimotor passenger airliners in the world and he sketched out giant flying boats for scheduled trans-Atlantic travel long before Pan American put its large four-engined Martins and Sikorskys in service.



ABOVE: Cabin of the FK-26.
RIGHT: Open cockpit, low cabin door are evident. (Both Gerritsma files)



KOOLHOVEN:

The forgotten airliners

Frederik ("Frits") Koolhoven was born in Holland in JAN 1886 and he learned to fly in France in 1910. Back in Holland the next year, he built his first aircraft, an improved version of the French Farman biplane.

In 1914 Koolhoven became plant manager and designer at the aircraft factory of Sir W.G. Armstrong Whitworth and Co. in England. He designed a number of military aircraft of which the two-seat FK-8 was the best-known. This was a single-engine artillery observation aircraft and light bomber. More than 1,500 were built during World War 1. About 700 survived the war and two of these are known to have entered airline service.

Back in Holland Koolhoven in 1922 founded his own company at Waalhaven Airport near Rotterdam, where he built aircraft up to the outbreak of WW2.

The Koolhoven factory was destroyed by Luftwaffe bombers in the first days of MAY 40 and it was not rebuilt after the war. Frits Koolhoven died in 1946.

A TYPE-BY-TYPE REVIEW OF THE KOOLHOVEN AIRLINERS

FK-8

Newly-formed Queensland and Northern Territory Air Service of Australia (Qantas, see CAPTAIN'S LOG 16/1, MAR 90) bought

two surplus FK-8s in England. Registered G-AUCF and G-AUDE, they operated from Longreach in Queensland and on 02 NOV 22 G-AUDE inaugurated the first scheduled Q.A.N.T.A.S. service, a route between Charleville and Cloncurry, flown every other day. The FK-8s remained in service less than two years.

The FK-8 was of typical construction of that time: fabric-covered, steel-tube fuselage and fabric-covered wings with a wooden spar and ribs. For technical details and performance figures, see the table at the end.

The FK-26

With WW1 winding down in

One of two World War 1 surplus FK-8s that operated services for Q.A.N.T.A.S. in 1922/24 (Qantas photo)



By JOOP GERRITSMA

1918, Koolhoven turned to civil aircraft. He was now chief designer of the British Aerial Transport Company Ltd. and legend has it he presented the construction drawings for his FK-26 airliner to management on Armistice Day, 11 NOV 18. The first FK-26 made its maiden flight the following April.

With the FK-26 Koolhoven carved out a modest but secure spot for himself in the annals of commercial aviation. The aircraft had a fully enclosed cabin for four passengers and was the first aircraft in the world designed, built and

flown specifically as a civil transport aircraft, rather than being a converted WW1 military bomber.

However, the early British airlines preferred the far cheaper converted WW1 aircraft for their services and only three more FK-26s were built by BAT. All four ended up being used by BAT for charter flights in England and to the Continent in 1919/20. It was not until AUG 20 that an FK-26, G-EAPK, the fourth one built, was sold, to The Instone Air Line, for scheduled services from Croydon Airport at London to Orly Airport at Paris and for charter flights from London. It was destroyed in a crash on 31 JUL 22.

Incidentally, The Instone Air Line, a subsidiary of the S. Instone & Co. shipping line, was the first airline in the world to dress its crew members in official uniforms.

Two FK-26s survived in storage to 1937. Koolhoven then bought one of these, brought it to Holland and had it restored for static display. It was destroyed in the aerial bombardment of Rotterdam's Waalhaven Airport and the Koolhoven factory by the German Luftwaffe on 10 MAY 40. The second surviving FK-26 was scrapped in England in 1942.

The FK-26 was of wooden construction with a plywood-covered front fuselage, fabric-covered rear fuselage aft of the cabin and a plywood top decking. The biplane wings were also of wooden construction with fabric covering. The pilot was seated in an open cockpit above and behind the cabin. Entry to the cabin was through a very low door on the port side aft of the wing (see illustration). An adult had to stoop low to enter the cabin.

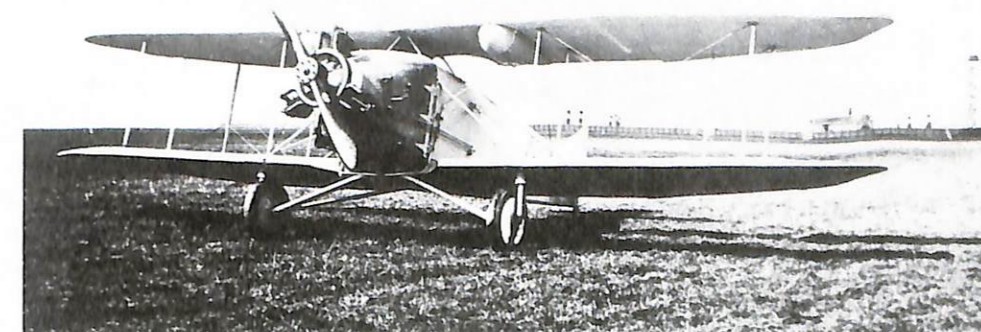
The FK-29

Koolhoven returned to Holland in 1920 and in 1922 he went to work for the Nationale Vliegtuig Industrie (NVI, National Aircraft Industry). Here he built the FK-29 feeder aircraft.

The aircraft was intended to "feed" the "large" 8-12 passenger airliners of those days on routes where the latter could not operate economically. Today we call such aircraft "commuters".

Little is known about the FK-29. It was a single-engine biplane for two passengers and one pilot, the latter seated in a cockpit above and behind the two passengers. Its most-unusual feature was that the nose hinged open sideways to the right - engine and all - to give the passengers easy access to the open cabin and save them a climb over the wing. The aircraft was completed in SEP 25, but the first-flight date is not known, if indeed it ever flew before NVI declared bankruptcy in 1926. No in-flight

RIGHT: Entire nose, including engine, swung open in FK-29 to access the cabin. BELOW: FK-29 at Waalhaven. Was this the world's first commuter aircraft? (Via Harm Hazewinkel)



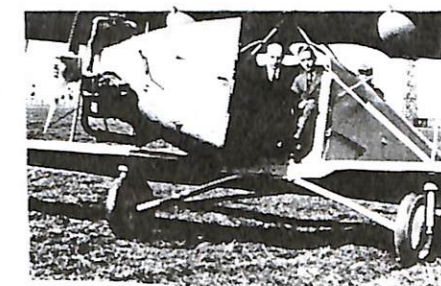
photographs are known to exist. All four or five known photographs show it on the ground.

The FK-33

Fokker's F.VII/3M tri-motors and their derivatives were used by most of the major airlines in Europe and the USA in the 1920s, but only one example was built of Koolhoven's earlier FK-33 tri-motor.

Built at NVI, the 10 to 12-passenger FK-33 of 1925 was one of the first trimotor airliners in the world. Its most-unusual feature was the location of the middle engine: on top of the wing.

The FK-33 was built for KLM Royal Dutch Airlines after managing director Albert Plesman had shown interest in a multi-





Koolhoven's FK-33, one of the first tri-motor airliners in the world. Note the location of the middle engine: on top of the wing. The photo shows the aircraft before its nose was lengthened by five feet to solve a tail-heavy problem. Because of its appearance and its civil registration, the aircraft soon collected the nickname "Dikke Dirk" (Fat Richard) in KLM service. (Joop Gerritsma files)

engined aircraft that could safely continue its flight at night after an engine failure. Koolhoven reasoned the location of the middle engine would make it more-accessible for maintenance. The arrangement soon proved to be more trouble than it was worth, because most hangar doors of that time were too low and the engine had to be removed before the aircraft could be pushed inside. The two outer engines under the wings drove two-bladed propellers, while the middle engine drove a four-bladed propeller, no doubt in an attempt to keep its diameter to a minimum.

The FK-33 made its first flight about 20 JUN 25 and it was delivered to KLM later that year. Intended for the airline's services from Amsterdam to Paris, London and Malmo, the FK-33 was not very successful. It required a lot of maintenance and was used little.

Operationally the FK-33 was inferior to the Fokker F.VII tri-motor of which KLM had a large fleet and it was sold to a German aerial advertising firm in mid-1927. Its fate is not known, but it was probably scrapped in the early 1930s.

The FK-33 was of wooden construction with ply-covered fuselage and wings. The cabin was below the wing and the open cockpit for two crew was below the wing leading edge. At first the aircraft was found to be rather tail-heavy and the solution was to lengthen the nose by nearly five feet so it could hold luggage to solve the problem.

The FK-40

In 1929 KLM needed a small aircraft for its domestic services. It ordered one FK-40 for four passengers and two crew.

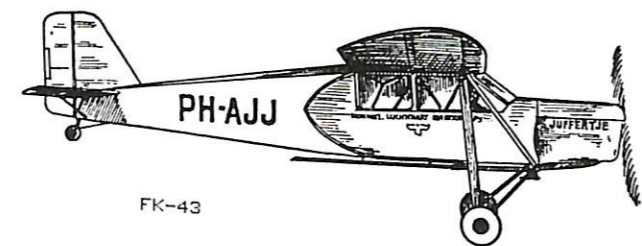
Of conventional single-engine, high wing layout, the FK-40 was built at Koolhoven's own factory, NV Koolhoven Vliegtuigen (Koolhoven Aircraft, Ltd.), which he had established at Waalhaven Air-

port, Rotterdam, after the bankruptcy of the NVI.

Secondary duties for the FK-40 in KLM service were air taxi and pilot trainer and later - sightseeing flights. In FEB 37 KLM sold the FK-40 to a French national and unconfirmed rumors say it ended up in the hands of the Republican side in the 1936-39 Spanish civil war.

A second FK-40 wing was built against a KLM order that did not materialize. Plans for a trimotor version did not come to fruition either.

The FK-40 had a welded steel-tube, fabric-covered fuselage with wooden wings of two box



FK-40

spars covered with plywood.

The FK-43

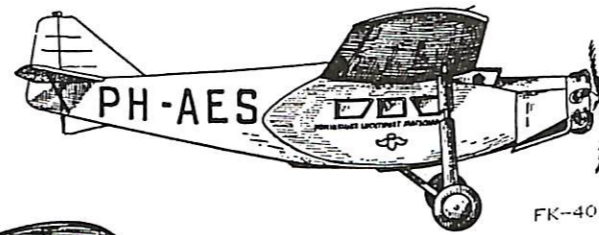
In 1932 KLM bought the first of nine FK-43 touring aircraft for air taxi, pilot training and charter work. The last one was delivered in 1938. This single-engined four-seater was designed for the American multi-millionaire W. Van Lear Black. But Black was drowned when he fell overboard from his yacht off the New Jersey coast before his aircraft was completed.

Four KLM FK-43 survived to WW2, and one of these escaped to England in MAY 40. Used by the RAF, it was returned to KLM after the war but was soon sold and remained in use with its new owner until 1952.

Two more FK-43s were built for private owners besides the KLM aircraft.

The construction of the FK-43 was the same as that of the FK-40, which see.

The FK-43 was revived in 1946 by Frits Diepen, who had just started an air taxi firm at The Hague. He needed some aircraft fast and the plans of the pre-war FK-43 were available. Since the Koolhoven factory had been destroyed during the war, Diepen placed an order with Fokker(!) for eight FK-43s with Armstrong-Siddeley Genet Major radial engines, instead of the in-line deHavilland Gipsy Majors of the original FK-43. The new FK-43s quickly



FK-43

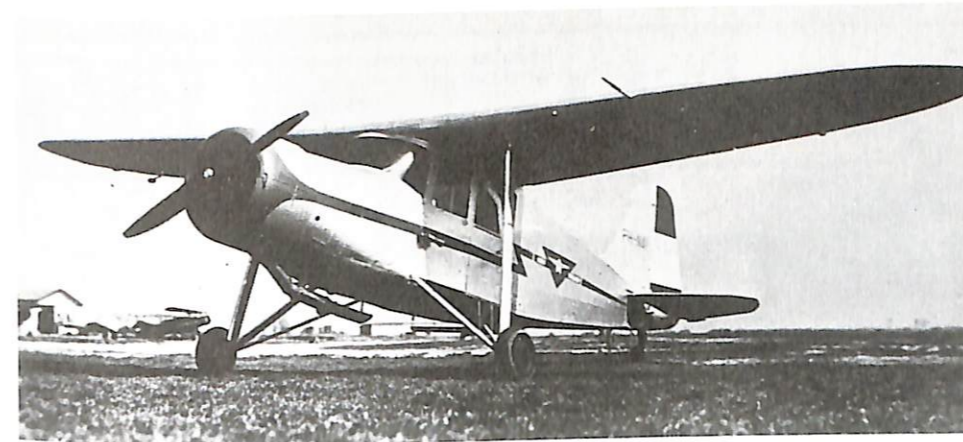
were given the nickname "Fokhovens". They remained in service until Diepen's Aero Holland company went bankrupt in 1950 and were then scrapped.

The FK-48

At the request of KLM, Koolhoven in early 1934 designed the FK-48, a six-eight passenger aircraft for KLM's domestic routes.

Koolhoven used the unused wing for the second FK-40. However, he needed a greater wing span and therefore cut the one-piece wing through the middle and added sections inboard of the engines. These new sections were bent up to show a marked anhedral. Since the outer wings had a small dihedral, the entire wing in front view looked like a flattened "W". The engines were mounted in the wing leading edges.

First flown on 24 MAY 34, the FK-48 operated on KLM's



One of the eight FK-43s "Fokhoven" built by Fokker after WW2 for Frits Diepen's Aero Holland. (Aero Holland postcard, Joop Gerritsma files).



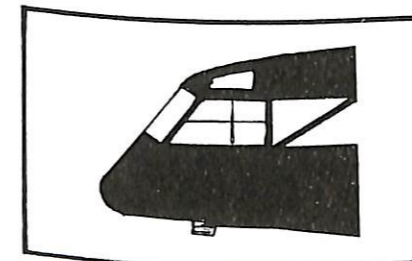
FK-48

domestic Rotterdam - Eindhoven service until 1936. After this it was used as a taxi aircraft, pilot trainer and nine-passenger sightseeing aircraft until the outbreak of WW2. The FK-48 was popular with passengers because its deep windows ran the length of the entire cabin, giving a good view of the world below. At one point KLM also used the FK-48 to test automatic pilots.

The FK-49

Although not an airliner, the FK-49 is often mistaken for one and is included to clear up the confusion.

It was a direct development of the FK-48 for the Dutch Army Air Corps, which needed a twin-



engined photo and cartography airplane.

In front view, the wing of the only FK-49 was "flat", rather than having the flattened "W" shape of the FK-48. Unusual was that the two pilots were seated in tandem, instead of side by side, in the narrow, blunt and extensively glassed cockpit. Two FK-49A were also built. These had had a stream-



ABOVE: The first FK-50 for the Swiss airline Alpar, HB-AMI, at Waalhaven Airport, Rotterdam. (Koolhoven, Harm Hazewinkel files) LEFT: Nose of the FK-49 cartography aircraft for the Dutch Army. BELOW: FK-49A for Turkey, with conventional stepped windscreen (Koolhoven, Joop Gerritsma files).

lined, conventional nose with stepped windscreen and side-by-side seating. Two were built, one for Turkey and one for Finland. The Finnish aircraft was used as an ambulance aircraft and had floats instead of wheels. Two aircraft ordered by Romania had not yet been completed when WW2 broke out and the Koolhoven factory was destroyed in the bombardment of Waalhaven airport.

The FK-50

Without a doubt the most graceful of all Koolhoven airliners, the FK-50 was also the last airliner built by the company. Seating eight passengers, three were built in 1935/37 for the Swiss airline Alpar.

The first one, HB-AMI, made its maiden flight on 18 SEP 35 and was delivered in October, followed by HB-AMO in early MAR 36. They flew Alpar's routes from Berne to Lyon and Marseilles, both in France, as well as occasional charters to London and within Switzerland. HB-AMO crashed in fog on 20 SEP 37 killing the pilot and two passengers.

Alpar ordered a replacement aircraft. Called the FK-50A and registered HB-AMA, it differed in several respects from the first two. It had twin fins and wooden rudders, rather than the single aluminum unit of the FK-50 and had more-powerful engines. There were also several

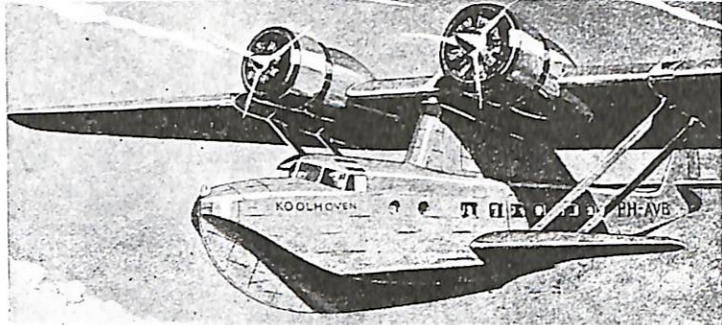
internal improvements.

Both HB-AMI and AMA survived WW2 and flew Balair's weekly service to London in 1946/47. HB-AMI was scrapped in 1947, but HB-AMA, continued to fly sightseeing flights of the Swiss Alps until MAY 1962. It was then sold for cargo operations out of Monrovia, Liberia, but crashed on takeoff from on 06 JUL 62, killing the pilot and two passengers.

The six people killed in these two FK-50 crashes are the only people ever killed in accidents with Koolhoven air-



The only FK-50B, and third FK-50, HB-AMI of Alpar went to Liberia in 1962 (Alpar postcard, Joop Gerritsma files)



liners. Previous accidents (of FK-26, FK-33 and FK-43 aircraft) had resulted only in minor injuries.

Project 1124

Intended mainly to deliver newspapers and carry a limited number of passengers on domestic flights in Spain, Project 1124 was based on the FK-50. The fuselage was more streamlined and the two engines were mounted in long stub wings below the main wing, giving the aircraft a biplane appearance. The main wheels were to be retracted into this stub wing. The aircraft was never built.

Trans-Atlantic Flying Boat

In 1932 Koolhoven suggested the design of a large flying boat for trans-Atlantic services, carrying 180 passengers and 14 crew. Payload was to be 44 tons (40 tonnes) and takeoff weight 110 tons (100 tonnes). This was twice the weight of the Dornier DO-X of 1926, until then the largest flying boat ever built. Passengers would be accommodated not only on the two decks of the fuselage, but also in cabins in the wing. Koolhoven proposed to use 10 diesel engines, five on each side, which each group of five hydraulically driving one common propeller. Needless to say the aircraft was never built.

A 1939 plan was for a flying boat of similar takeoff weight, but for 120-140 passengers (presumably eliminating the wing cabins). This too, was never built. Another 100-ton (90 tonnes) flying boat project would have carried 60-70 pas-

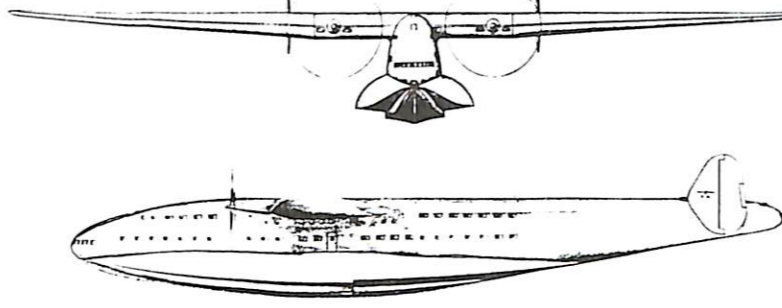
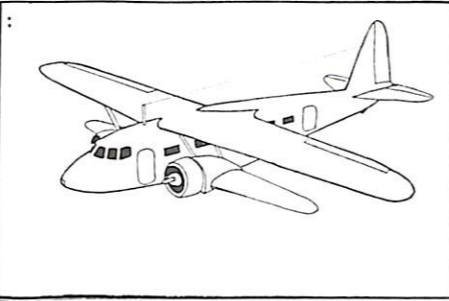
sengers. It was to have had eight engines in four pairs, each pair driving one propeller. This 'boat would cross the Atlantic in 20 hours westbound, against the prevailing winds, and in 16 hours eastbound.

Koolhoven strongly believed in the large flying boat for long distances. "It is my firm belief that with the DC-3, the limit has been reached for the size of landplanes," he once said.

Twin-engined Flying Boat

Even less is known by the author about a twin-engined flying boat, other than the drawing shown in at least two Dutch aviation magazines in 1939. Judging by this drawing, the 'boat would have carried about 20 passengers and appears to be of the same size and in the same class as the Sikorsky S-43 amphibian of 1935. With only two engines and its size it does not seem capable of Atlantic crossings. Instead, Koolhoven may have intended it for services between the many islands of the former Dutch East Indies (now Indonesia) to replace the S-43s in service there, both with KLM subsidiary KNILM and with an oil exploration and

RIGHT: Project 1124 for a mail-plane for Spain.
 RIGHT BELOW: Plan for a large trans-Atlantic flying boat of 100 ton.
 LEFT BELOW: Sketch for what may have been an inter-island flying boat for service in the Dutch East Indies.
 (All Koolhoven)



production company.

Today, Koolhoven's airliners are all-but-forgotten, even in his native country. One cannot help but wonder about the results of his creative mind had Fokker not re-established himself so quickly in Holland after World War 1.

ACKNOWLEDGEMENTS:

- Hazewinkel, Harm, who made several of the photos from his archives available for this history.
- Smits, E.: Wat Vliegt Daar? 1935 for the sketches of the FK-40, FK-43 and FK-48.
- Stroud, John: Wings of Peace, in AEROPLANE MONTHLY, MAY 90.
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TABLE: DIMENSIONS AND PERFORMANCES.							
FK-	Wing span (ft.in)	Fus. length (meter)	Crew +pax	Max speed (mph)	Horse power (km/h)	Max. t/o wt (lbs)	No. built
8	43.6 13.26	31.5 9.58	1+2	95 153	1x160	2,816 1,280	1,500plus 2*
26	46.3 14.03	41.5 12.61	1+4	123 196	1x350	4,510 2,050	4
29	32.10 10.00	23.4 7.10	1+2	113 180	1x100	1,980 900	1
33	75.5 22.85	57.3 17.45	2+10	187 190	3x230	13,200 6,000	1
40	47.7 14.50	37.9 11.51	2+4/5	116 185	1x230	4,180 1,900	1
43	35.10 10.90	27.3 8.30	1+3	119 190	1x230	2,508 1,140	19**
48	49.11 15.20	35.1 10.70	2+6/8	129 206	2x130	4,774 2,170	1
49	52.7 16.00	38.5 11.70	2+-	126 202	2x130	4,664 2,120	3***
50A	58.1 17.70	46.11 14.30	2+8	184 295	2x406	9,350 4,250	3

* Only 2 FK-8 confirmed to have been in airline serv.
 ** 7 for KLM and 2 for private owners pre-WW2, 8 for
 *** All 3 for military use. \Diepen post-WW2.

AIRLINE PROFILE

Ansett.

Part 2

By JOOP GERRITSMa
 with JOHN CHIVERS



MacRobertson Miller Airlines was a major operator of DC-3s on its services to the outback. It had seven in 1963, when Ansett-ANA acquired a controlling interest in the airline. VH-MMD, c/n 33301 "Durack" was taken on strength as late as JUN 58. It went to Ansett A/L of Papua New Guinea in FEB 69. (MMA photo)



IN PART 1 OF THIS ANSETT HISTORY (CAPTAIN'S 16/3, SEP 90), WE SAW HOW SIR REGINAL ANSETT BY 1963 CONTROLLED MUCH OF AUSTRALIA'S PRIVATELY-OWNED DOMESTIC AIRLINES. MacROBERTSON-MILLER AIRLINES AND EAST-WEST AIRLINES WERE THE ONLY MAJOR PRIVATE COMPANIES LEFT. THIS WAS ALSO TO CHANGE, S WE WILL SEE IN THIS SECOND AND FINAL PART OF THE ANSETT HISTORY.



son's best-selling brand of chocolate.

MMA quickly developed a network based on Adelaide, with services to Broken Hill, Mount Gambier, Renmark, Kimba, Whyalla and Kangaroo Island. Before too long another aircraft was needed and Miller bought a Fokker Universal, the first Fokker to operate in Australia.

MMA first moved into Western Australia in 1934, when it tendered a lower price for the air mail service between Geraldton and Daly Waters, then operated by Western Australian Airways. The contract required MMA to fly the mail from Perth, Western Australia to Daly Waters in the Northern Territory to link up with the Empire mail service by Qantas to and from London. A twin-engine DH-84 Dragon was purchased for this service and the first flight took place on 03 OCT 34.

MMA moved its base to Perth and began developing other services in the state. By the summer of 1939 the airline was operating two L-10 Electras, a DH-86, three DH-84 Dragons and a few smaller aircraft. In that year it turned its Adelaide-based services over to Guinea Airways.

After WW2, MMA took off from where it had left off and with a fleet of Avro Ansons and DC-3 re-established its operations

in the west. By the late 1950s MMA served about 75 stations in Western Australia.

In NOV 1948 MMA joined ANA in founding Air Beef. This unique airline was founded for the sole purpose of carrying meat from the remote stations in the northwest to Wyndham. This air transport made possible a reduction of two years in the marketable age of cattle because there was no need for long cattle drives to the slaughterhouses anymore, thus increasing the productivity in the Kimberley area. In 1962, for instance, Air Beef flew the out-turn of 5,156 head of cattle in the form of meat, other edible parts and hides from the slaughterhouses at Glenroy and Derby. Bristol 170 Freighters were used on the service.

In 1955 MMA absorbed Airlines (W.A.), also of Perth. The legal title of the company now became MacRobertson-Miller Airline Services.

Airlines (W.A.) was founded in 1935. Flying Monopar ST.25s, it operated an air mail service from Perth to Kalgoorlie via Mount Magnet and Wiluna. By 1939 a DH-84 Dragon and a Stinson Reliant had replaced the Monopars. When Airlines (W.A.) merged with MMA, it was operating four DH-104 Doves on services in Western Australia.



(Above) DeHavilland Doves served on short routes for MMA in the 1950s. VH-MMN, c/n 04104, came with the takeover of Airlines (W.A.) (MMA photo)

(Above right) Fokker F-27 VH-MMS "Swan" c/n 10139, was the first for MMA. PH-FBG is pre-delivery registration. (Fokker photo)

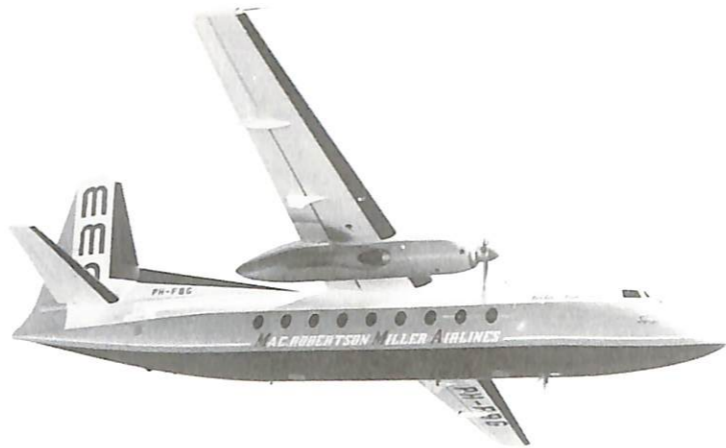
(Below right) MMA had three Vickers Viscounts for "Jetstream" service. They lasted less than nine months. (MMA photo)

On 28 DEC 59 MMA introduced its first Fokker F.27, VH-MMS "R.M.A. Swan", on its Perth - Darwin "Jetstream Service", followed on the Perth - Derby service. More F-27s were bought in the years that followed. The last of three DH-104 Doves (inherited from Airlines W.A.) were retired in 1960 and on 01 JUL the service from Darwin to the mission Station on Groote Eylandt (Big Island) in the north was turned over to Connellan Airways.

At the time of the takeover by Ansett in 1963, operated 20,000 mi (32,000 km) of unduplicated scheduled services from Perth in Western Australia to destinations as far away as Arnhem Land in the northern part of the Northern Territory.

To supplement its Fokker F-27s with larger aircraft, MMA in MAR 68 leased a Vickers Viscount V.747 from Ansett-ANA for six months. A second one followed in May 68. Both were former Butler Air Transport aircraft that Ansett without success had tried to sell. A V.720 joined in September. MMA did not have much luck with its Viscounts. The V.720 crashed near Port Headland in December after a wing failed in flight. This accident resulted in the grounding of all Australian Viscounts of the V.700 series. The ban was later lifted for the V.756 series of TAA, but not for the V.720 and 747 series.

MMA entered the jet age in SEP 68 when it leased a Fokker F-28 Fellowship. The airline



later bought five F-28s of its own and by AUG 71 was flying jets on all its main services. The last DC-3s were replaced by F-27s and two Twin Otters, but by 1982 the airline was flying an all-jet fleet of F-28s.

ATI bought the remaining 32% of the MMA shares in JAN 69 and 01 JUL 81 MMA was renamed Airlines of Western Australia, in line with the Ansett practice to name its subsidiary airlines after the region where they operated. The fleet then included nine F.28s.

Another name change took place in DEC 84 when the carrier became Ansett W.A. and in 1985 the airline put the first two of five BAe 146 in service to replace some of the F.28s.

Another name change took place in DEC 84 when the carrier's name became Ansett W.A. and in 1985 the airline put the first two of five BAe 146 in service to replace some of the F.28s.

The versatility of of the BAe 146 permits service diagonally across the continent, from Perth in the southwest to Cairns in the northeast with intermediate stops at Broome,

Derby, Darwin and Gove. The return flight on this route is 5,735 mi (9,230 km) long and is spread over two days.

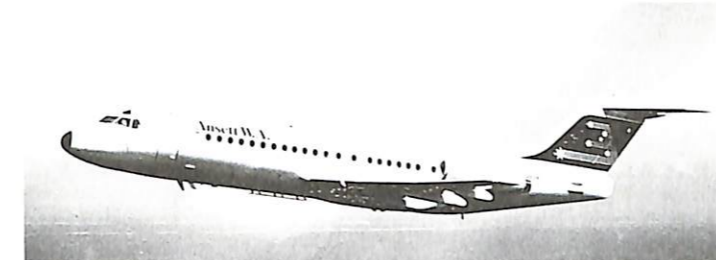
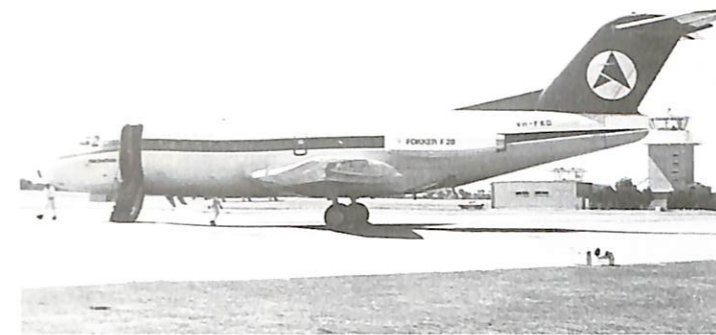
Departing from taking over airlines to expand its horizons, ATI founded its own airline in the north.

Ansett NT was formed in JUL 81 by ATI as Airlines of Northern Australia to operate scheduled services in the northern part of West Australia and into the Northern Territory. These services were vacated by the collapse the year before of Northern Airlines (operating F-27, DC-3, Heron, Navajo).

Ansett NT started operations from Darwin to Alice Springs, Ayers Rock and other points with, one F-27. The fleet soon increased to two F-27 and from 1985 on an F-28 and a Boeing 737 were operated, supplied as required from the Ansett pool.

The airline's present title of Ansett NT was adopted in AUG 85, when the fleet included one F-28 and one BAe 146.

Ansett New Zealand. Ansett returned to New Zealand in 1986 when ATI bought a 50% shareholding in Newmans Air, a domestic New Zealand carrier. The



FOKKER F-28 FELLOWSHIPS in three different liveries of the same airline: (Top left) VH-FKD c/n 11026 in the delivery MMA colors (Joop Gerritsma photo); (Top right) VH-FKI c/n 1183 in 1981 Airlines of Western Australia colors (Aernautica postcard) and (Above) in 1985 - and current - Ansett W.A. colors (Ansett photo).

(Right) BAe 146-200 VH-JJP of Ansett W.A. (Ansett photo).

(Bottom of page) DHC Dash-7-102 ZK-NEX c/n103 of Newmans Air before take over by Ansett. (Newmans photo)

remaining 50% of the shares has since then also been acquired.

Newmans Air started operations on 15 FEB 85 with two Dash-7. Two routes were operated: from Auckland to Roturua on the north island and from Christchurch to Queenstown on the south island. Following the takeover by ATI, Boeing 737s entered service and the Dash-7s were replaced by Dash-8s.

The 737s have since been withdrawn from service and today, Ansett New Zealand operates scheduled services linking Auckland, Wellington and Christchurch with a fleet of eight BAe 146 in different versions, and two DHC Dash-8.



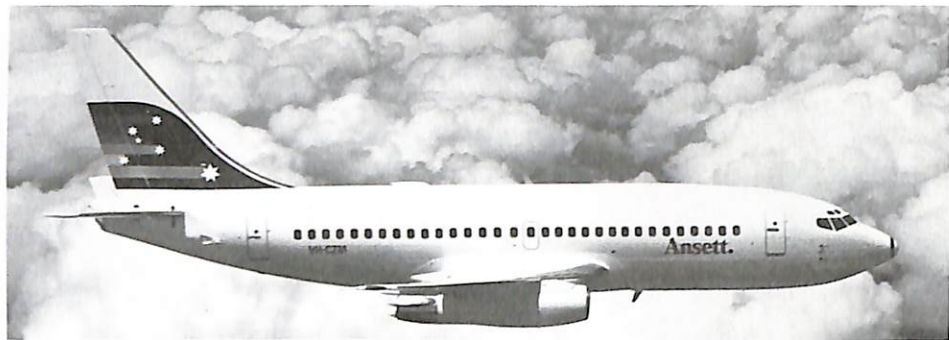
ANSETT AIRLINES OF AUSTRALIA

In 1969, an airline network firmly established in every area of Australia, Ansett-ANA changed its name to Ansett Airlines of Australia. That same year Reginald Ansett was knighted by the Queen. He was 70 years old now and major changes were on the way for the airline he had founded and expanded. In late 1979 TNT Ltd., the worldwide transportation giant with its origins in Australia, and the international media group The News Corporation, each bought nearly 50% of the shares of ATI. (Together they hold 99%) Sir Peter Abeles of TNT

and Rupert Murdoch of The News became joint directors but Sir Reginald Ansett remained chairman of Ansett's holding company, Ansett Transport Industries, until his death in on 23 DEC 81. Ansett Airlines is one of the few airlines in the world to perpetuate the name of its founder.

During the 1980s, the two-airline policy and the fleet parity legislation were abolished by the government in favor of deregulation. No longer did the two major airlines have to fly the same routes with the same aircraft, leaving at the same time and offering the same cabin service - mostly poor because of a lack of true competition. Nowhere was this as obvious as in the fleet renewal policies of the two airlines: TAA selected the Airbus A300, Ansett the Boeing 737 and 767.

On 10 MAR 80, ATI/Ansett started its fleet renewal program with an order for 12 737-200 (since increased to 16) and five 767-200. The airline became the launch customer for the Fokker 50 and bought 15 to replace the F-27s in its own fleet and those of its regional subsidiaries. The first of the new Fokkers was delivered in SEP 87. Ansett worked closely with British Aerospace to develop the quick-change version of the BAe 146, the 146QT, and has bought a number for its own



(Above) Boeing 737-377 VH-CZM c/n 24302 (Boeing photo).
 (Right) Boeing 727-277 Adv. VH-ANA c/n 22641 (Ansett ph.)
 (Below right) Fokker F-27 VH-FND c/n 10304 (Ansett photo)
 (Below) Aviation Traders Carvair VH-INJ c/n ATL98/19/42927
 of the Ansett Air Freight division ca. 1970
 (Photo via Ansett)



TNT air freight operations, as well as for its subsidiaries.

Ansett also has in operation or on order 12 Airbus A320 "Skystars" and earlier this year it placed an order for 10 Airbus A321, the stretched-fuselage version of the A320. Deliveries are scheduled to begin in 1995. In total, ATI/Ansett aircraft orders in the 1980s have totalled 99. A number of these aircraft are for lease to other airlines through Ansett Worldwide Aviation Services, an aircraft leasing firm.

Ansett aircraft now fly in a livery of "cool white" with the stylized Southern Cross on a blue background on the tail fin, adopted in 1981. But changes were more than cosmetic. The entire fleet was refurbished with new galleys installed in all jets to improve standards of service.

Ansett Worldwide Aviation Services itself has ordered 46 aircraft with 15 options, from Airbus, Fokker, McDonnell Douglas and Boeing. Most of these are to be placed on long-term lease, while a few others will

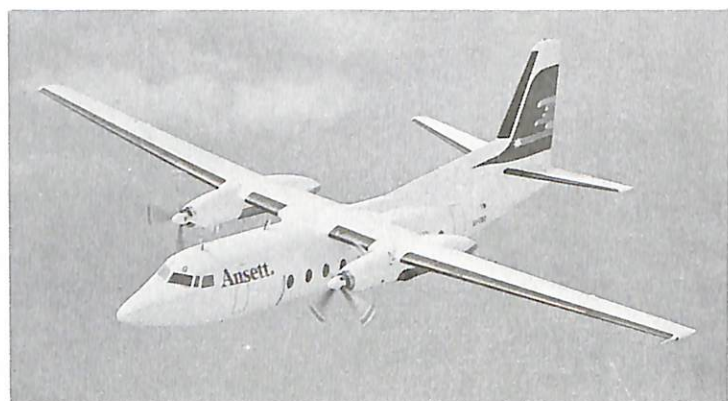
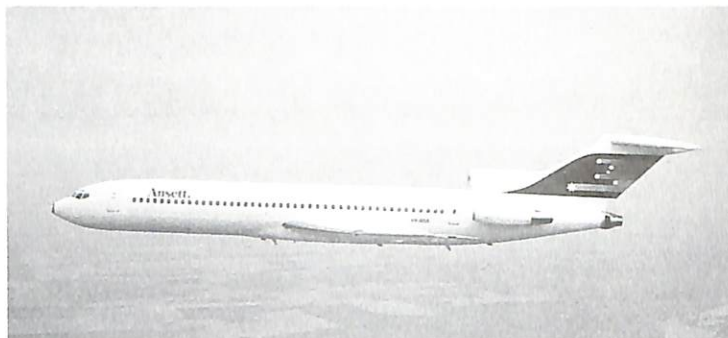
be sold.

Ansett's Pacific Airlines Division provides management, marketing, operational and engineering support for Polynesian Airlines and Cook Islands International and operates air services between Australia and Vanuatu in charter to Qantas.

Ansett Air Freight operates the largest road/air freight network in Australia, serving more than 1,000 centers by truck and space in Ansett aircraft, as well as by dedicated freighters. The air freight division started operations in the 1960s with DC-4 freighters. To improve their cargo capacity two were sent to Aviation Traders in England in 1965 for conversion to Carvairs with their large front-loading doors and bulbous nose with the cockpit up high to provide an uninterrupted fuselage floor from nose to tail. They flew with Ansett for about 10 years, until replaced by three L-188AF Electras from about 1974. These in turn gave way in 1980 to two 727-200Fs, one of these a dedicated freighter and the other used as a freighter as demand dictated.

Ansett.

Ansett.



Ansett Transport Industries has also bought a majority holding in Transcorp, an international freight airline based in Hong Kong and flying between Australia, Singapore and Hong Kong with a 707 freighter.

In JUL 87 TNT Limited and The News Corporation, owners of Ansett Transport Industries, purchased East-West Airlines, the third-largest airline in Australia.

EAST-WEST AIRLINES

East-West Airlines was established at Tamworth, New South Wales, on 23 DEC 46 by a group of local residents, to operate to link their town with Sydney. Six months later, 23 JUN 47, an eight-passenger Avro Anson operated the first flight and a year later a Brisbane - Tamworth service was started.

The Ansons were replaced in 1950 by two Lockheed L-18 Lodestars (also reported as Hudsons rebuilt for passenger service). The first DC-3 entered service in 1953 and would be followed by half a dozen more over the next decade.

South Coast Airways of Sydney and its Sydney - West Wyalong route were taken over in 1953 and as the network expanded - a dozen points were being served by 1958 - EWA ordered a Fokker F-27 propjet, delivered in AUG 59. This first F-27, VH-EWA "City of Tamworth" inaugurated several new routes for the airline before OCT 63, when a second F-27 was leased. Up to 14 more were bought new and used or were leased during the next 20 years.

In MAR 59 EWA became involved in a unique venture, at least for an airline. It purchased a Beech Twin Bonanza for rain-making experiments over the Upper Darling catchment area in the western part of NSW. In early 1964 the aircraft was still reported in service with the airline's special projects division. In that year, it was replaced by two Cessna 310.

In 1963, EWA was linking 30 centres in NSW and southern Queensland with its one F-27 and four DC-3.

East-West has a 46-destination network and a fleet of 17 aircraft, including Fokker F-28 jets. The airline will retain its separate identity and will grow as a tourist-oriented operation.

ATI TODAY

Ansett Transport Industries today is a widely diversified transport corporation with interests in airlines and road transportation.

Its major subsidiary, Ansett Airlines of Australia, operates an extensive network of scheduled passenger and cargo services in Australia. Ansett Air Freight operates a dedicated cargo aircraft.

The fleet includes: 5 Boeing 767-277; 1 707-330C (a freighter operated for TNT); 6 727-227 (incl. one freighter) 8 Airbus A320-211 "Skystar" (and 3 more to be delivered before for the end of 1990); 10 A321 on order for delivery in 1995-98; 16 737-377 (incl. 3 leased out); 2 BAe 146 200QT (freighters operated for TNT); 5 Fokker 50 (for sale); 6 F-27-200 & 600 (5 for sale, 1 leased out), and 1 Douglas DC-3-202A (operated by the Ansett Historical Aviation Society).

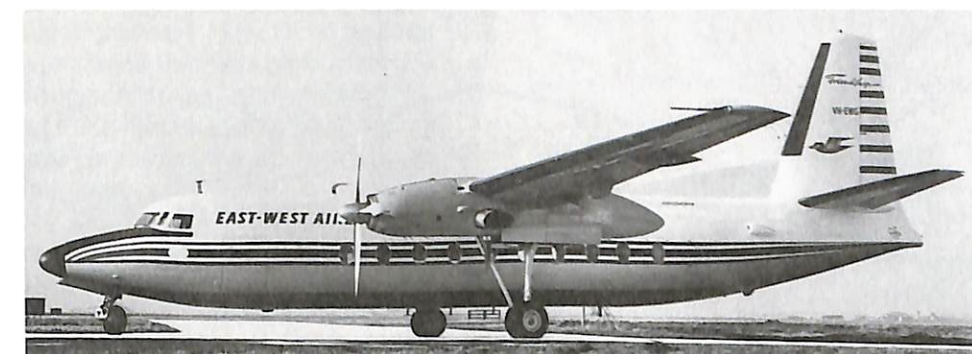
ATI also owns:

Ansett New Zealand operating domestic services in New Zealand with 5 BAe 146-300A, 3 146-200A (including one QC version) and 2 DHC Dash 8.

4 Boeing 737-100 are withdrawn from service and are for sale.) Ansett NSW operates sched-



(Above) Douglas DC-3 VH-AGU, c/n 32668 was in service with EWA from NOV 74 to late 1979. It is seen in EWA's final livery for the type. In its later years VH-AGU was used for air traffic systems. (Aeronautica postcard)
 (Below) Fokker F-27-100 VH-EWG c/n 10266 in EWA's delivery colors. The F-27 have played an important role in Australian civil aviation. (Fokker photo)



uled passenger, mail and cargo services from Sydney with 2 F-28-1000 and 5 Fokker 50.

Ansett NT operates scheduled passenger, mail and cargo services from Darwin in the Northern Territory, with 1 Fokker F28-1000 and 1 BAe 146-200, leased from Ansett Airlines of Australia as required.

Ansett WA operating from Perth in Western Australia with 5 BAe 146-200 and 4 Fokker F-28-1000/4000.

East-West Airlines is owned by TNT and The News Corp. It operates scheduled passenger services to Australia's major holiday and leisure destinations with 8 BAe 146-300A (for delivery in 1990-91), 7 Fokker F-28-3000/-400 and 6 F-27-500. EWA also operates and maintains the F-27-500 of the Commonwealth Scientific and Industrial Research Organization and the 3 Beechcraft Super King Air B200C and 3 Queen Air 65-B80 of the New South Wales Air Ambulance.

Ansett Worldwide Aviation Services is a subsidiary of TNT and The News Corp. An aircraft leasing firm, it owns or has on order a large fleet of aircraft: Airbus A300-600R (on order), A310-300, A320-200, A321 (on order), BAe 146, Boeing 737-300/-400/-500, Boeing 757-200, 767-200/-300, Canadair RJ (on order), McDonnell Douglas MD83 and Fokker 50.

ATI also owns 20% of America West Airlines, 25% of Ladeco

(Chile) and 75% of Kendell Airlines (Australia).

The authors would like to thank Ansett Airlines of Australia in Melbourne and Brisbane for their co-operation.

The use of the following publications for additional details is also gratefully acknowledged by the editor:

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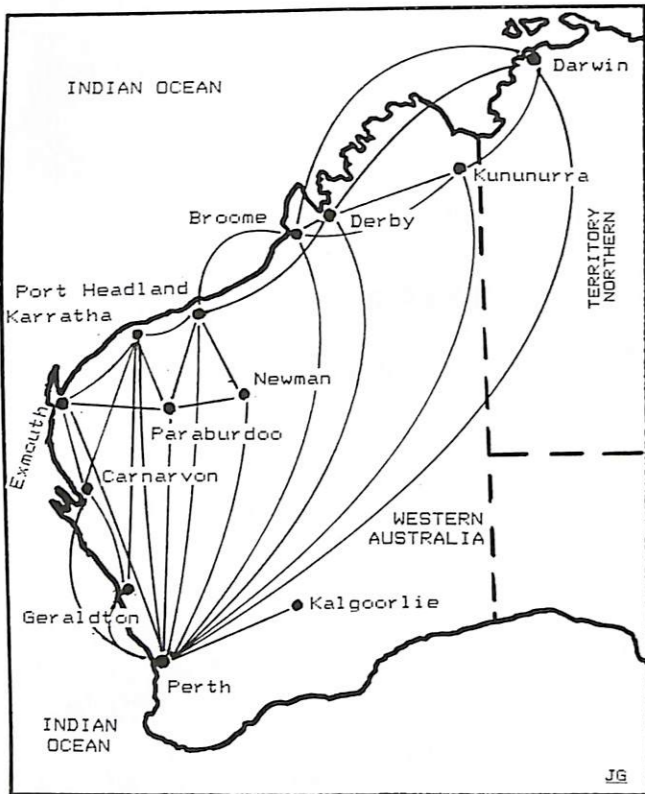
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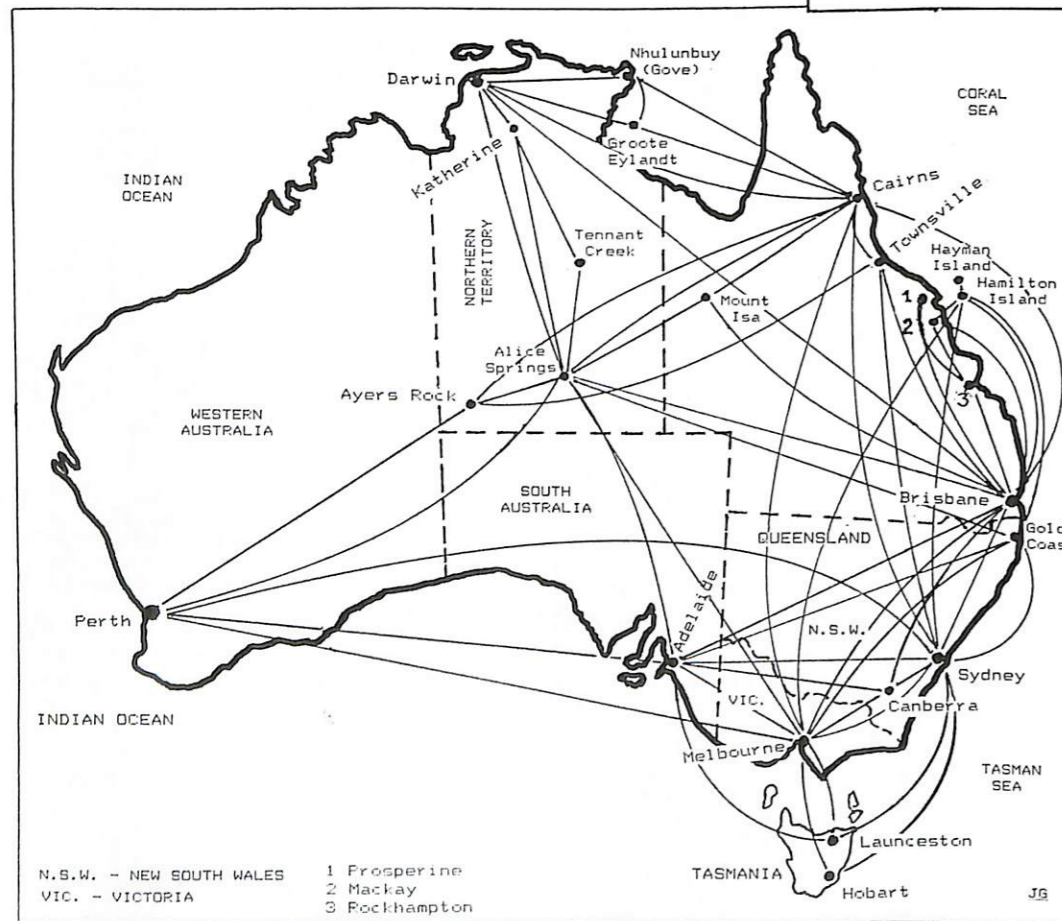
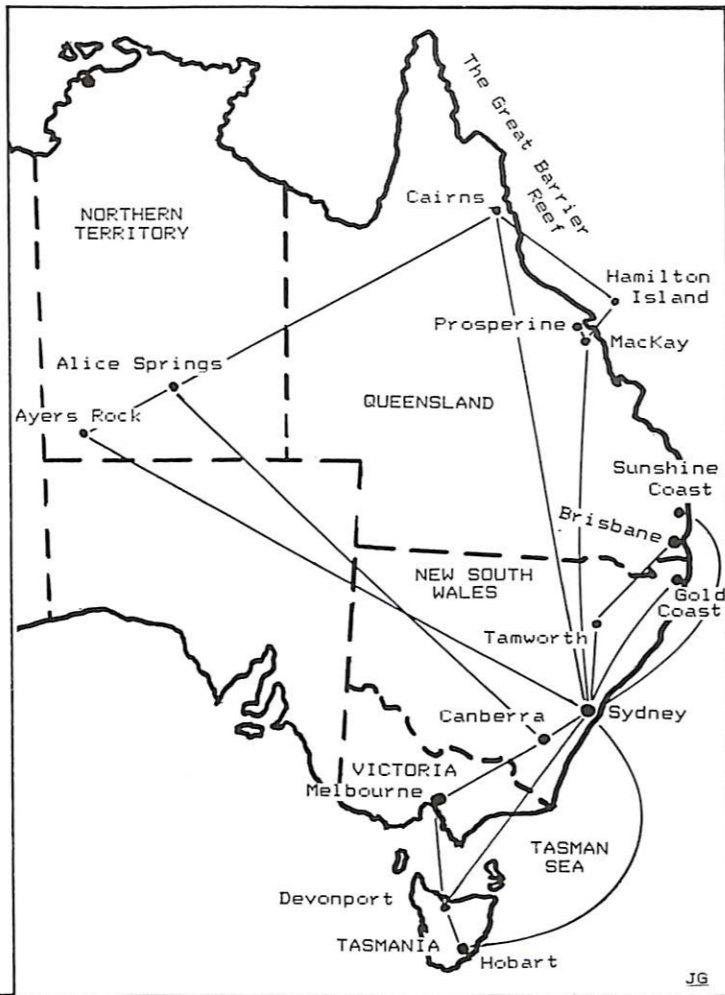
- "The Aeroplane": Airlines of the World editions 1957-1966.

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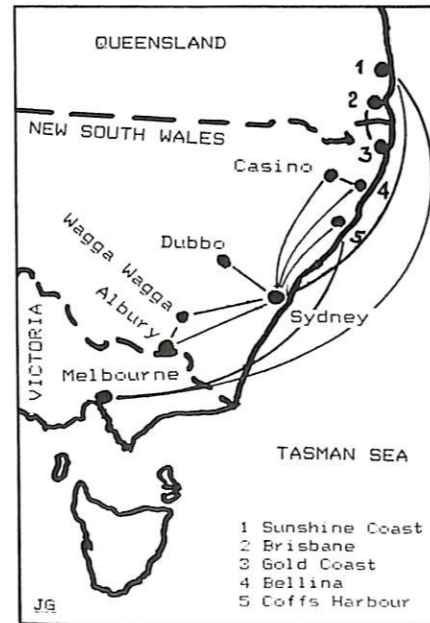
- Clippings from various Dutch, British and U.S. aviation magazines and newspapers in the editor's files.



Ansett.



CURRENT NETWORKS
(28 OCT 90 Time Table)
of
Ansett Australia (left)
Ansett W.A. (top left)
East-West Airlines (above)
Ansett N.S.W (below)



SAFETY CARDS

© 1990 Robert Neal Marshall
Some materials submitted by Pat McCollam



Welcome to the new Safety Card section of *The Captain's Log*!

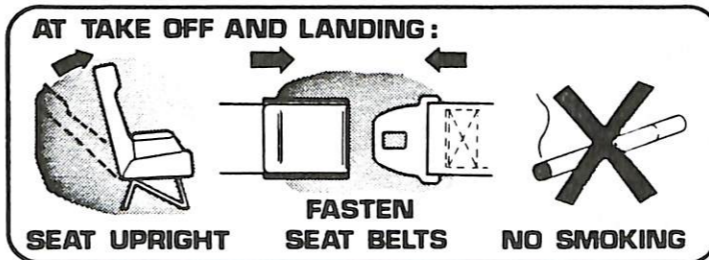
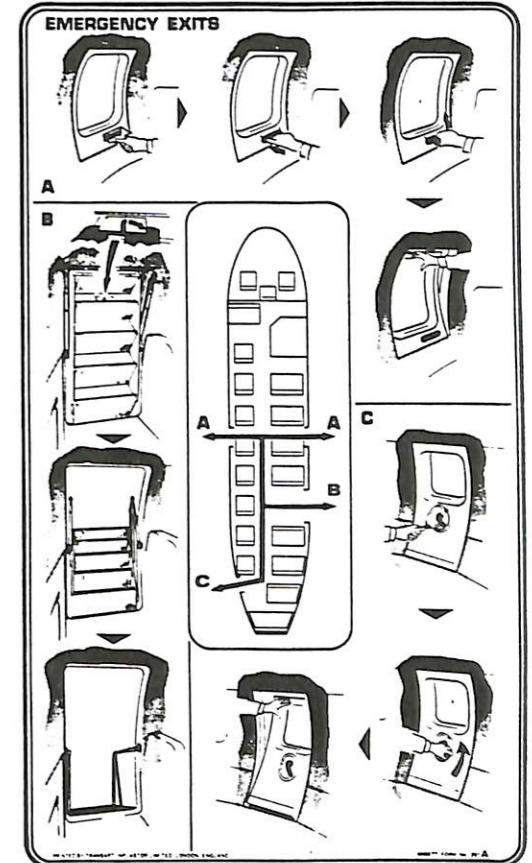
To most people my confession sounds crazy: "My hobby?" How do I explain this? "Well, for almost twenty years I have been collecting airline Safety Instruction Cards" The eyebrows raise. "Collecting what?!" Now, I'm in trouble. "You know, those cards in the seat back on airplanes that tell you how to use oxygen and open doors if something goes wrong." "Oh" they nod with total incomprehension. We must be a strange breed filling boxes and file cabinets full of paper and plastic cards and leaflets whose very existence is to help airline passengers save their lives in case of an emergency.

In most cases these cards are unfortunately used by harried businessmen for mathematical calculations, by others as bookmarks, or it seems by some as coasters for dripping cups of coffee! "Why?!" My friends ask me. "Why don't you collect stamps or something of value!" This always gets a rise out of me.

These cards, which are given barely a thought by most, are fragile pieces of history. Each drawing, logo, photograph and even design represents an Era, a moment in time. Countries that no longer exist. Aircraft that are rotting away in the desert. Airlines whose names are barely remembered. As collectors we are preserving a special part of our past to share with others.

In each new issue of *The Captain's Log*, I hope to bring you an assortment of fascinating cards that will share with you a bit of history.

For collectors new or old, I hope you will see some safety cards past and present, rare and unique, representing a multitude of nations and aircraft from around the world. Where possible there will be interesting and unusual histories behind the images, as well as collecting hints and feedback from other collectors.

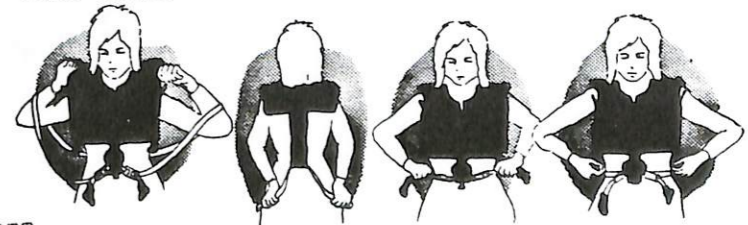


So please, put your seat back and tray table in the full upright position, observe the no smoking sign and "Enjoy your flight"!

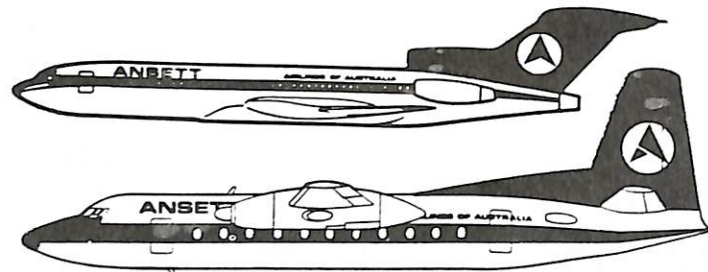
Ansett. Airlines of Australia

Until the early 1980's Ansett used a standard formula card in hard plastic, similar to the 1960's & 70's Eastern Airlines safety cards in both size and texture.

Life Vests

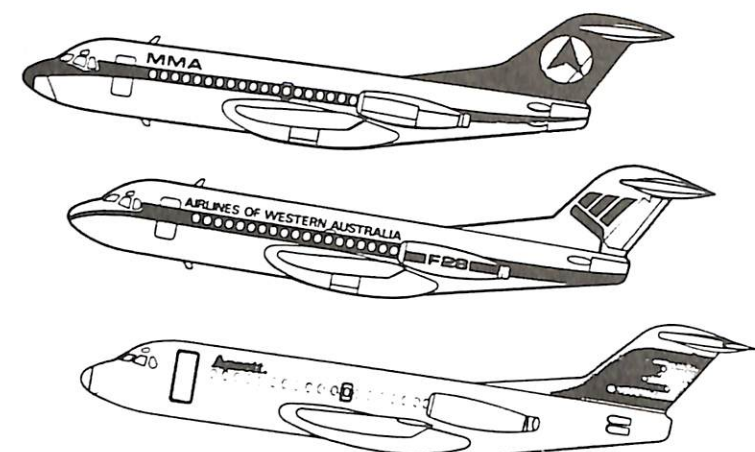
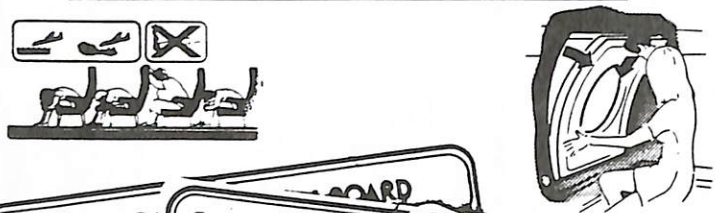


Some cards were laminated in heavy clear plastic while earlier cards were on a heavy card stock. Ansett used a standard format which on the top front included a drawn profile of the aircraft in Ansett markings with diagrams illustrating the standard *No smoking*, *Fasten Seat Belt*, *Life Vest/Flotation Seat Cushion* and, where applicable, *Oxygen Usage*. On the reverse of each card in the center is an aircraft floor plan with escape routes indicated.



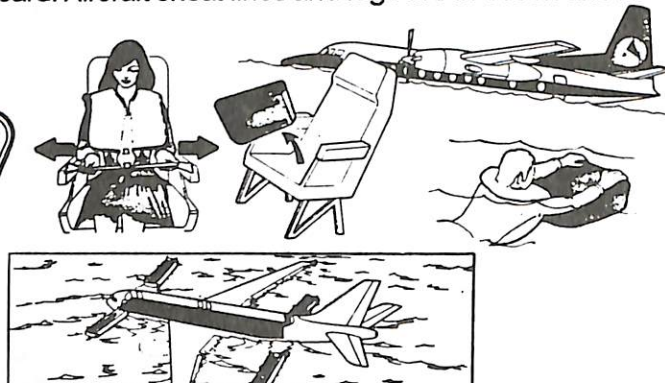
Passenger seats were shown as aisle left and aisle right boxes on the B-727 and DC-9 series with individual seats indicated on the F-27 and F-28 series.

These cards are in two colors: predominantly black markings with all arrows, escape routes, door handles and flotation equipment in dark orange.



Aircraft profiles show the Ansett logo and tail markings in orange with two color (orange/black) cheat lines along the fuselage. A few exceptions to the standard 1970's color scheme are the Air New South Wales (an Ansett Transport Industry subsidiary) which used the standard orange and black card, however the aircraft body profile is in yellow with two tone dark/light orange cheat lines.

Another Ansett subsidiary, Airlines of Western Australia, (formerly Mac Robertson Miller Airlines) also used the standard Ansett card. Aircraft cheat lines and logo are in Green and Red.



The late 70's briefly introduced a "You should know..." card, similar in design to Interaction Research cards, however with unique graphics. This card is two fold with a gradient shade of yellow behind a red and black climbing aircraft.

The early 1980's saw a new logo and again new cards for Ansett. Although some of the older cards did represent the new Ansett colors for a short while, Interaction Research took over the design and printing job from London, England's Transart-Inplator, Ltd.. A new series of cards emerged with the very familiar Interaction graphics now used by so many airlines around the globe.

Ansett. BAe 146 SAFETY INFORMATION

The new Interaction cards had graceful silhouette photos on the cover, the "Safety on Board" theme was replaced by the term "Safety Information" and Ansett's new logo was printed on the bottom front of each card.

IMPORTANT INFORMATION EMERGENCY BRIEFING CARD DC-3

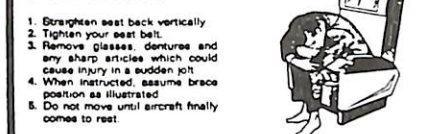
Your safety is our first consideration and every possible precaution is taken to ensure it. These instructions are for your guidance in the unlikely event of an emergency occurring. Rough air at high altitudes, although infrequent, can be severe. We strongly recommend that your seat belt be fastened at all times and pulled tight whenever the seat belt sign is on.

LIFE JACKETS



Your life jacket is located in the luggage rack directly above your head.
1. Remove the jacket from container. 2. Pass the jacket over your head.
3. Tie the tapes securely around your waist. 4. When instructed, pull the red toggle
waist underneath the life jacket. Firmly downward to inflate.
If necessary, use the mouthpiece afterwards for further inflation.
To operate the light, pull the lanyard downward until completely detached.
You must not inflate your life jacket whilst you are inside the aircraft.

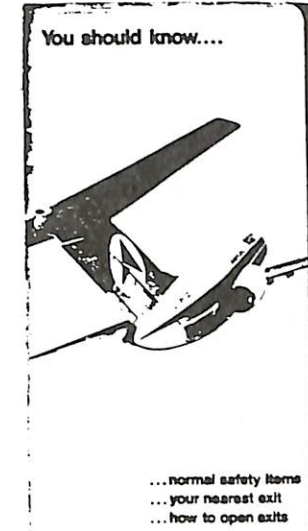
BRACE POSITION



1. Straighten seat back vertically.
2. Tighten your seat belt.
3. Remove glasses, dentures and any sharp articles which could cause injury in a sudden jolt.
4. When instructed, assume brace position as illustrated.
5. Do not move until aircraft finally comes to rest.

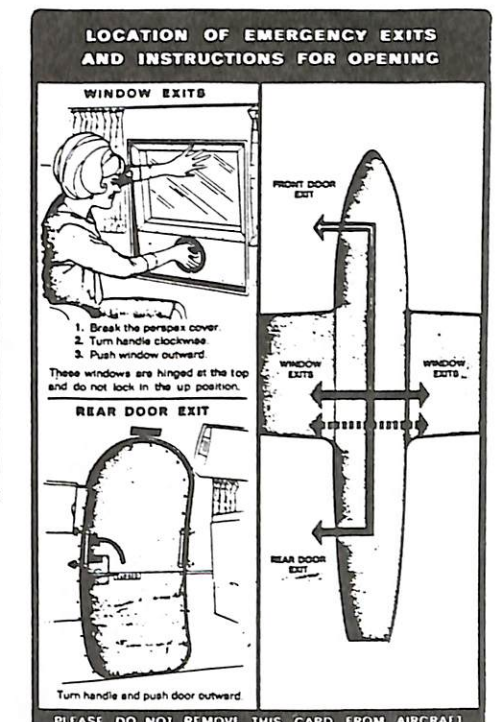
PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT

This DC-3 "Emergency Briefing Card" was actually obtained from Air Niugini who was operating the aircraft at the time. However, indicated by the name printed in the lower left corner of the card, this aircraft was originally owned and operated by Ansett. No changes were made and this safety card was used in it's previous owner's form. Est. circa 1960/61.



You should know....

- ...normal safety items
- ...your nearest exit
- ...how to open exits



Aircraft using the new heavily laminated card include the F-50, BAe 146, B-767 and A320. All cards are printed in a variety of blues, yellows, reds, pale green, browns and light purple.



Ansett.

Collector's Quiz

How many aircraft types and airlines can you identify for the following safety card excerpts?

A. Airline: _____ Aircraft: _____

B. Airline: _____ Aircraft: _____

C. Airline: _____ Aircraft: _____

D. Airline: _____ Aircraft: _____

E. Airline: _____ Aircraft: _____

ANSWERS

A. TAP, Caravelle
B. British Airways Concorde
C. Eastern, Electra
D. Air Inter, Mercure
E. Ansett, F-28

FROM ATLANTA, GA. (EDT)

TO		Fare	
ASHEVILLE, N. C. (EDT) Fare \$15.05			
7 15	8 14	42	0
10 40	11 18	22	0
2 05	3 05	748	0
3 10	3 48	6	0
S 6 00	7 00	744	0
ROANOKE, VA. (EDT) Fare \$29.60			
7 55	10 18	756	1
10 40	12 05	22	3
S 10 45	1 40	782	3
5 50	7 16	24	1
S 6 00	8 58	744	3
WASHINGTON, D.C. (EDT) Fare \$46.30			
6 40	12 36	864	6
7 05	11 50	808	4
7 15	11 32	42	5
S 10 25	2 59	816	2
S 10 35	2 53	780	2
10 40	12 57	22	2

July 1, 1967, Piedmont schedules showing 727 Flt 22 between Atlanta, Asheville, Roanoke, and Washington, D.C.

On July 19, 1967, Piedmont Flt 22, operating with Boeing 727-22, N68650, crashed at Hendersonville, N.C., following a mid-air collision with Cessna 310, N3121S.

From Huntsville, Ala. Decatur, Ala.

TO			
Atlanta, Ga.			
7 15a	8 50a	0	162
10 18a	11 55a	0	164
2 45p	4 22p	0	242
6 00p	7 39p	0	244
10 07p	11 45p	Ex Sa	0 637

Southern Huntsville-Atlanta schedules from Feb. 1, 1977, showing Flt 242.

On the afternoon of April 4, 1977, DC-9-31, N1335U, operating as Southern Flt 242, crashed on Hwy 92 in New Hope, Georgia, while attempting an emergency landing. The NTSB determined the probable cause as the "total and unique loss of thrust from both engines while the aircraft was penetrating an area of severe thunderstorms. The loss of thrust was caused by the ingestion of massive amounts of water and hail which in combination with thrust lever movement induced severe stalling in and major damage to the engine compressors."

JET 727	JET One-11	Electra II	EQUIPMENT
G F/Y	366 F/Y	352 A/T	FLIGHT NUMBERS CLASS OF SERVICE
		See Note	DAY OPERATED (Daily if Blank)
			Houston " Jr
			Austin, Tex. " Jr
			Fort Worth " Jr
			Dallas " Jr
			Fort Worth " Jr
			Memphis " Jr
			Little Rock " Jr
			Fort Smith " Jr
			Oklahoma City " Jr
			Tulsa " Jr
			Oklahoma City " Jr
			Wichita Falls " Jr
			Lubbock " Jr
			Atharillo (CDT) " Jr
			Colorado Springs (MDT) " Jr

April 28, 1968, Braniff timetable showing Houston-Dallas-Tulsa portion of Electra Flt 352.

On May 3, 1968, L-188A, N9707C, while operating as Braniff Flt 352, crashed near Dawson, TX. Witnesses standing outdoors observing a storm, saw the tail and right wing separate in flight and then the left wing and fuselage fall to earth.

FROM CHICAGO (CDT) (Cont'd)

Leave	Arrive	Flight	Stops	Meals	Equip.	Operates
To: LOS ANGELES (PDT) F \$205.00 Y \$171.00 K \$111.00 FM \$171.00 YN \$137.00						
9:00a	10:59a	181	NON-STOP	X@ D10	Daily	
11:45a	1:40p	167	NON-STOP	X@ D10	Daily	
12:45p	2:39p	197	NON-STOP	X@ D10	Daily	
<i>(eff 6/7)</i>						
2:45p	4:39p	191	NON-STOP	X@ D10	Daily	
5:45p	7:44p	185	NON-STOP	X@ 747	Daily	
9:00p	*10:54p	435	NON-STOP	@ D10	Daily	

American Chicago-Los Angeles schedules from April 29, 1979, show DC-10 Flt 191.

American DC-10-10, N110AA, crashed on takeoff from Chicago O'Hare Airport on May 25, 1979, while operating as Flt 191. The NTSB determined the probable cause was the "asymmetrical stall and the ensuing roll of the aircraft because of the uncommanded retraction of the left outboard leading edge slats and the loss of stall warning and slat disagreement indication systems resulting from maintenance-induced damage leading to the separation of the No. 1 engine and pylon assembly at a critical point during takeoff".

Between New York and

Miami/Ft. Lauderdale, Fla.—F \$114 Y \$85 YN \$68

5 30p K	8 15p T	757	NONSTOP	M M
6 00p L	8 47p	29	NONSTOP	M M
→ Flight 29 Ops With Whisperliner As Of Jan 1				
6 20p N	9 00p	3	NONSTOP	M M
6 30p N	9 09p T	759	NONSTOP	M M
7 15p L	10 07p T	761	NONSTOP	M M
9 00p K	11 35p	401	NONSTOP	S - ADF
→ Flight 401 Ops With Whisperliner				
9 00p K	11 40p T	477	NONSTOP	S - ADF
→ Flight 477 Ops With Whisperliner				
9 00p L	11 33p	415	NONSTOP	S - ADF
→ Flight 415 Ops With Whisperliner				

Dec. 13, 1972, Eastern New York-Miami schedule segment showing L-1011 Flt 401.

On the night of Dec. 29, 1972, Lockheed L-1011-385-1, N310EA, operating as Flt 401 crashed in the Everglades 19 miles west-northwest of Miami Intl. Airport. The crew had "failed to properly monitor cockpit instruments and to detect descent soon enough to prevent ground impact".

FROM New Orleans, LA

TO LAS VEGAS, NV			
Daily	825a	1120a	921/959 Houston 727
Daily	350p	459p	759 NON-STOP Houston 727
Daily	610p	838p	991/953 Houston 727

Pan American schedules from June 28, 1982, illustrate New Orleans-Las Vegas Flt 759.

On the afternoon of July 9, 1982, Pan American Flt 759, operating with Boeing 727-235, N4737, crashed following takeoff from Runway 10 at New Orleans Intl. Airport (Moisant Field). The NTSB determined the probable cause of this accident was the "airplane's encounter during the lift off and initial climb phase of the flight with a microburst-induced windshear which imposed a downdraft and decreasing headwind, the effects of which the pilot would have had difficulty recognizing and reacting to in time for the airplane's descent to be arrested before its impact with trees".

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 & Bell 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

AIRLINE HAPPY HOUR

by AL S. TASCA

Continuing where we left off in the SEP 90 issue, this time I am taking a look at the set of large Continental picks.

These are the same on both sides, except for the engraved top, which is "backwards" when viewed from the reverse side. The writing on both sides of the shank is raised.

This set contains 12 destinations and there are a yellow and a red/orange set. I have been able to verify the existence of 22 of these picks. According to an old want list by a swizzle stick collector-friend of mine, Micronesia comes in red, as well as in yellow, making for 23 known picks. The only one that I cannot verify the existence of is Hawaii in red. If anyone who reads this, has this large red Hawaii pick, I am sure we would all like to hear from you. Also, if anyone has an extra one of this red Hawaii pick, or of the red one for Micronesia, I'd gladly hear from you and perhaps we can make a trade.

Any explanation about what the top of #10 (Phoenix, AZ) depicts, would be greatly appreciated. It reminds me of a mask of an Indian medicine man. But is it? If anyone knows, please drop me a line.

The only variation of these picks that I have, is a red Denver one. It is about 1/2 in (1.22 cm) shorter than it should be. At first I thought it was broken, but on closer examination, I found that the bottom is too smooth for that. The length of these picks varies and the actual length for each one has been included in the table below.

The manufacturer's name "pics" is written over "L.A." and appears about 1/2 in (1.22 cm) from the bottom of these sticks.

The destinations depicted by these picks are as follows, with the length of each stick:

1. Chicago: Marina City Towers 6 in/14.7 cm
2. Dallas: oil wells, 6 in/14.7 cm
3. Denver: skier, 5.5 in/13.5 cm
4. Hawaii: pineapple, 6 in/14.7 cm
5. Houston: Lunar exploration module, 6 in/14.7 cm

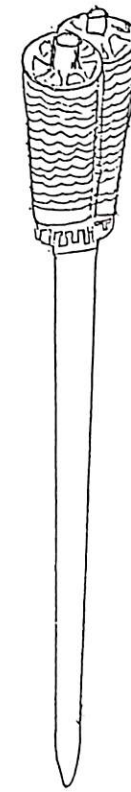


Fig. 1

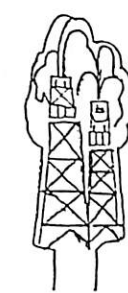


Fig. 2



Fig. 3



Fig. 4



Fig. 5

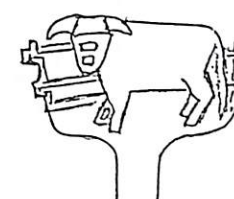


Fig. 6



Fig. 7



Fig. 9



Fig. 10



Fig. 11



Fig. 12



Fig. 8

- | | |
|--|-----------------|
| 6. Kansas City: livestock, 5.5 in/13.5 cm | 5.5 in/13.5 cm |
| 10. Phoenix: mask of Indian medicine man? 6 in/14.7 cm | 6 in/14.7 cm |
| 7. Los Angeles: cameraman, 6 in 14.7 cm) | 6 in/14.7 cm |
| 11. San Francisco: cable car, 5.5 in/13.5 cm | 5.5 in/13.5 cm |
| 8. Micronesia: scuba diver, 5.75 in/14.1 cm | 5.75 in/14.1 cm |
| 12. Seattle: totem pole, 5.75 in/14.2 cm | 5.75 in/14.2 cm |
| 9. New Orleans: trumpet player | 241 |

WHAT IS IT?

by KEN TAYLOR

In this issue, in the second of our What is it? series, we feature again several wings. If you can identify and/or date any of the following wings, please write.

If you have a "What is it?" that you would like identified, send us a photo or Xerox copy of the item and we will print it in the CAPTAIN'S LOG, so that other readers can help you identify it.

All photos and Xerox copies will be returned to the senders after use and the answers we receive, will be printed in this column.

At the time of writing, it was still too early to have received any answers to the mysteries printed in the first column, in the previous issue of the CAPTAIN'S LOG, so here is a batch of new items.

1. Gold wire wing on black with gold letters HS on a blue center.

2. Gold wire on black and green letter A with speedlines.

3. Silver-colored wings and orange enamel letters ASC.

4. Gold-colored metal.

5. White wings, ribbon and tusks. The center piece, from the top down, is yellow, green, yellow diagonal stripes, blue, red and white, with blue water lines at the bottom.

6. Medallion issued by Civil Air Transport of Taiwan to observe (the inauguration of?) its Mandarin Flight, but when and on what occasion? Silver in color on both sides, although there are remnants of a black substance within the letters CAT and the spear going through them.

If you can help identify any or all of the items from #1 to #5, please write me, Ken Taylor, at the following address: R.R.7, CALGARY, ALTA, Canada T2P 2G7.

For #6, write to the editor, Joop Gerritsma, P.O. Box 776, WELLAND, ONT., Canada L3B 5R5.

Thank you!



#1



#2



#3



#4



#5



#6

242

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

Just for the information of my fellow-collectors: I have finally seen the first issue North Central kiddie wing. It looks just like the first issue North Central pilot wing and it comes on a card ("Compliments of your Captain"). It is a real beauty!. Now we still have to find the stewardess kiddie wing to match (pictured in a previous issue).

One of our collectors is a printer by trade and is also very deep into aviation history, with kiddie wings as his strong area. Putting those two endeavors together, he has come up with a commemorative kiddie wing dedicated to Eugene Ely (#1). He had them made in silver and gold. This Stoffel-type wing comes on a card which says, "Eugene Ely, as a demonstrator for Glenn Curtiss Airplanes, took off on November 14, 1919 (this should have been 1910 -SB) from the cruiser USS Birmingham and later, on January 17, 1911, landed on the cruiser USS Pennsylvania, becoming the first person to accomplish either feat. Prior to this time the airplane was not considered a sea-going machine. Ely was born October 21, 1886 on a farm 6 miles east of Williamsburg, Iowa. Ely died when performing at an air show at the Georgia State Fair grounds in Macon, GA. on October 19, 1911." The collector-friend is BOB BULLERS who lives in Williamsburg.

Another Stoffel-type wing, which recently had its debut at the Oshkosh Air Show, is for the "Save-A-Connie" project (#2). I don't know who producing this wing, but I understand it sold for \$1.50 and I suppose the proceeds are going to the restoration of the Super Constellation by the group of that name of Riverside, Missouri, near Kansas City. The wing and information was sent to me by JOHN COLLENTINE & HERM JOLITZ, both of the Oshkosh area. I hope to learn more about this wing and will let you all know.

In a recent trade I acquired a real nice metal wing. It says "Strombecker - Model Makers Club - Wing Leader" (#3). I reported on this wing once before, but the previous one has a red background. The wing I am showing here is blue with a gold background. It is in absolute mint condition.

DAVE CHERKIS came up with two new wings. One is a new style Easter Airlines wing (#4). It is very similar to other, previous issues except that this one doesn't have the word "Eastern" at the bottom.

Dave also found a new wing of "North American" (#5). I understand this to be a small commuter in California, but I need more information on it (See note below).

He also says the Aeroflot series of kiddie wing pins shown in previous issue of the CAPTAIN'S LOG issue, consists of a set of six. I have only the four shown there. Thanks to Dave I can now show you the other two (#10-11).

HENRY COLE reports an "Air America" wing (#6) which was a promo given out by Tri Star Pictures in conjunction with the opening of the movie by the same name. This wing is made of pot metal (I think) and is silver in color.

The Royal Australian Air Force issued a Future Pilot wing (#7). A copy of it was sent to me by PETER WALTON of the Heraldry of the Air. This military kiddie wing is made of paper and is of the same type at the Mount Cook Airlines kiddie wing of New Zealand. It is obviously made by the same manufacturer.

Finally, here are an airport wing which says "Fly Sacramento Metro Airport" (#8) and the El Al



#1



#2



#3



#4



#5



#6

243



#7



#8



#9



#10



#11

wing (#9) which I mentioned in the previous issue of the CAPTAIN'S LOG, but which was not illustrated there.

That is it for now. Happy collecting and I hope you'll keep the information coming.

Note: The only airlines with "North American" in their names listed in the current (1990/91) edition of JP Airline Fleets International are North American Airlines Inc. of New York/JFK. This is an associate of El Al of Israel and operates one Boeing 757-23A, and North American Airlines, Ltd. of Edmonton, Alberta, Canada with a fleet of small twins and executive jets.

MEETINGS & CONVENTIONS

The CAPTAIN'S LOG has been advised of the following airline hobby events.

THIS IS A FREE SERVICE FOR GROUPS AND INDIVIDUALS. Please send details of your airline hobby event to the Editor, Toop Gerritsma. Contact Paul F. Collins for the inclusion of flyers in the LOG.

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.

23 MAR 91 (Saturday)
STUTTGART, Germany
International Aero Hobby Meet, 10.00-18.00 hrs, "Zentrum Bernhausen" (Bernhausen Centre), Bernhauser Hauptstr.2, in village of Filderstadt-Bernhausen, across from the airport. Postcards, slides, models, playing cards, books, photos, etc. Info: M. Kuehl, Adlerstrasse 32, D-7024 Filderstadt 1, West-Germany. Ph. 0711 - 705777

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). 214/923-8181. "Bigger and Better

AIRLINES International - D/FW

Bigger & Better than Last Year!



July 18th thru July 21, 1991

305/935-2922
REGISTRATION INFORMATION SHOULD BE AVAILABLE WHEN YOU READ THIS ISSUE OF THE CAPTAIN'S LOG.

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

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

13 APR 91 (Saturday)
TORONTO, ONTARIO, CANADA
Aviation Photo Show, 1030-1630 hrs. At Christ the King Anglican Church, 475 Rathburn Road, near Lester B. Pearson Int'l Airport, Toronto. Bring your slides, postcards, models and any other collectible you may wish to show, sell or trade. There will be some old books and magazines for sale as well. Admission fee Can.\$2 for OAES members, Can.\$3 for others.

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 244

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

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

CONTENT DELETED DUE TO PRIVACY CONCERNS

Lost Booty Bag:

While it is a little late, Scott Thompson would like to know if anyone found a booty bag after the banquet at the convention in Seattle. It seems Scott had taken his bag to the banquet and while he was saying good by to all the new friends he had made at the convention he had forgotten about the bag. Well, the bag was not where he had left it. The bag contained all the material he had purchased at the convention. If anyone has knowledge of Scott's bag, please contact him at 3438 Greencluff Road, SW, Roanoke, VA 24018 or call him at 703-774-7977.

Something for the Scale Modeler:

Thomas Lewis is offering for sale the "poor man's loading bridge." This is a paper jetway kit you assemble with Elmers glue. Fully telescoping, swivelling and vertically adjustable. For narrow-body and widebody jet airliners. Detailed assembly directions provided. Available in 1/144 and 1/200 scales. Please specify when ordering. Send \$2.00 per kit plus \$1.00 postage for first kit and 25¢ additional for each additional kit. Mail orders to Thomas M. Lewis, 96½ Euclio Ave., Bradford, PA 16701.

L-1011 Fan Club:

John A. Giambone, 314, N. 18th St., Beech Grove, IN 46107 would like to remind all of you that there is now a Society for those of you that like the L-1011. This organization is called the L-1011 Friendship and Historical Society. Please write to John at the address above for additional information about the Society and how you can become a member.

American Airlines Reunion:

Anyone who has ever worked for American Airlines in the Washington, D.C. metro area (past and present), will hold a reunion on Saturday, May 4th, 1991 at the Old Colony Motor Inn, Alexandria, VA beginning at 11:30 a.m. The get-together will consist of a lunch, door prizes and an open bar all for only \$20.00 per person. For details and additional information contact Duane Howard, P.O. Box 15024, Arlington, VA 22215.

Information on "Miss 400 Astrojet" Requested:

Steven Stoneman is interested in obtaining the August 1967 edition of American Airlines "American Way" magazine featuring Ms. Patty Poulsen "Miss 400 Astrojet." He is also interested in obtaining any other photos, articles and interviews regarding her and her career with American. Anyone having any information about Ms. Poulsen and would like to share it with Mr. Stoneman, can contact him as 6254 N. Zorrela Segundo, Tucson, AZ 85718 or phone him at 602-299-9407.

Information Request for Special Project:

We have received a request from the National Ethnic Promotional Company Inc (3819 Oakcliff Industrial Court, Doraville, GA 30340) looking for Society members that may have information about the contributions of African-Americans in the field of aviation. Any information received will be used to produce a film documentary and raise funds for the Tuskegee Airmen Scholarship Fund. In addition, there is a museum-quality exhibit that is currently scheduled to tour twelve cities. If you have any information that NEPCO can use, please contact them at the address shown above to the attention of Mr. Keith Resseau.

(continued on page 250)



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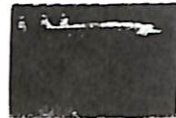
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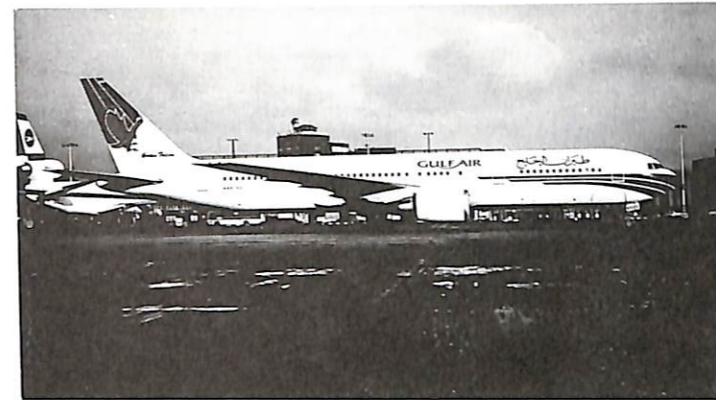
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....from the left hand seat....

by

Paul F. Collins

I have found it somewhat hard to focus my attention on this issue of the LOG. After facing major surgery in November and currently facing a major war in the Middle East, worrying about a hobby magazine lost some of its usual zing. Thanksgiving and Christmas both seemed to pass in a blur and without their usual feeling of warmth and good wishes. I am writing this editorial in early January, before the January 15 deadline that our President has given the bad guys to get out of Kuwait. Whatever happens, or doesn't happen on that date, will have a long lasting effect on this country (U.S.A.) and the remainder of the world as well. As I write this, I pray that whatever happens is of a positive nature and allows us to go on with our lives without the threat of war and international terrorism.

As an airline society, one can only wonder what the effect of international terrorism would have on the whole of aviation. Every flight would be a target of those wishing to cause death and destruction. No airline or no country would be free of the threat of such activities. I certainly hope the prospect of this activity ends quickly and without the loss of any life, anywhere. I'll get off the soapbox now and get on with Society business.

On November 7, 1990, I had major surgery performed at the University of Cincinnati Medical Center. All went well and I was released on November 17. I was allowed to return to railroading on December 17. I would like to thank all of you that took the time to drop me a card or note. All messages received were greatly appreciated. The timing on the surgery worked well since I was able to get the last issue of the LOG in the mail before I went into the hospital. I have now recovered enough that I will be able to get out this issue of the LOG with little trouble. So much for the status of my health. I promise not to show my scar at the next AI meeting and not to TALK about my operation, mainly because I was under the entire time and have no idea of what happened!

In the last issue I mentioned something about having membership cards printed. Also, on the renewal forms that were sent out with the last issue of the LOG, there was a section where you could vote for your choice of card, either plastic or paperboard. I must admit that I wasn't prepared for the number of comments that I received regarding the need or purpose of having a

Society membership card. Comments ranged from questioning the need for such a card to those thinking having such a card would get them a discount fare on any airline! The reason the question of having membership cards came up was that a number of members of the Society has asked me over the years why we did not have a card that they could use to identify themselves when at airports and various aviation events. My comment to these people was always that a card identifying you as a member of the World Airline Historical Society will not get you in where you could not normally go and would not get you any more privileges than those extended to anyone else, where ever you might be.

After weighing the pros and cons of the matter, I have decided that there is no need for a member identity card for members of the World Airline Historical Society. I am planning on having a membership certificate printed and mailed with the next issue of the LOG. This was another option given on the renewal forms sent out with the last LOG. A great number of comments were made for the certificate, none negative. This certificate will be a one time mailing to all current members and all new members of the Society. Please do not bring up the subject of membership cards again--at least for a couple of years!

The life membership program has been very successful--so much that I am now placing it on hold. No new life memberships will be accepted until we have acquired a number of new members. I would like to thank all of those that took advantage of the program and in turn helped the Society when it was a little short on cash flow. The library program was not quite as successful. We received memberships for about 16 different libraries. I still believe that this is a good program and would like to see more of you get involved with signing up your local public, school or college library to receive the LOG. Membership for libraries is only \$12.00 per year (they do not receive a roster or any other extra material sent with the LOG). If interested, please contact Society HQ and we will be happy to sign up your local library.

This is the final issue of the LOG for Volume XVI. This issue might have been out a little sooner, but we waited to receive registration information for the big AI 91 convention to be held in Orlando in July. In this issue of the LOG you will find the registration material for AI 91, three or four adverts for various products and activities, and the final up-date to the 1990 membership roster. You get your monies-worth from the WAHS! This issue also ends our 16th year as a hobby organization. The future looks bright! New members are being attracted to the Society all the time and it seems that each issue of the LOG gets better and better. Much thanks must go to Mr. Gerritsma and his staff of editors. Each and everyone of the gentlemen on the staff do a super job. I rate the LOG as the best "hobby" publication available. Thanks guys--appreciate your effort!

There will be a postage rate increase sometime soon. We have not raised renewal/membership rates because the actual rate increase has not been published. If it is a large increase, it may be necessary to ask you for a small donation sometime during the course of the year. More on this as it develops. Operation costs have been held to a minimum over the years, so everyone can afford to subscribe to the LOG. I am sure that all of you have realized this and anytime that additional funds are requested, we are just trying to cover expenses. This is a nonprofit operation!

(continued)

(left hand seat continued)

In the last issue of the LOG it was mentioned that some new hard and software had been acquired for use with the Apple II that is used for maintaining Society records. With this new equipment we will be able to list and sort the membership in a number of different ways that we could not do previously. Over the last several months I have been putting all Society records in the new system. The official 1991 roster will be made off this new system and you should notice some improvement in our record keeping.

Finally, I would like to welcome into the Society all those that have joined the WAHS since the last issue of the LOG. I would also like to welcome back a number of "former" members that have recently come back to the Society. Also I would like to thank all of you that took time to send Christmas and New Year greetings to Society HQ. Your cards were greatly appreciated.

Before closing, please read the information contained in the header of the "FLIGHT EXCHANGE" column. Several times in the past, commercial advertisements were placed in this column. This will not be the case in the future, if it can be helped. In the future, "dealers" must place commercial advertisements and pay the regular commercial fees. I am not going to require members advertising in the "FLIGHT EXCHANGE" to take an oath that they are not dealers. If what your advertising is construed by me as to be a commercial venture, then your request for free advertising space in the LOG will be returned to you. If the material being offered falls into what might be questionable, and could go in either direction it will be placed. It will be a judgement call on my part. If anyone has any problem with this, please feel free to contact me. I will be happy to mail anyone wishing to advertise in the LOG the current rate sheet. This warning does not pertain to those members that use the "FLIGHT EXCHANGE" section to buy, sell and trade their extra material. Please continue to send in your material for this column. This is still a "free" service and is part of your membership fee in the Society.

That about covers everything that I wanted to convey to you at this time. As stated at the beginning of this column, that with all that has been going on in my life and the world this past three months, it has been hard to really sit down and get involved in this issue of the LOG. However, I do believe that you will find this issue very interesting. Until next time, happy collecting and look forward to seeing you in Orlando in July.

Ken

NOTICE: If you are planning on renewing your subscription to the CAPTAIN'S LOG, and want your name to appear in the 1991 Official Membership Roster, you MUST have your renewal in by February 15, 1991. If your renewal is not received by this date, there is no guarantee that your name will be listed in the book. You will be listed in the next up-date.

NOTICE: Back issues of the CAPTAIN'S LOG are still available. From Volume 10 thru the current Volume (16), you may purchase any one for \$14.00 which includes postage and handling. All volumes contain four issues of the LOG except Volume 15. The first issue of this volume is sold out and no longer available. This volume sells for \$11.00.

(front of the society continued from page 248)

Signed in by in last LOG:

In the last issue of the LOG there was an advert by Don Cervený offering a set of some 18 airliner prints. I have been advised by member Ron Suttell that Mrs. Cervený informed him that her husband has recently past away. This being the case, it would be greatly appreciated if Society members with not write Mrs. Cervený with regard to this material. If and when she decides to dispose of any material pertaining to her late husbands collection, she will advise HQ. Thanks for your understanding.

Nonmember Looking for OAG:

I recently received a request from a nonmember requesting information on how to obtain an older OAG. Gary Soldow, 644 Tenth Street, Brooklyn, NY 11215 is looking for an OAG from the late 1950s to early 1960s. If you have such an item for sale or trade, write Gary at the above address or call 718-738-8646.



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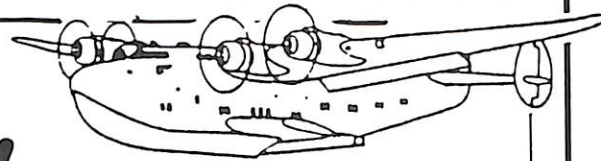
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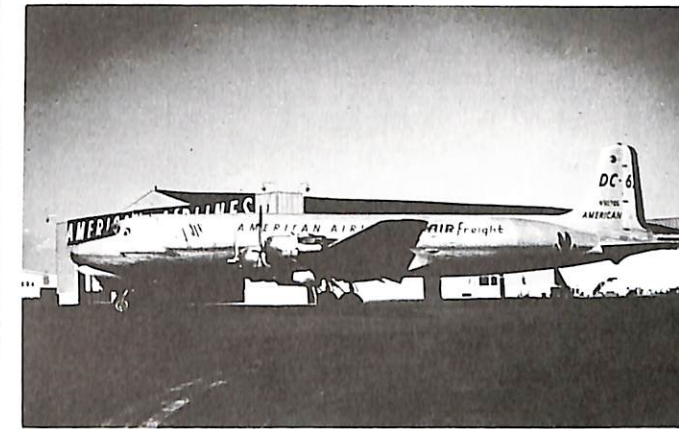
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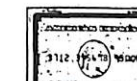
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