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Historical Society

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MARCH '91

747 special



July 18th thru July 21, 1991

C A P T A I N S Z I S E S G O L D



Illustrating both our Boeing 747 and Paine Field histories, this great shot of a 747 under construction in the world's largest building by volume, was taken by WAHS member Jeff Magnet, perched high in the rafters of the assembly hall.



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

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

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

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Thank you



LIFT OFF! Philippine Airlines 747 Srs.2F6B, N743PR, leaves the runway on another flight to a far-off destination. This aircraft is the 435th off the production line and carries c/n 21834. It was completed on 11 DEC 79 and delivered on 17 JAN 80. (Philippine AL photo)

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We start the 17th year of the WORLD AIRLINE HISTORICAL SOCIETY and the CAPTAIN'S LOG with a special issue on the BOEING 747. Many eyebrows were raised when Boeing in 1965 offered airlines a new airliner ... one seating an unheard of 433 passengers in its largest size. One year later a redesign meeting the airlines' criticisms, resulted in an aircraft for 490 passengers in high-density configuration. Juan Trippe of Pan American bought 25 of them and the race was on. More than two decades later, sales of the 747 are still going strong.



(747SP)

FLIGHT MANIFEST

2 TAKE-OFF TALK
3 AIRCRAFT PROFILE: BOEING 747 JOOP GERRITSMA
11 747 INAUGURAL, A PERSONAL RECOLLECTION . JET THOMPSON
16 WORLD OF AIRLINE SCHEDULES ... GEORGE W. CEARLEY JR.
21 AIRLINE SAFETY CARDS ROBERT NEAL MARSHALL
24 THE SLIDE COLLECTOR RICHARD FEDORCO II
26 REPORT FROM THE FIELD: PAINE FIELD JET THOMPSON
31 STICKER CHATTER DON THOMAS
34 AIRLINE MODELING GERRY COLE
36 JUNIOR CREW INSIGNIA STAN BAUMWALD
38 POSTCARD CORNER BILL DEMAREST
42 TWA AND THE SEAGOING FORD RICHARD KORAN
46 AIRLINE DINNERWARE RICHARD LUCKIN
47 YOUR TWO NEW EDITORS
48 WINGS & THINGS RICHARD KORAN
54 WHAT IS IT? KEN TAYLOR
55 AIRLINE HAPPY HOUR AL S. TASCA
56 BOOKCASE DON THOMAS/GERRY COLE
56 MEETINGS & CONVENTIONS
57 MEMBERSHIP NEWSPAUL F. COLLINS

TAKE-OFF TALK

Loop

I begin this Takeoff Talk with an apology: an apology to all our readers for getting this issue out a month behind schedule. It should have gone to the printer's in the first week of March, but I am typing this in the first week of April.

The reasons are simple: I got stuck with a couple of special projects at my place of work in February and early March and they took a lot of extra time, including several weekends. Then, after I had completed those projects and I thought I could go full throttle ahead with this issue of the CAPTAIN'S LOG, I was slowed down by a tooth infection that would not quit and responded only very slowly to the mild antibiotics I am allowed.

But I believe the contents of this issue will make up for the delay. We have made this a "Boeing 747 Special" and your editors have dug deep into their files and minds to bring you material on this great airplane. They offer you everything from a personal recollection of the U.S. domestic 747 inaugural to schedules, safety cards, slides, stickers, modeling and postcards. Yours truly has put together a technical and operational history of the aircraft. But because of the great amount of material, I had to split it into two parts - the second part with the 747 Srs.300 and 400, will run in the next issue.

+++

Now that the war in the Per-

sian Gulf is over, airlines can perhaps start looking forward again to an increase in traffic. They badly need it. The International Air Transport Association (IATA) reports that IATA member airlines lost more than U.S.\$2 billion (U.S.\$2,000 million) in JAN and FEB '91. Their January traffic was 12% lower than that in JAN '90 and FEB '91 traffic dropped 17% below that of FEB '90. Some 21,400 flights, 6% of the total, were cancelled around the world as a result of the Gulf war.

It has been the industry's most-difficult period in more than 40 years, says Dr. Gunter Eser, director-general of IATA.

Middle East airlines naturally suffered the most, both in financial terms and in cancelled flights. But European airlines with routes terminating in and travelling through the Middle East, were not far behind. North American airlines as a group were hit less hard, particularly the domestic operators. But they too collectively cancelled 2,000 flights (2%) because travellers feared terrorist attacks. I know the names of at least two US-based multi-national companies that ordered their top executives not to fly commercial airlines, especially not to Europe and other destinations outside North America, for that reason.

+++

That brings me to another negative outcome of the war for the airline industry. The British weekly FLIGHT INTERNATIONAL reports there are signs the war has accelerated the trend to-

MITCH MAYBORN
1936-1991

It is with great sadness that we must record the passing of WAHS member Mitch Mayborn on 17 JAN 91.

Mitch was born in Temple, Texas, on 17 OCT 36. He was a pilot and a writer. For 35 years he worked for "Drilling Magazine", eventually becoming the Editor/Publisher. He wrote several aviation books, including "The Grumman Guidebook", "The Ryan Guidebook" and "The Cessna Guidebook", plus numerous magazine articles. He enjoyed flying and

was a pilot for Virgin Islands Seaplane Shuttle for several years. He became Director of Stations for VI Seaplane Shuttle in 1989.

Mitch enjoyed collecting aviation memorabilia, especially anything having to do with seaplanes and flying boats.

The WAHS and the CAPTAIN'S LOG extend sincere sympathy to his family, including his wife and a son.

Mitch will be missed by all who knew him. (DT)

(Pan Am advertisement, 1977)



THE 51st STATE OF AMERICA.

Sic transit gloria mundi!

ward teleconferencing and videoconferencing via satellite. Instant facsimile (fax) transmission of documents is also on the rise as a substitute to being there.

Obviously it are mostly the businessmen who are using these methods of communication, and they are the most-desirable passengers for the airlines because they pay full fare. But the world-wide economic slump is also causing vacation travellers to stay closer to home, Flight says.

European airlines are suffering a 22% drop in their tourist traffic, says the magazine. In Britain, the International Leisure Group, owner of Air Europe, has gone bankrupt. February traffic in the U.S. is down 27 per cent over February of last year.

The situation is so bleak, even the world's leading builder of airliners, Boeing, is placing advertisements in the major economic newspapers in Asia, Europe and North America urging executives that "sometimes there is no substitute for being there" in an effort to lure them back into the air.

The airlines too are ready to take drastic measures to attract passengers. We have all seen the "World's Best Offer" advertising campaign by British Airways: an offer of 50,000 free return flights, all on 23 APR, to demonstrate that flying is safe again. It is heartening to see that across the world, tens of millions of people have filled in and mailed the newspaper blanks to enter in the BA draw. Apparently, the travelling public has not totally given up on air transport.

Back to Dr. Eser of IATA: he said that while January air traffic was down by 12% (10 million passengers), 70 million people did fly that month.

It is an encouraging sign.

AIRCRAFT PROFILE

by JOOP GERRITSM



ON 21 JAN 70
PAN AMERICAN'S "CLIPPER VICTOR", N736PA,
OPERATED THE FIRST BOEING 747 SERVICE
IN THE WORLD
TO CARRY FARE-PAYING PASSENGERS.

THE FLIGHT WAS FROM NEW YORK TO LONDON
AND THE AIRCRAFT HAD BEEN DELIVERED
TO THE AIRLINE BY BOEING
ONLY THE DAY BEFORE, ON 20 JAN 70.
SINCE THEN
"BOEING'S BEHEMOTH" HAS FLOWN
WELL IN EXCESS OF 13.9 BILLION MILES

(22.3 BILLION KM) AND THE TOTAL FLEET HAS
SPENT AN ESTIMATED 3,140 YEARS IN THE AIR.
TOTAL PRODUCTION IS NEARING 1,000
AND SIXTEEN VARIANTS AND SUB-VARIANTS
HAVE BEEN BUILT SINCE 1969.
PRODUCTION IS GOING STRONG TODAY
WITH THE SERIES 400.

747: Boeing's

Part 1

TOP OF PAGE:
Pan American 747-121 M753PA
"Clipper Westwind", c/n 19657,
line #37. Delivered in APR 70,
it was the airlines's 19th.
(Pan Am photo)

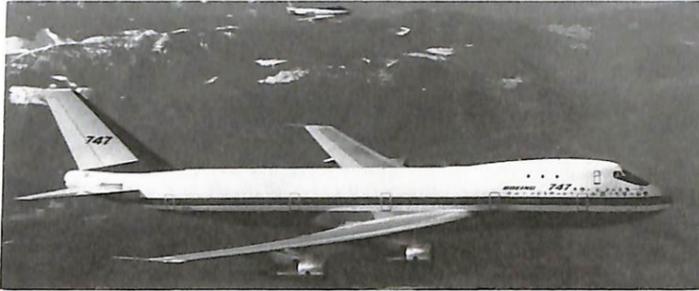
RIGHT:
Lufthansa quickly followed Pan
Am with an order for the 747:
its third, a Srs. 130, D-ABYC,
c/n 19740, line #44, "Bayern"
(Bavaria), was delivered in
MAY 70. (Lufthansa photo)



Despite a less-than-auspicious start to its operational career due to engine problems (discussed separately), the 747 has become the foremost wide-body passenger jet in the world. Now



Boeing's CX-HLS proposal of 1964. Rejected by the USAF in favor of the Lockheed C-5A Galaxy, Boeing developed the concept into the 747. (Boeing photo from Gerritsma files)



747 #1: N7470, c/n 20235. Aircraft made its first flight on 09 FEB 69 and is now earmarked for display at the Museum of Flight in Seattle, WA. (Boeing, via Kent Kistler)



Another PanAm 747-121: N735PA, c/n 19642, line #10, was one of three leased by Eastern Air Lines for its New York - Miami and San Juan services from NOV 70 - APR/MAY 72. (Eastern Air Lines photo)



Japan Air Lines was another airline that quickly ordered the 747. 747-SR46, above is JA8117, c/n 20781, line #221. (JAL photo)

in its third decade of production, it has been constantly updated technically and been given a greater passenger capacity and longer range. Total orders and deliveries are nearing the 1,000 mark and the aircraft is or has been in operation with well over 100 large and small airlines around the world. These range from the truly massive fleets (Japan Air Lines alone has bought more than 80) to small charter airlines with one or two second-hand 747s for holiday flights.

BACKGROUND AND DEVELOPMENT

The 747 dates back to an early-1960s U.S. Air Force requirement for a large transport aircraft able to lift entire armored divisions and their heavy equipment to trouble spots all over the world (as last year in the Persian Gulf). One of demand was a cargo hold substantially larger and wider than that of then-largest transports, the Douglas C-133 Cargomaster and the Lockheed C-141 Starlifter.

The requirements were laid down in Defence Department designation CX-HLS - "Cargo Experimental, Heavy Logistics System". Proposals for airframes and engines were due on 08 MAY 64.

Boeing, Douglas and Lockheed received contracts for further airframe studies; Pratt & Whitney and General Electric for the engines.

In late summer 1965, Lockheed and General Electric were declared the winners of what are now the C-5A Galaxy and its TF39 engines.

The Boeing CX-HLS concept was very similar to the Galaxy. Both were high-wing aircraft with a fuselage closely hugging the ground for easy roll-on, roll-off loading of heavy equipment. The main external difference was in Lockheed proposing a horizontal stabilizer on top of the fin, and Boeing proposing a tailplane set in the fuselage.

Boeing may have lost the CX-HLS competition, but it was left with valuable experience in developing - on paper at least - a large transport aircraft and its handling in the air and on the ground.

All along, Boeing had also been talking to the world's major airlines about a civil version of the aircraft. After losing the competition, it went ahead with applying to the civil market all it had learned in the studies paid for by the government.

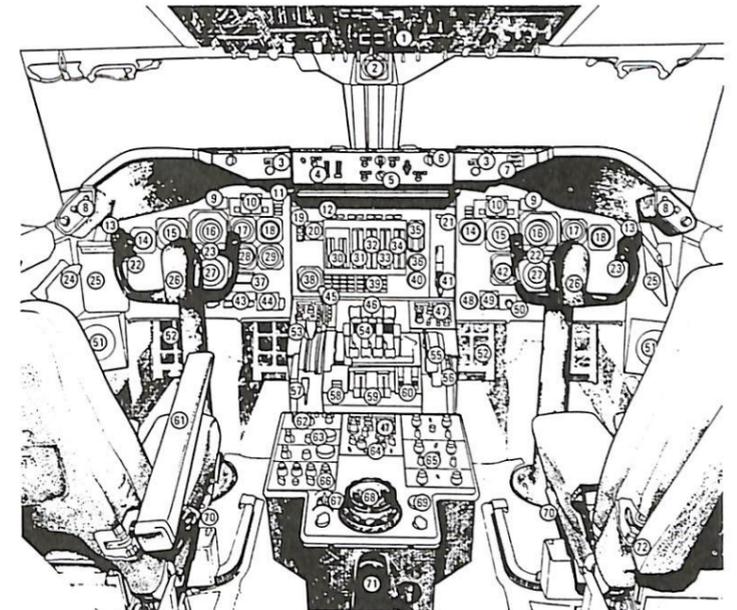
The largest commercial jetliner in the world then was the Douglas DC-8-63 for 260 passengers. Boeing had proposed to stretch its 707 by 46 ft (14 m) for 260 passengers (707-820/505) and 55 ft for 280 passengers (707-820/506), both with new wings. Neither project was proceeded with. Instead, Boeing's thinking for a large jetliner shifted to a "double-bubble" twin-deck design and in late 1965 the airlines were shown the civil project, known as the 747.

Three models were proposed: the 747-3 with a fuselage of 173 ft (52,72 m) long for 311 passengers, the 747-4 of 162 ft (49,38 m) seating 363 and the 747-5 of 187 ft (57,00 m) seating 433. Wing spans were 155 ft, 150 ft and 160 ft (47,24, 45,72 and 48,77 m) respectively. Engines of up to 40,000 pounds (18,145 kg) of static thrust were planned, gross weights varied from 532,000 to 599,400 pounds (241,300 to 271,700 kg) and the range was 5,700 miles (9,170 km). The airlines, however, were not happy with the mid-wing layout. They said the wing would be hard to reach for minor maintenance between flights without big and expensive ground equipment. The twin decks would be difficult and less-efficient to load, they said.



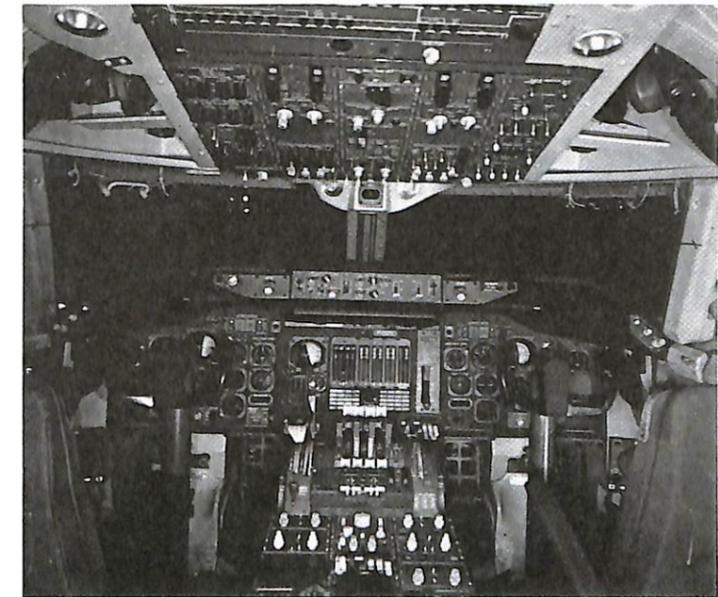
Unidentified TWA Srs.131.

- | | |
|---------------------------------------|--------------------------------------|
| 1 Overhead switch panel | 27 Horizontal direction indicator |
| 2 Standby compass | 28 Vertical speed indicator |
| 3 Navigational radio selector | 29 Standby altimeter |
| 4 Autopilot engage switch | 30 Engine pressure ratio gauges |
| 5 Navigation mode selector | 31 Low speed engine comp. |
| 6 Speed mode selector | 32 Exhaust gas temp. |
| 7 Airplane registry no. | 33 High speed engine compressor RPM |
| 8 Map, panel light knobs | 34 Fuel flow indicator |
| 9 Central instrument warning lights | 35 Flap position indicator |
| 10 Approach progress indicators | 36 Static air temp. |
| 11 Inertial navigation warning lights | 37 Turn and bank indicator |
| 12 Thrust reverser indicator lights | 38 Flight control position indicator |
| 13 Pitch trim controls | 39 Annunciator light panel |
| 14 Clock | 40 True airspeed indicator |
| 15 Mach/airspeed indicator | 41 Landing gear control handle |
| 16 Gyro horizon | 42 Radio magnetic indicator |
| 17 Electric altimeter | 43 Instrument switches |
| 18 Radio altimeter | 44 Reserve brakes |
| 19 Navigation marker beacon lights | 45 Speed brake handle |
| 20 Total air temperature | 46 Thrust levers |
| 21 Gear down/locked indicators | 47 Inertial navigation controls |
| 22 Microphone switch | 48 Brake pressure |
| 23 Autopilot disengage | 49 Water injection control |
| 24 Nose gear tiller | 50 Computer selector switch |
| 25 Chart holder | 51 Weather radar scope |
| 26 Pilot's control yoke | |



- | | |
|------------------------------------|---|
| 52 Rudder pedal | 63 Automatic direction finder |
| 53 Manual stabilizer trim levers | 64 Air traffic control transponder |
| 54 Go-around switches | 65 Very high frequency radio |
| 55 Flap lever | 66 Ultra high frequency radio |
| 56 Pitch trim | 67 Aileron trim |
| 57 Parking brake latch | 68 Rudder trim |
| 58 Parking brake light | 69 Warning horn silencer |
| 59 Engine start levers | 70 Seat positioning controls |
| 60 Stabilizer trim cutout switches | 71 Pilot's handset for intercom and passenger announcements |
| 61 Seat arm, down position | 72 Seat arm, up position |
| 62 Weather radar control panel | |

TOP OF PAGE: Cockpit diagram of 747 #1. (Boeing).
BELOW: Cockpit of KLM 747-206B, PH-BUA (KLM photo).



195 ft 9 in (59,66 m) with a sweepback of only 37.5 degrees. Gross weight was up to 680,000 pounds (308,450 kg) and the undercarriage bogies were staggered, with the units under the fuselage ahead of those under the wings. Engines were the new P&W JT9D-3 of 43,500 pounds (19,730 kg) static thrust.

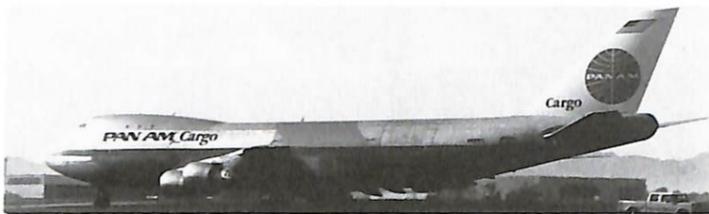
The rest, as they say, is history. Not to be left behind, other airlines quickly followed Pan

A redesign resulted by APR 66 in the 747 as we know it today, with a single, low floor and a cylindrical fuselage cross section. The aircraft had also become much larger, with a fuselage of 228 ft (69,50 m) seating up to 490 passengers in high-density layout and 368 in a typical mixed layout. It was essentially an enlarged 707 with a range of 4,000 miles (6,440 km). Wing span was 183 ft (56,07 m) and the wings had a 40-degree sweepback. Basic gross weight was 625,000 pounds (283,500 kg) for the passenger aircraft. Engines were to be the Pratt & Whitney JT9D-1 of 41,000 pounds (18,600 kg) of static thrust, developed from the losing P&W entry for CX-HLS. The freighter would have a gross weight of 675,000 pounds (306,200 kg).

A 16-wheel main undercarriage was adopted to distribute the weight of this large aircraft, with four four-wheel bogies in line abreast under the fuselage and the wing.

On 13 APR 66 Pan American placed an order for 25 747s with deliveries to start in 1969. In July Lufthansa and Japan Air Lines each gave a "letter of intent" for three and Boeing committed itself to production. Almost at the same time it began construction of a new assembly hall on a 780-acre site adjoining Paine Field at Everett, Washington, the largest building in the world by volume (see JET Thompson's "Report from the Field" in this issue). Boeing set up a wide risk-, cost- and profit-sharing network of sub-contractors all over the USA and in other countries to build small and large sub-assemblies, from engines to flaps to landing gears and from wing sections to major fuselage sections. These would be shipped to Everett for final assembly.

The 747 ordered by Pan American was slightly bigger than the APR 66 proposal. Wing span was



1. Sabena Srs.129 OO-SGB, c/n 20402/#95.
2. BOAC Srs.136 G-AWNF, c/n 19766/#111.
3. Pan Am Cargo Srs.123SF, c/n20100/46.
4. Iberia Srs.156, EC-BRO, c/n 19957/76.

American and when the first prototype 747 made its maiden flight in FEB 69, 27 airlines had placed orders for 160 of the new "Jumbo Jet". They did so even though they were still reeling from the staggering financial and capacity impact resulting from the introduction of the Boeing 707 and Douglas DC-8 jets less than a decade earlier. But they could not afford to lag behind Pan American.

The contract between Boeing and Pan American contained an escape clause for Boeing. If Boeing found there was not enough interest beyond the 25 for Pan American, it could pull out of the program at any time up to 01 AUG 66 with only minimal financial penalties due to the airline.

Construction of the first 747 (on production tooling - there was no prototype as such) began at Paine Field on 01 MAY 67 and the aircraft was rolled out from the assembly hall on 30 SEP 68. The first flight took place on 09 FEB 69, FAA Type Approval was given on 30 DEC 69 and Pan American operated the first scheduled service (to London) on 21/22 JAN 70.

From the beginning the 747 was offered in three basic models, all with the same external dimensions. They were all-passenger, mixed passenger/cargo and all-cargo variants. The last two was to have an upward hinging nose for the straight-in loading of long and large pieces of cargo. A main-deck side cargo door (SCD) is available as an option on all three models and was retrofitted on many older passenger 747s in later years. The P&W JT9D-3 would power the passenger and combi versions while the heavier freighter was to have the GE CF6 (the civil version of the TF39, the winning CX-HLS entry) of 52,000 pounds (23,600 kg). The Rolls Royce RB.211 of 50,000 pounds (22,700 kg) did not become available on the 747 until 1976, and then primarily because British Airways wanted it.

The 31st Series 100 airframe was to become the first convertible. But both the combi and all-cargo models were delayed by Boeing's inability to keep the gross weight of the passenger 747 down to the planned 680,000 pounds (308,450 kg). Weight of airframe and systems

ENGINE PROBLEMS

Pratt & Whitney had entered its JTF-14 in the CX-HLS competition, but lost. It then developed this engine into the civil JT9D-1 of 41,000 pounds (18,600 kg).

Boeing selected this JT9D for its 747, but with the unexpected increase in weight as the aircraft took shape, more power was required and the -1 version flew only in 747 No.1 for certification purposes. The JT9D-3 of 43,500 pounds (19,730 kg) was for production 747s.

Problems soon showed up in climb and cruise performance of the -3. Thrust at high power settings was substantially lower and fuel consumption higher than guaranteed.

The problem was traced back to the engine mounting. The main attachment point - also the main thrust transmitting point - was well aft of the engine's centre of gravity (CG) and its main thrust centre. This left the secondary engine mounting, further forward, near the rear of the fan, to carry most of the engine's own weight and to handle the forces placed on it by flight manoeuvres. The result was that the thrust at high power settings caused a 'bending moment' that forced both the front and the rear of the engine to point downward and pushed up the middle, between the two attachment points. This transformed the circular front of the en-

gine into a slightly vertical oval shape, with the sides moving slightly closer together. Because the tolerances inside the fan blade shroud are very narrow to begin with, the fan blades scraped against the insides of the shroud. The resistance slowed them down and caused the loss of power.

The problem was solved by moving the main power transmission point on the engine forward, nearer to the rear of the fan shroud and the engine's own CG and main internal thrust centre. This was done by installing an inverted Y-shaped attachment, with the single arm attached to the original transmitting point on the engine pylon and the double arms pointing forward under an angle of 60 degrees to carry the engine at the new point, further forward and closer to the CG and main main internal thrust centre.

Modified, the JT9D-3 became the -3A of the same power and the -3AW (also called the -3W) of 45,000 pounds (20,410 kg) with water injection for takeoff.

It soon proved a reliable power plant and P&W quickly developed new, more powerful versions for later models of the 747 during the 1970s and 1980s.

soared and the maximum takeoff weight had to be increased, first to 695,000 pounds (315,250 kg) and then to 710,000 pounds (322,050 kg) to meet the payload and range performance agreed to with Pan American.

The extra weight required a more-powerful engine. Providing this extra power soon turned into a major problem (see separate story). While Pratt and Whitney was designing modifications, Pan American accepted 747s with unmodified engines and Boeing would take them back later for installation of a modified engine mounting. This allowed the airline to operate a pre-inaugural route proving flight to London with "Clipper America", N735PA, on 12 JAN 70. The flight was three hours late because an engine had to be replaced just before the departure from New York. At London, a demonstration flight for the news media was two hours late, again due to engine problems, and the rest of a European tour had to be cancelled. The 20/21 JAN inaugural was also to be flown by "Clipper America" but just before takeoff an engine failed. During the second try, the next day another engine overheated and "Clipper Victor" was hastily prepared to operate the flight. The delay caused by this switch resulted in the inaugural flight not arriving in London until 22 JAN local time.

Nearly 20 major variants and subvariants of the 747 have been built since the prototype first flew. However, there are many more differences than this number indicates. There are differences even among aircraft of the same series in the same airline fleets. Following modifications both on the production line and following delivery, aircraft operate at different gross weights, have engines that differ in details, have different fuel tank arrangements and so on, even if they are the same on paper.

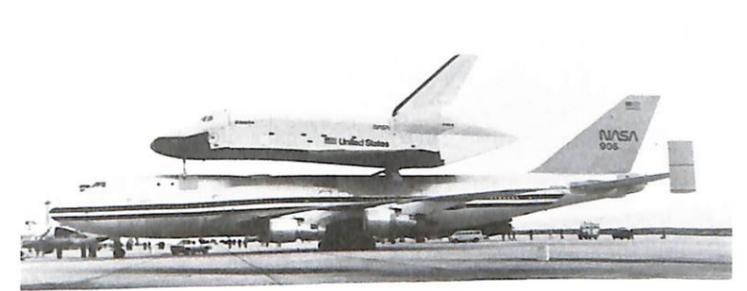
SERIES 100

First production version; 169 built, including #1, used by Boeing as a test bed and never in airline service. Last Srs.100 delivered to British Airways in APR 76. Model number -100 allocated only after the Series 200 was offered in 1979. Until then, 747s had only the Boeing customer numbers (eg. 747-21 for PanAm, 747-31 for TWA). Engines: P&W JT9D-3 of 43,500 pounds (19,730 kg) static thrust, takeoff weight 710,000 pounds (322,050 kg); seating capacity 490 and range 4,600 mi (7,400 km) with 123,000 pounds (55,850 kg) payload and 7,080 mi (11,400 km) with maximum fuel and 40,000 pound (18,160 kg) payload. PanAm bought 33 new from Boeing and 10 more second-hand over the years (5 ex-United, 2 ex-American, 2 ex-Delta, 1 ex-TWA). Later production Srs.100 had JT9D-7 of 45,500 pounds (20,640 kg), JT9D-7W with water injection (47,000 pounds, 21,320 kg) or JT9D-7A (46,950 pounds, 21,300 kg). Srs.100 with -7W had gross weight of 735,000 pounds (333,390 kg).

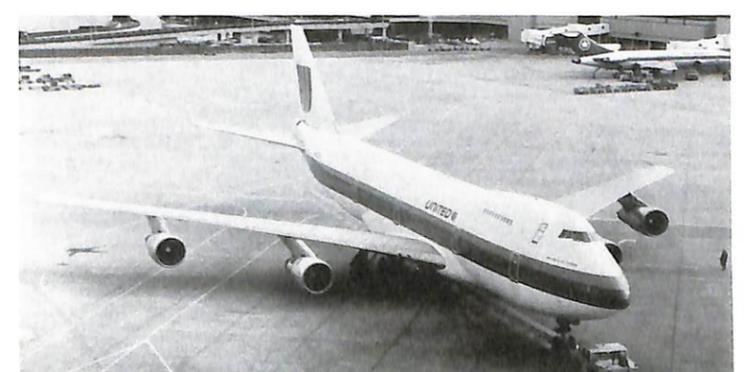
Subvariants

-100A Pan Am model number, NOT Boeing's, for Srs.100 aircraft retrofitted with the modified JT9D-3AW engine of 45,000 pounds (20,410 kg) takeoff thrust with water injection. Gross weight 735,000 pounds (333,395 kg) and range increased by 400 mls (640 km), or 15% greater payload at original range. Also modified fuel system, landing gear, wing flaps and cabin entertainment system. Modifications were retrofitted into other aircraft, and incorporated in new aircraft on the production line.

-100B: 1978 Boeing model number for 747SR (also 747-100SR), a structurally strengthened



1. Northwest Srs.152, N606US, c/n 19783/71.
2. Unidentified FedEx 747 freighter.
3. NASA Srs.123, N905NA, c/n20107/86, with Space Shuttle
4. Wardair Srs.1D1, C-FDJC, c/n 20208/123. \Enterprise.
5. United Srs.122, N4723U, c/n 19882/175.





1. Saudia SP68, HZ-AIF, c/n 22503/529 (Saudia photo).
 2. Air Mauritius SP44, 3B-NAG, c/n 21134/288 (AirMauritius).
 3. American SP31, N602AA, c/n 21963/441 (American photo).
 4. Alitalia Srs.243B, I-DEMG, c/n 22510/533.
 5. Air France Srs.228B Combi, F-BPVS, c/n 21326/303.



Srs.100 with gross takeoff weights up to 750,000 pounds (340,200 kg) and modifications to permit more-powerful P&W engines, General Electric CF6-50 or Rolls Royce RB.211-542 engines. First offered in 1978 and first aircraft to All Nippon in DEC 78 with JT9D-7F of 48,000 pounds (21,775 kg). Saudia bought eight in 1981-82 with the RB211-542C of 51,000 pounds (23,135 kg). These are the only Srs.100 aircraft with the Rolls Royce engine.

-100 Combi After the Combi option with the side-loading cargo door (SCD) and strengthened cabin floor became available on the -200, Sabena had both its passenger -100s converted to Combi. The aircraft were reintroduced into service in the Spring of 1974. (See also -100SF variant.)

-100C Convertible freighter/passenger variant for World Airways. Cancelled in favor of -200C.

-100F Pure freighter ordered by Pan American, cancelled due to lower-than-expected payload resulting from higher empty weight. Order changed to passenger aircraft instead.

-100SF: Passenger -100 retroactively modified to Combi or Freighter with side-loading cargo door (SCD), strengthened main deck, internal cargo handling equipment and covered windows. First two were ex-American aircraft for The Flying Tiger Line, delivered in AUG and SEP 74. JT9D-7A engines and maximum takeoff weight 733,000 pounds (332,485 kg), maximum payload 222,000 pounds (100,700 kg). Flying Tigers acquired ten -100 for windowless SF conversion from American, Continental Delta and PanAm in 1974-83, through Boeing. American, Pan Am and Japan Air Lines also had some Srs.100 aircraft converted to Srs.100SF.

-100SR (also 747SR): Short-range variant with high-density seating for Japan Air Lines. Same external dimensions as Srs. 100. British European Airlines was at one time also a marketing target for this variant for its high-density European services. But BEA bought the Lockheed TriStar 500 instead. Since the SR is intended for short stages only, less fuel is uplifted and the aircraft has a lighter structure. JAL bought seven SRs and started service on 09 OCT 73 between Tokyo and Okinawa. All have the JT9D-7AW, derated to 43,000 pounds (19,520 kg) to prolong operating life. Five have maximum takeoff weight of 570,000 pounds (285,780 kg), the other two have a stretched upper deck (SUD) and maximum takeoff weight of 610,000 pounds (276,940 kg). All seven retain 47,210 USgal (178,690 ltr) fuel capacity of the standard -100 and can operate longer stages, but with a payload penalty. All Nippon Airways bought 17 SR with the GE CF6-45A of 46,500 pounds (21,100 kg). Externally, the Srs.100 and the SR are identical.

-100B(SR): other designation for 747SR.

-100B(SR/SUD): two JAL 747(SR) retrofitted with the stretched upper deck (SUD) and higher takeoff weight (see above).

747SP (Special Performance) is basically a -100B with shorter fuselage (by 48 ft 4 in, 14,6 m), lighter wing structure and the same engines. Ordered by Pan Am in SEP 73 and first flown on 04 JUL 74. There was no prototype. Optional outer-wing tanks of -100 fitted as standard for fuel capacity of 49,230 USgal (186,360 ltr) for extremely long stages where traffic volume doesn't require the standard 747. Vertical tail increased in height by 5 ft (1.52 m) to compensate for loss of directional stability caused by shorter fuselage. Takeoff weight 663,000 pounds (301,000 kg). Maximum seating is 360 and maximum range 9,570 miles (15,400 km) with full passenger load. When the first flight took place, Boeing had orders from Pan American

(5, later increased to 10 and 1 second hand), Iran Air (4), South African Airways (6) and Syrian Arab Airlines (2). Certification received on 04 FEB 76 and Pan American took delivery of first one on 05 MAR. It entered service in May.

The first SAA aircraft showed the SP's range potential by flying non-stop (without passengers) from Paine Field to Capetown, 10,300 miles (16,570 km) on its delivery flight. The aircraft landed with more than two hours of fuel left.

747A: PanAm model number - see -100A.

747B: Original number for Srs. 200B

747C: Other designation for Srs. 200C

747F: Other designation for Srs. 200F

SERIES 200B

Externally identical to Srs.100 but with strengthened structure and landing gear for increased gross weight (775,000 pounds, 351,540 kg) and greater fuel capacity in wing centre section for greater range with the same payload, or higher payload with the same range. Announced in NOV 78 as 747B, but soon changed to 747 Srs. 200. JT9D-3AW engines of 45,000 pounds (20,410 kg) with water injection, later JT-9D-7 of 45,500 pounds (20,640 kg) dry. First flight 11 OCT 70 and first operator KLM in FEB 71. Gross weight to 775,000 pounds (351,540 kg) with JT9D-7 and -7W and 785,000 pounds (356,070 kg) with -7A. First one of latter (and the 200th 747 delivered) to El Al in APR 73. Modifications became standard on production line. Some existing Srs. 100 aircraft were retrofitted with this engine and associated modifications.

General Electric CF6-50D engines of 51,000 pounds (23,135 kg) first test flown on 747 #1 on 26 JUN 73. Model number Srs.300 allocated for this variant, but dropped in favor of Srs.200B model number. GE engine offered as an option.

Variant with Rolls Royce RB.211-524B (50,000 pounds, 22,700 kg) developed for British Airways which wanted to standardize its wide-body fleet with the RB.211, already used in the L-1011-500 TriStar. Flight testing of the first BA 747-200 (with the RB.211) began in SEP 76. Max gross takeoff weight 800,000 pounds (363,200 kg) and 817,000 pounds (372,920 kg) with the later RB.211-524D of 53,000 pounds (24,060 kg).

Subvariants:

-200B Combi: based on Srs.200B, no nose loading door, but side loading cargo door (SCD) is standard. SCD offers greater flexibility than the Convertible. Freight is carried in the rear of the cabin, and passengers in the front, with full access to the upper deck. C-GAGA for Air Canada was the first -200B Combi built new, delivered 07 MAR 75. (Sabena had both its passenger -100s converted to Combis in the spring of 1974 and became the first 747 Combi operator in the world.) Gross weights 775,000 to 830,000 pounds (351,540 - 377,850kg) depending on engines used.

-200C Convertible: based on -200B, with upward-hinging nose-loading door and strengthened floor of the -200F, but also with floor attachments for seats and moveable bulkheads in the cabin to permit a number of mixed passenger-freight configurations. SCD is option. Takeoff weight is 775,000 pounds (351,540 kg). First flight 23 MAR 73, first service with World Airways on 24 APR 73.

-200F (also 747F): a dedicated freighter based on the -200B. Upward-hinging nose-loading door. Rear side-loading cargo door (SCD) is an option. Internal cargo handling and strengthened cabin floor are standard. No cabin windows and only two doors instead of 10. Maximum takeoff



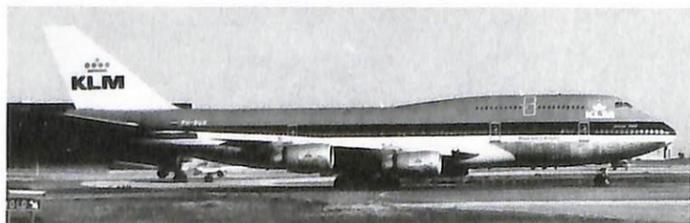
1. America West Srs.206B, N533AW c/n 19924/138. (America West photo)
 2. VARIG Srs.2L5B Combi, PP-VNC, c/n 22107/469. (Lineu Carneiro Saraiva photo)
 3. World Airways Srs.273C, N748WA c/n 20652/211.
 4. Upward hinging nose of Lufthansa 747 Combi. (Lufthansa photo)

weight 775,000 pounds (351,540 kg). JT9D-7W of 45,500 pounds (20,640 kg) dry and 47,900 pounds (21,725 kg) with water injection. Range 2,900 mi (4,665 km) with 260,000 pound (118,000 kg) payload or 4,000 mi (6440 km) with 200,000 pound (90,720 kg) payload. First flight 30 NOV 71 and first airline service 19 APR 72 with Lufthansa. Seaboard World -200F aircraft had JT9D-70A of 53,000 pounds (24,050 kg) in 1975 to increase maximum takeoff weight to 820,000 pounds (371,950 kg).

-200M: Other model number for -200 Combi.
 -200SR: projected high-density variant of the -200, seating a maximum of 550 passengers.
 During certification, Boeing had flown a Srs. 200 at a gross takeoff weight of 820,700 pounds. With a military order in mind it offered this 747 with the 51,000 pound (23,154 kg) General Electric CF6-50D engine. First flight of this model was on 26 JUN 73. With a certificated take off weight of 800,000 pounds (363,200 kg), a greater fuel load could be carried for a greater range by 400 miles (640 km). The aircraft was first offered as the long-range 747-300, but the -300 model number was soon dropped as Boeing standardized on the number -200B, regardless of the engine installed. The USAF ordered nine (later reduced to six: four E-4B and two VC-25A, see part 2). KLM became the first airline operator. Its first aircraft, PH-BUH, a Combi with GE engines, was delivered in OCT 75. (This aircraft was retrofitted with the stretched upper deck in 1985 and redelivered in August.)
 The Srs. 300 number was resurrected in 1982 to replace the acronyms SUD and EUD.

TO BE CONCLUDED IN THE NEXT ISSUE WITH THE SRS.300 AND 400

1. Pakistan Int'l Srs.240B Combi, AP-BAK, c/n 21825/383.
2. Middle East Airlines Srs. 2B4B, OD-AGH, c/n 21097/262.
3. KLM Srs.206B Combi (SUD), PH-BUK, c/n 221549/336.



1. Unidentified Garuda Indonesia Srs.2U3B (Garuda photo).
2. Air Lanka Srs.238B, 4R-ULF, c/n 20009/147.
3. Air Canada Srs.233B Combi, C-GAGB, c/n 21627/355.

SECTION 41 REPAIRS REQUIRED ON OLDER 747s

Well over 250 aircraft in the worldwide Boeing 747 Srs.100 and Srs.200 fleet are now 15 years old, and another 175 are between 10 and 15 years old. Most have worked hard during those years and they are showing their age and will need expensive modifications if the owners want to fly them for some more years.

The area needing work most-urgently is what Boeing calls Section 41 of the fuselage.

It covers the forward fuselage between the forward pressure bulkhead (right behind the small nose cone for the weather radar) and the first fuselage frame past the forward port passenger door.

Following the discovery five years ago of broken and cracked forward fuselage frames (caused by metal fatigue) in Section 41, a mandatory airworthiness directive (AD) was issued. It calls for inspection of all frames in Section 41 after each 8,000 hull pressure cycles (8,000 flights) for the first 603 aircraft and after each 10,000 cycles for all others. After 20,000 cycles, Section 41 frames must be replaced in two areas of the crown of the upper structure, right behind the cockpit, around the main forward passenger door and in the crown of the nose forward of the cockpit (above the cabin windows).

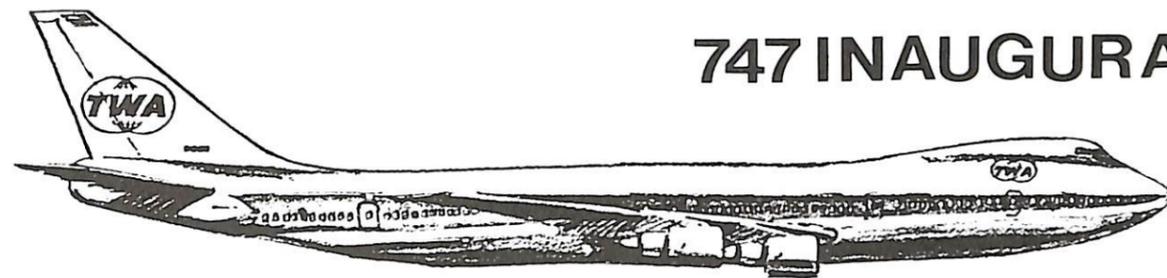
Boeing is supplying a kit with replacement frames and some airlines do the work in-house. Others contract it out, either to other airlines or to one of several independent maintenance organizations around the world that can do the work. It can keep an aircraft down up to three months, depending on who is doing the work and on how soon the airline wants its aircraft back in service. Northwest's first two 747s were down for 176 and 130 days respectively.

The cost for the Section 41 work alone can reach \$2.5 million. This does not include the lost revenue from the aircraft being out of service.

Section 41 work may be combined with other, non-mandatory work, such as corrosion repairs, but the aircraft will then be out of service longer.

Some airlines have already said they will sell their older 747s before they reach the 20,000 cycles in the next few years. Among them are KLM (12 Srs.200) and Sabena (2 Srs.100).

(Excerpted from
 FLIGHT International
 06-12 FEB 91.)



747 INAUGURAL

a personal recollection

By Jim JET Thompson

Boeing 747 service in the United States began with Trans World Airlines in FEB 70, but preparations had started much earlier. In order to maintain the fleet of 747s as they were delivered, TWA had to enlarge its maintenance facilities at Los Angeles, New York Hangar 12 at Kennedy International Airport (JFK) and at its main overhaul facility at Mid-Continent Airport outside of Kansas City. Initially the only facility ready to service the 747 was at Los Angeles.

Airport facilities also had to be enlarged to handle the big new "Jumbo Jet". At Los Angeles this meant new jetways and modification of the passenger seating area at the 747 gate. In New York an entirely new flight concourse was built, called "Flight Wing One". As TWA proudly announced at that time, it was "The first terminal in the world designed from the ground up for the new generation jets." At Paris Orly airport, one of TWA's gateways to Europe, a new satellite terminal was opened.

Behind the scenes crew training and maintenance instruction was going on, along with many other activities to work the big new jets.

For TWA much of the work really began on New Year's Eve, 31 DEC 69, when it took delivery of its first two 747s, N93102 and N93103. Formal acceptance of the two 747s took place at Seattle to the sound of horns and with confetti being thrown by TWA and Boeing revelers. From 5-12 FEB, TWA took the new "747 Superjet" on a nine-city proving tour of Europe to gain training experience and FAA certification for the start of transatlantic service on 18 MAR. Aircraft N93103 departed JFK for London and 5:49 hrs later it landed at Heathrow Airport. The aircraft later continued on to visit most of the European cities served by TWA, making stops at

All artwork on these pages has been taken from TWA publicity material issued on the occasion of their 747 inaugural service.



(Above) Lift off! TWA flight 100, America's first scheduled domestic 747 flight, takes off from LAX on 25 FEB 70 at 9:15 a.m. The author's father was on board. (TWA Skyliner photo). (Bottom of page) TWA's 747-131 on an airline-issued postcard. Note only three upper deck windows in both photos.

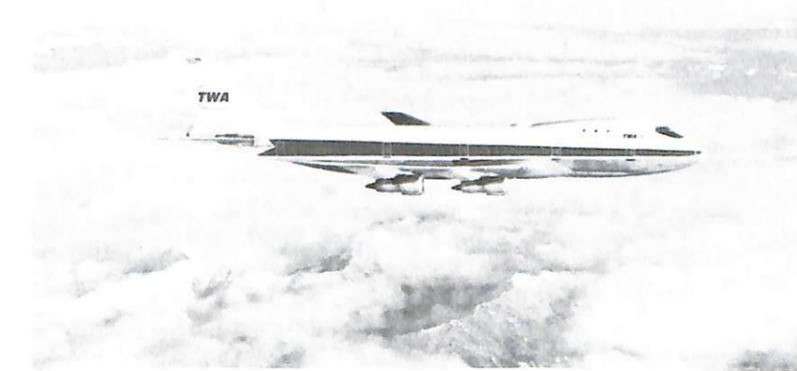
Frankfurt, Paris, Zurich, Geneva, Rome, Athens, Madrid and Lisbon. Everywhere, large crowds welcomed the 747 and many people had waited for hours for the opportunity to see the big aircraft fly overhead, land and taxi around the ramp area.

The only disappointment was at Milan. Hundreds of people were waiting to see the 747, but the weather was below minimums for a landing. The aircraft bypassed this stop and head on to Rome.

Pan Am had operated the first 747 into London, Paris and Rome, but TWA flew the

first one into the other cities listed. The purpose of Pan Am's Paris and Rome 747 flights was to beat TWA into those cities with the first Jumbo Jet.

After a 10,000-mile tour of Europe and crossing the Atlantic twice, N93103 set back down at JFK on 12 FEB. Later that afternoon she was up flying again, this time on a couple of rehearsal flight to iron out the bugs in the passenger and aircraft ground handling. TWA did this is a unique way. Nearly 700 passengers took part in two 747 rehearsal flights from JFK. Each passenger brought



along two checked bags and they were ticketed in the regular fashion. Once on board, they were treated to Royal Ambassador food service and a couple of short film shots.

These two flights gave the ground and flight crews a opportunity to see what may go wrong once scheduled service would begin. There were a few snags on the first flight, but that is what they were for. One was with the new containerized baggage system. These problems were identified and on the second flight there were no problems.

The rehearsal was not only to try out the new 747, but also the new Flight Wing One, which was not totally finished yet.

A week later one of the new 747s was the setting for the meeting of the board of directors of TWA. The cabin had been modified with a large meeting table and chairs all around for the board members. The current status of and future plans for TWA were discussed as the group circled high overhead of their normal meeting room in downtown New York City. It was a unique experience for all involved.

Flight training had continued all along for TWA and F.A.A. staff. It was during such a training flight that the first mishap with a 747 in the U.S. took place. On 15 JAN 70 one of TWA's new aircraft was pilot training at the Tulsa, Oklahoma, airport for both TWA and F.A.A. pilots who were being checked out on the new aircraft. During one of the ground stops, a strong gust of wind caught the tail of the 747 as it was taxiing and the aircraft was blown off the pavement and into the mud. The F.A.A. pilots who were being checked out at the time, were powerless to stop the sideways slide on the ice.

American Airlines maintenance personnel helped TWA personnel pull the 747 from the mud. American then opened its hangar at its overhaul facility there, to let the TWA visitor come in for a closer inspection of any damage. TWA later opened the 747 up for viewing by Tulsa airport employees.

Preparations were well under way now for the 25 FEB inaugural scheduled flight. This would be Flight 100 from Los Angeles to New York and the first one in the U.S. Before this flight took place, though, the 747 was used for another unique and interesting flight.



Paramount Pictures chartered a TWA 747 to fly from New York to Los Angeles on 23 FEB, to be a movie theater for the world premiere of their latest motion picture, "The Adventurers". Departure was from the new Flight Wing One at JFK. Guests toured the facility before boarding the flight. Movie director Lewis Gilbert, was among those on board. Other stars included Ernest Borgnine, Candice Bergen, Olivia deHavilland, Bekim Fehmiu and Anna Moffo. This inflight movie premiere was a Hollywood first. The charter also put the 747 in position for the inaugural flight two days later.

My involvement with the inaugural flight had begun several weeks earlier, when my father came home from work one night and announced he and two fellow-TWA employees would be on the inaugural flight. I was just as excited to hear this as he was.

As the big date drew closer, I began to hear more and more about the trip and my father's plans for it. The three of them would fly from Columbus to Los Angeles on the evening of the 24th and spend the night there. The next morning they would board Flight 100 to New York, arriving late in the afternoon. They would then catch Flight 17 back to Columbus and be home that evening.

I was sophomore in high school at the time and the inaugural was on a school day. Even though I was the son of an airline employee - and a TWA employee to boot - I was not



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 Lisbon - New York nonstop:
 Sun., Tues., Thurs.

TWA's 747 services across America.

New York - Los Angeles daily nonstop
 New York - San Francisco daily nonstop
 New York - Chicago daily nonstop
 Chicago - Los Angeles daily nonstop



Trans World Airlines

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allowed to miss much of school. Taking two days off to join in on the flight was out of the question. But after thinking about it for some time, and after carefully checking the TWA timetable, I hit upon an idea of how the rest of the family - including I, of course - could still be a small part of the celebration.

I figured I could possibly miss a half day of school, especially if that half day was an afternoon. Most of my important classes were in the morning. Fortunately for me TWA at that time had an early afternoon flight from Port Columbus to LaGuardia Airport, New York. It arrived early enough to make it over the JFK to meet the arrival of Flight 100 coming in from Los Angeles. I ran the idea past my parents and they agreed we could do it. I received permission to take the afternoon off from school, since I would be attending a historic event in commercial



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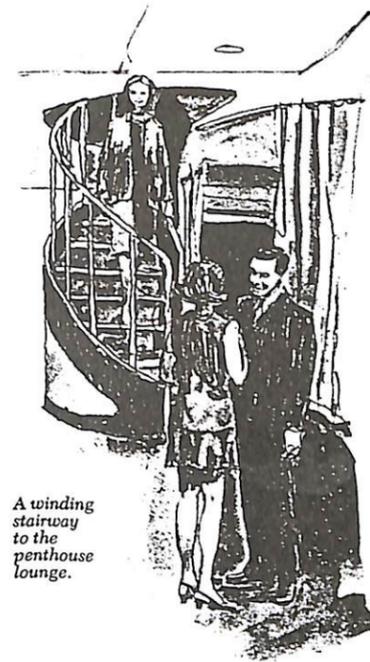
aviation history. Of course I had to give a full report to many of my classes when I returned, which I gladly agreed to.

On 24 FEB, as planned, my father, Gilbert J. Thompson and his two fellow TWA agents, William Krivda and Gene Acheson, left Port Columbus for Los Angeles to meet up with the 747 flight.

Upon arrival at LAX they walked over to the 747 gate. There, in all its glory, was the brand-new member of the Trans World Airlines fleet, the 747-131, waiting for its scheduled departure the following morning. Of course they were amazed at its incredible size and couldn't wait to get on board the next day.

They were up early on the 25th to make their way to the airport well in advance of the 8:45 a.m. departure. That departure took place amidst a flurry of activity. Among others, Los Angeles Mayor Sam Yorty was there for the celebration. Elizabeth Yorty, the mayor's wife, standing on a hydraulic platform beside the starboard forward passenger door, christened the aircraft "The City of Los Angeles". Not long after, the 345 passengers boarded the new jumbo jet.

Once on board, they found many innovations over other aircraft. The first was a much-larger motion picture screen. It was about twice as large as the ones used in the 707s. Not only that, there were five of them and TWA would be the first



A winding stairway to the penthouse lounge.

airline to offer a choice of two motion pictures to choose from. One would be for general audiences and the other for "mature" audiences. TWA had been the pioneer of in-flight motion pictures, starting way back in the 1930s on the Ford Tri-Motors. They disappeared for many years and then TWA brought them back in the early 1960s on the 707s. The 707s would be retrofitted with two movie screens in the coach section now too, so they could also offer a choice of two movies.

The one big feature TWA was advertising for its 747s was that they had the lowest number of seats of any of the airlines with 747s on order. TWA's held just 342, divided into 58 in First Class and 284 in Coach. TWA's big promotion was that its 747s offered the most legroom of any 747 in the sky.

Another innovation offered by TWA was in the seats themselves. They had a new device, called a Lumbar Support, built right into the seats. This was



—even the "goings-on"!

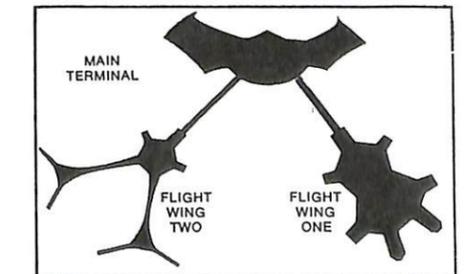
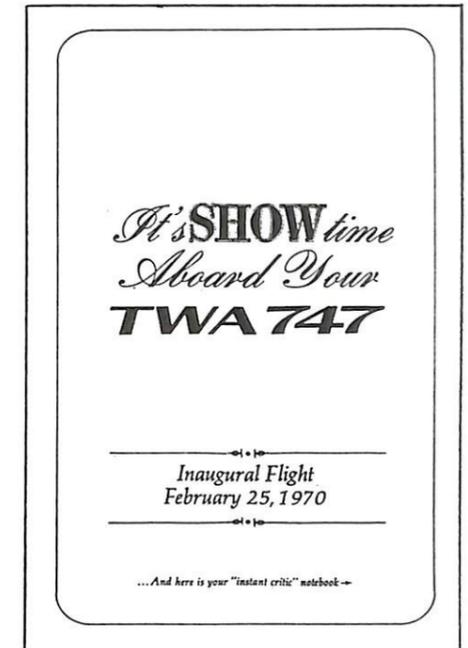
You are about to fly a passenger plane so excitingly different there's even a special new way to get on board. Believe it or not, your first move is to pick a movie!



two for the viewing!

On the TWA 747 the choice is yours. There's a movie* for "general" audiences and one for "mature." Both are announced on TWA Ambassador Theater "marquees." As you walk through the terminal, watch for the films scheduled for your flight. And when you get to the boarding lounge, check in at the proper station. Either at Ambassador Economy/Coach where there are separate areas for general and mature movie choices. Or at First Class Royal Ambassador where you'll be assigned a seat in the First Class section reserved for the film you've selected. After check-in, pick a seat in the boarding lounge and relax.

*Nominal charge on overseas flights. Films by Inflight Motion Pictures, Inc.



an inflatable balloon, built into the lower part of the seatback. With the push of a button on your armrest, the Lumbar Support inflated and filled in the area between your lower back and the back of the seat. It was a TWA idea and would be incorporated in most of the rest of the fleet.

Still another new feature of the 747 was the location of the hostess call button, air vent control and reading light. They were all located in the arm rest along with the outlets for stereo music and film ear-phones. This put everything at your fingertips.

The overhead storage compartments were new too. Now you could put a good medium-size bag over your seat. There also were several closet-type compartments throughout the aircraft.

Everyone was looking forward to a memorable flight. At 8:54 a.m. LAX time, flight dispatcher Norm Goodrich dispatched TWA Flight 100, the first TWA and first domestic U.S. 747 scheduled flight, to New York, thus beginning a new era for TWA and commercial air travel in the United States.

As the 747 pulled away from the gate, it was saluted with water plumes shot into the sky by fire trucks of Engine Company 80, based at LAX. Finally, at 9:15 a.m. the 747, under command of Capt. J.E. Frankum, lifted off the runway at LAX, bound for New York.

As soon as the seatbelt sign had been turned off following the climbout, it seemed as if almost everyone was up at once, exploring the new aircraft from front to back and side to side. Bill Krivda told me that he figured Capt. Frankum must have had to make a sudden adjustment for the switch in the center of gravity that took place at that moment.

As mentioned before, the flight that day was under the command of Capt. J.E. Frankum, whose normal job was vice-president, flight operations. The only thing he had been flying lately was a desk at 605 Third Ave., New York, TWA's headquarters. With the introduction of the 747, however, Capt. Frankum decided to come out from behind the desk and learn how to fly the giant new aircraft. He joined the initial group of pilots who were getting checked out on the 747 and commanded N93103 on its European proving

flight. By the time he had completed this, he had the most experience flying the 747 from the left seat of any other TWA pilot. To qualify for the 747, he had gone through the 707 flight training and was checked out on that type again. Flying large aircraft was nothing new for Capt. Frankum, though. At age 23 he had become the youngest pilot ever to command a Lockheed Constellation.

The other crew on the inaugural flight included Capt. Bill Tate, manager of 747 flight training, and flight engineer John J. "Jack" Hough. Cabin attendants were service manager Deiter Ruf, pursers Jim Tighe and Fred Duss, and hostesses Dana Boyle, Sharon Schreiner, Donna Pennoyer, Katherine Slicks, Pat Tighe, Mickey Wilson, Jan Zimolzak, Casey Linwick, Riki Wakeland, Suzanne Boohar, Carol Kahler, Nancy Riccioli and Bernie Gosey.

While all this was going on at Los Angeles and high overhead, back in Columbus, Ohio my mother, younger sister Janice and I boarded TWA Flight 254 for LaGuardia with a stop at Pittsburgh enroute. After 28 minutes to Pittsburgh and another 47 minutes on east, we arrived at LaGuardia on schedule. We hopped on a limo and headed for JFK.

On the way, I remember reading the many new billboards advertising Pan Am's and TWA's new 747s. I also saw several billboards advertising American's new 747 service to California, to begin in the near future. As soon as we arrived at JFK, I had my first glimpse of my first 747. There, at the Pan Am hangar, were two huge 747s sitting out on the pads. What an amazing sight I can remember. I eagerly pointed them out to my mother and sister, who were just as amazed.

At JFK we roamed around the Flight Center. I remember seeing a huge cake being wheeled in and taken out to Flight Wing One. It was in the shape of a 747, complete with TWA markings. Shortly after we ran into an old friend from Columbus, John Fracasso. He was now head of Dining and Commissary for TWA at JFK. When we told him we had just seen the cake being wheeled in John told us that it had almost caused a mutiny in his department. Employees in the department wanted to bake the cake themselves for this occasion, but someone higher up decided to contract it out to a bakery outside the company. TWA bakers became quite angry over

this, since they had wanted to be a bigger part of the inaugural ceremony.

Shortly after, TWA removed the ropes which had kept Flight Wing One closed to the public and we could see on the arrivals board that Flight 100 was due in very shortly. We headed out the long tunnel to the new, not yet totally completed Flight Wing to Gate 3 to wait for the arrival of my father, his TWA friends and the 747.

Then I spotted the most important person at TWA come rushing in and heading for Gate 3. He was Charles C. Tillinghast Jr., the chairman of the board. I was awestruck. I had read about him for several years and seen his photos in all the TWA Skyliner newspapers, and here he was in real life, just a few feet away from me. This was something special to a young airline enthusiast, as I was.

Flight 100 was due in at 4:25 p.m., but due to air traffic delays, it was running several minutes late. But at 4:50, THERE IT WAS! The biggest airplane I had ever seen! It came across the fence, gently set down on the runway and rolled to a stop. Inside the entire load of passengers were giving Capt. Frankum's "smooth-as-silk" landing a full round of applause for a good three minutes.

Finally the 747 returned to the gate area and began to pull in to park. This was not an easy task. We all stood there watching as this whale of an airplane tried to get positioned to one of the jetways. It was the only negative part of the trip. We watched as they finally hooked up an aircraft tug to the nosewheel and began moving the aircraft back and forth, trying to figure out exactly where to position it. My mother said it was similar to trying to dock the Queen Mary. After about 15 or 20 minutes they finally had the aircraft in a location where they could move a jetway up to one of the passenger doors and let everyone deplane.

Eventually my father, Bill and Gene emerged from the jetway and spotted us and John Fracasso. A few minutes later Capt. Frankum appeared and met chairman Tillinghast. They were led over to the 747 cake for photographs. It turned out this was Capt. Frankum's 49th birthday and the cake was his unofficial birthday cake.

On hand for the welcoming ceremony were chairman and Mrs.



(Left) Motion picture systems for the 747 were custom designed to the requirements of each individual airline by Inflight Motion Pictures, Inc. The mockup in the photo shows one of the arrangements specified by TWA, the first airline to provide in-flight movies, pioneered by Inflight Motion Pictures, on 19 JUL 61. (Inflight photo)

Tillinghast, vice-president of sales and services Thomas Huntington, vice-president of the New York region Daniel Reid, New York regional general manager Jack Ryan, plus a host of other TWA employees. The City of New York had on hand John S. "Bud" Palmer, its Commissioner of Public Events, and Borough of Queens president Sidney Levis.

Asked about the flight, Capt. Frankum said, "It has been a great day - after all, I received a great airplane for my birthday." Moments later waiters appeared with glasses of champagne for everyone visiting Flight Wing One. It was to celebrate both the 747 inaugural and the official opening of Flight Wing One.

All too soon we had to make our way over to Flight Wing Two for the return flight, Flight 17, back to CMH. Before we left we saw the start of boarding Flight 1, the inaugural west-bound 747 flight, heading back to Los Angeles. Despite its late arrival at New York and the inaugural ceremonies, Flight 1 departed New York only 50 minutes late, but it arrived in Los Angeles only six minutes behind schedule.

In command of Flight 1 was Capt. S. Gordon Granger, senior director, flight operations technical. The first officer was Hugh Graff and flight engineer was Jack Evans. Among the many passengers was Edward Nixon, the brother of the President of the United States at that time, Richard M. Nixon.

Sometime later, on board the 707 winging westward on the 1:22-hour flight back to Colum-

bus, I remember looking out the window at the engines hanging on the wing and being amazed at how small they were. The massive size of the Pratt & Whitney JT9D engines on the 747 had overwhelmed me. Looking at those much-smaller JT3D engines of the 707, I wondered if they were powerful enough.

Back at Columbus, were were not short of attention. Several of Dad's friend and colleagues wanted to know all about our trip. As for me, it was truly one trip I shall always remember.

I did not have to wait very long for my own first ride on the 747. A month later we were all in Honolulu on vacation. We decided to return home a few days early because of a massive nation-wide slowdown by air traffic controllers. When we reached Los Angeles, we found that most TWA flights had been cancelled. We had to really try and figure a way home and it turned out the only way back was with Flight 100, the 747 to New York, and then double back on Flight 17, which was still operating. That is how we did

I've been on the Big One:

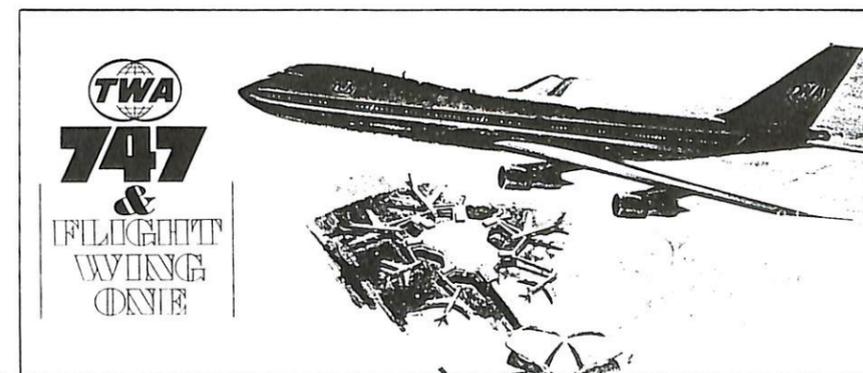


make it home that evening. The flight on the 747 was fantastic. It was a thrill for me to be on such a large aircraft.

These two events shall stick with me for a long time. It doesn't seem it has been 20 years since they took place. Much of it seems like only last week or last year. Even now, when I go through the TWA flight center at JFK, I still stop and remember that wonderful evening of excitement, back on 25 FEB 70 when the "Jumbo Jet" arrived from LAX.

A few weeks later my father received a package from TWA in the mail. It contained a certificate stating that he had been on board the first TWA flight from Los Angeles to New York and was signed by TWA president F.C. Wiser. We have it hanging proudly in our "Airline" room at home.

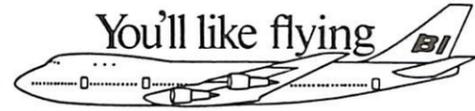
Information for this article was compiled from TWA Skyliner Vol.33, Nos.1,4,5, plus from my own recollections of the events as they took place. All material is from my own collection.



AROUND THE WORLD

of Airline Schedules

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George W. Cearley, Jr.



You'll like flying
747 Braniff Place
The most exclusive address
in the sky

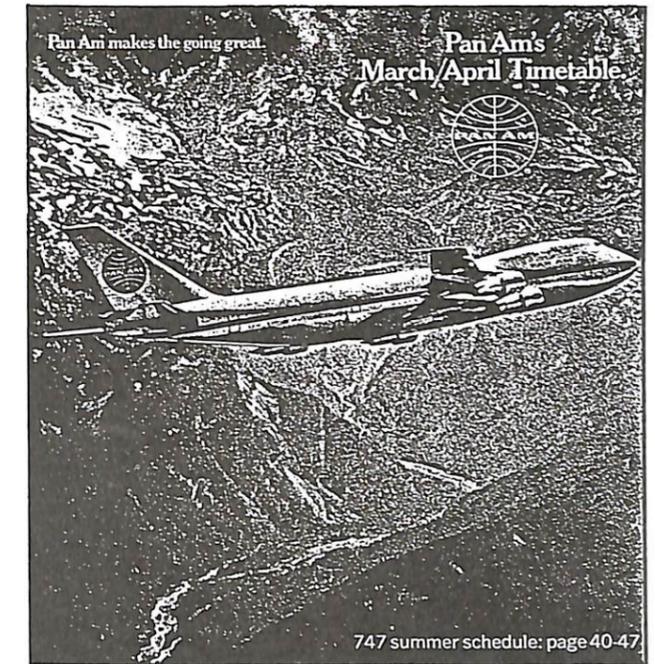
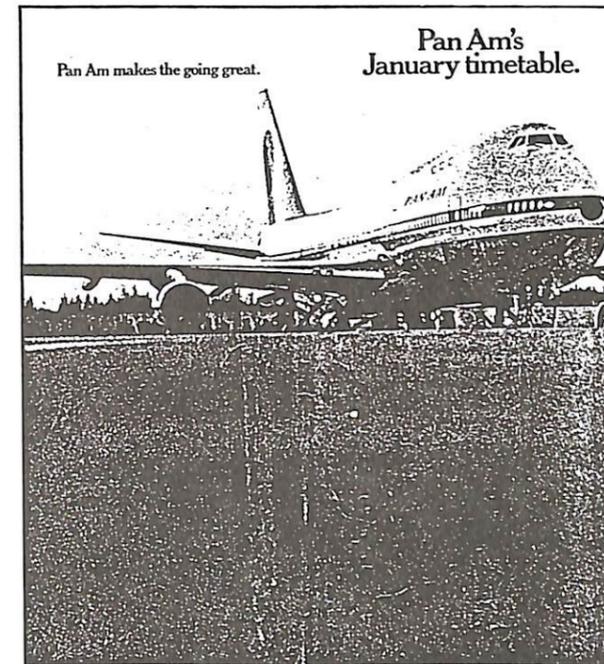
The schedule column this issue is devoted entirely to early operations of the Boeing 747 by U.S. airlines during 1970-71.

CHRONOLOGICAL SURVEY OF INITIAL BOEING 747 SERVICE BY U.S. AIRLINES 1970-71

AIRLINE	EQUIPMENT TYPE	DATE	ROUTE/S SERVED INITIALLY
Pan American World Airways, Inc.	747-121 (N733PA, <u>Clipper Young America</u> - had engine trouble and replaced by N736PA, <u>Clipper Victor</u>)	January 21, 1970 (Delayed until early morning Jan. 22, 1970, w/eqpt substitution)	New York*-London (Flt 2) "Pan Am's 747"
Trans World Airlines, Inc.	747-131 (N93102)	February 25, 1970	Los Angeles-New York (Flt 100) "The New TWA 747"
American Airlines, Inc.	747-121 (N740PA, leased from Pan American) (Own 747-123's Summer 1970)	March 2, 1970	Los Angeles-New York (Flt 2) "747 Astroliner"
Northwest Airlines, Inc.	747-151 (N603US)	June 22, 1970	Minneapolis/St. Paul-New York (Flt 232)
Continental Air Lines, Inc.	747-124	June 26, 1970	Chicago-Los Angeles-Honolulu "Continental's 747 - The Proud Bird of the Pacific"
United Air Lines, Inc.	747-122	July 23, 1970	San Francisco-Honolulu (Flt 181) "United's 747 - The Friendship"
National Airlines, Inc.	747-135 (N77772)	October 2, 1970	Miami-New York (Flt 98) "747 Sun King Service"
Delta Air Lines, Inc.	747-132 (N9896, <u>Georgia Belle</u>)	October 25, 1970	Atlanta-Dallas (Love Field)-Los Angeles (Flt 11)
Eastern Air Lines, Inc.	747-121's (N731PA, N735PA, and N737PA, leased from Pan American)	January 7, 1971	1) New York-Miami (Flts 9, 17) 2) New York-San Juan (Flts 935, 929)
Braniff Airways, Inc.	747-127 (N601BN) Initially nicknamed <u>Big Orange</u> , <u>Giant Pumpkin</u>	January 15, 1971	Dallas (Love Field)-Honolulu (Flt 501) "747 Braniff Place - The Most Exclusive Address in the Sky"

*Notes: 1) All New York services listed in this table are operated out of Kennedy Int'l Airport, located at Idlewild, N.Y.

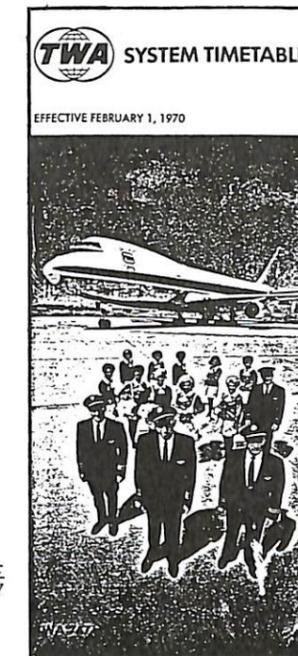
2) Northeast Airlines, Inc., and Western Air Lines, Inc. did not operate 747's at any time during their histories.



Pan American World Airways was the first customer for the Boeing 747, with an initial order for 25 aircraft being placed in 1966. An additional eight of the jumbo jets were ordered in 1969. The first 747-121, N733PA, was delivered December 12, 1969, and was christened Clipper Young America by First Lady Pat Nixon. During 1970 two 747-121's, N740PA and N743PA, were leased to American Airlines, and in 1970-71 three to Eastern (N731PA, N735PA, and N737PA).

	Class	FY	
		100	2
Flight No.		100	2
Jet Aircraft		707	747
Chicago (O'Hare)	AR		
Minneapolis/St. Paul	LV		
Detroit (Metropolitan) (R)	LV		
Atlanta	AR		
Washington (Dulles)	LV		
Baltimore (Friendship) (R)	LV		
Philadelphia (R)	LV		
NEW YORK (International)	LV	10 00	19 00
Boston (R)	LV		
Shannon	AR		
Glasgow (Prestwick)	AR	22 40	7 35
London (Heathrow)	LV	23 45	9 00

Pan American inaugurated 747 service with Flt 2 from New York to London operating with 747-121, N736PA, Clipper Victor, early on the morning of January 22, 1970. N736PA was struck by KLM 747-206B, PH-BUF, at Tenerife, Canary Islands, March 27, 1977. Total death toll on both planes was 579.



TWA QUICK REFERENCE JET SCHEDULES

From LOS ANGELES

TO: NEW YORK/NEWARK (EST)						
8 45a	K	4 25p	Daily	100	RA/†	M NON-STOP
9 00a	K	5 05p	Daily	100	RA/†	M NON-STOP
9 05a	N	6 12p	Daily	94	RA/†	M 1
10 00a	K	6 25p	Daily	740	RA/†	M NON-STOP
11 00a	K	7 05p	Daily	4	RA/†	M NON-STOP
12 00n	K	7 55p	Daily	12	RA/†	M NON-STOP
1 00p	K	9 15p	Daily	840	RA/†	M NON-STOP
3 00p	N	10 35p	Daily	6	RA/†	M NON-STOP
5 00p	K	12 45a	Daily	8	RA/†	M NON-STOP
10 45p	K	6 25a	Daily	2	RA/†	M NON-STOP

On February 25, 1970, Trans World Airlines became the first airline to operate the Boeing 747 on U.S. domestic routes. On that date TWA inaugurated service with Boeing 747-131, N93102, operating as Flt 2 between Los Angeles and New York.

As of Fall 1971 TWA was operating 747's on the following U.S. domestic routes: (1) Los Angeles-New York; (2) Chicago-Los Angeles, and (3) Chicago-San Francisco. The 747 was also used extensively on TWA's international routes.

American Airlines

Timetable March 2, 1970

Starting March 2

747

Astroliner Service Coast to Coast

FROM LOS ANGELES

TO: NEW YORK	Jet Fares: First \$178.00 Coach \$142.00		Airports E - Newark J - Kennedy L - LaGuardia			
Leave (PST)	Arrive (EST)	Flight	Stops or Connecting City	Meals	Equipment	Operates
8:30a	4:15p	E 24	NON-STOP Americana Service	✕ ✕	707	Daily
8:45a	4:30p	J 2	NON-STOP Americana Service	✕ ✕	747	Daily
10:00a	6:05p	J 6	NON-STOP Americana Service	✕ ✕	707	Daily
11:45a	10:38p	E 20	Three-Stop	✕ ✕	727	Su
11:45a	10:43p	J 20	Three-Stop	✕ ✕	727	Ex Su

American became the second domestic 747 operator when the airline inaugurated service between Los Angeles and New York with 747-121, N740PA leased from Pan American. Note the 8:45 A.M. departure time from Los Angeles is identical to that of TWA. A total of two 747's were leased from Pan American by AA in 1970. American's own 747's entered service in Summer 1970.

As of Fall 1971 American's 747's were operated over the following routes: (1) Boston-Chicago-San Francisco; (2) Boston-Los Angeles; (3) Chicago-Los Angeles; (4) Chicago-Phoenix; (5) Chicago-San Francisco; (6) Dallas (Love Field)-Los Angeles; (7) Dallas-New York; (8) Dallas-San Francisco; (9) Detroit-Los Angeles; (10) Los Angeles-New York; (11) Los Angeles-Washington, D.C.; and (12) New York-San Francisco.

NORTHWEST ORIENT

Flight Number Class of Service	232 F/Y	230 F/Y
Aircraft	747	747
Days Operated	Daily	Ex. Sa, Su. Eff. July 1
Tokyo		
International Date Line		
Honolulu	HST Ar	
Honolulu	HST Lv	
Seattle/Tacoma	PDT Ar	
Seattle/Tacoma	Lv	
San Francisco/Oakland	Ar	
San Francisco/Oakland	PDT Lv	
Minneapolis/St. Paul	CDT Ar	
Minneapolis/St. Paul	Lv	12 30
Chicago (O'Hare)	Ar	6 15
Chicago (O'Hare)	CDT Lv	
New York (Kennedy)	EDT Ar	3 59
New York (Kennedy)	EDT Lv	9 38

*Mo. Tu. Th. Sa. Frequencies Operate with 707 Aircraft
Northwest inaugurated 747 service June 22, 1970, with Flt 232 from Minneapolis/St. Paul to New York, with 747-151, N603US.

Transpacific service from New York to Chicago, Seattle, and Tokyo was added July 1st.

NEW YORK

FROM MIAMI/FT. LAUDERDALE
FT. LAUDERDALE (525-6601)
F—FT. LAUDERDALE DEPARTURE

8 15A	10 40A	L	92	B	0
F 9 00A	11 20A	K	126	B	0
9 15A	11 35A	N	406	B	0
10 25A	1 30P	K	132	L	1
10 30A	12 55P	K	82	L	0
12 00N	2 20P	N	18	L	0
12 00N	2 25P	K	14	L	0
12 35P	3 00P	L	6	L	0
1 30P	3 55P	K	4	L	0
2 55P	6 03P	L	94	D	1
3 25P	5 45P	N	408	D	0
F 3 30P	5 50P	N	124	D	0

Boeing 747

4 30P	6 55P	K	98	D	0
5 10P	7 35P	L	90	D	0
5 50P	8 10P	N	8	D	0

Although National inaugurated its first 747 flights in October between Miami and New York, service was soon added between Miami and Los Angeles nonstop, effective December 17, 1970.

National introduces

747

SUN KING

service



National offered its first 747 service beginning October 2, 1970, between Miami and New York with 747-135, N77772.

DELTA AIR LINES SYSTEM TIMETABLE



FLY DELTA'S NEW 747

Delta inaugurated 747 service from Atlanta to Dallas and Los Angeles, October 25, 1970, with 747-132, N9896, Georgia Belle.

B-747	Equipment
11	Flight Number
(2)	Class of Service
Daily	Days Operated
B 7 10	Lv ATLANTA, GA. Lv
	Ar Columbus, Ga. Ar
	Ar Columbus, Ga. (EST) Ar
	Ar BIRMINGHAM, ALA. (CST) Ar
	Ar BIRMINGHAM, ALA. Ar
	Ar Montgomery, Ala. Ar
	Ar Montgomery, Ala. Ar
	Ar MEMPHIS, TENN. Ar
	Ar Meridian, Miss. Ar
	Ar Meridian, Miss. Ar
	Ar JACKSON, MISS. Ar
	Ar Monroe, La. Ar
	Ar Monroe, La. (CST) Ar
	Lv CARACAS, VEN. (AST) Lv
	Ar SAN JUAN, P. R. (AST) Ar
	Ar Montego Bay, Jam. (EST) Ar
	Ar Montego Bay, Jam. (EST) Ar
	Ar NEW ORLEANS, LA. (CST) Ar
	Lv NEW ORLEANS, LA. Lv
	Ar Baton Rouge, La. Ar
	Ar Baton Rouge, La. Ar
	Ar Alexandria, La. Ar
	Ar Alexandria, La. Ar
	Ar SHREVEPORT, LA. Ar
	Lv SHREVEPORT, LA. Lv
	Ar DALLAS/FT. WORTH, TEXAS (Dallas Love Field) Ar
8 10	Lv (Dallas Love Field) Lv
	Ar Beaumont-Port Arthur, Texas Ar
	Ar Beaumont-Port Arthur, Texas Ar
	Ar HOUSTON, TEXAS (CST) Ar
B 9 00	Ar PHOENIX, ARIZ. (MST) Ar
	Ar LAS VEGAS, NEV. (PST) Ar
	Ar SAN DIEGO, CAL. Ar
	Ar SAN DIEGO, CAL. Ar
	Ar LOS ANGELES/LONG BEACH (Los Angeles Int'l Airport) Ar
	Ar (Los Angeles Int'l Airport) Ar
	Ar SAN DIEGO, CAL. Ar
	Ar SAN FRANCISCO/OAKLAND/SAN JOSE, CAL. (PST) Ar
	Ar (San Francisco Int'l Airport) Ar
9 58	

CONTINENTAL AIRLINES



SYSTEM QUICK REFERENCE



The Proud Bird with the Golden Tail

Continental began 747 service on June 26, 1970, with a flight from Chicago to Los Angeles and Honolulu.

United's 747 The Friend Ship.

... from the people who brought you the Friendly Skies

FROM SAN FRANCISCO/OAKLAND/SAN JOSE, Cal. (PDT) (Cont'd)

To Honolulu, Ha. (HST)	Leave	Arrive	Frequency	Flight	Class	Service	Meals	Stops or Via
9:00A	10:55A	—	181	[747 JET]	SRH	Y:!	NONSTOP	
9:00A	11:05A	—	181	FYK	SRH	Y:!	NONSTOP	
10:20A	12:15P (H)	—	183	FYK	SRH	Y:!	NONSTOP	
10:30A	12:25P (H)	Sa	185	YK	SRH	Y:!	NONSTOP	
1:00P	3:05P	—	21	FYK	SRH	Y:!	NONSTOP	
6:15P	8:20P	—	187	FYK	SRH	Y:!	NONSTOP	

United inaugurated 747 service between San Francisco and Honolulu July 23, 1970. By October 25, 1970, 747's were operating on the following United routes: (1) San Francisco-Honolulu; (2) Los Angeles-Honolulu; (3) Chicago-Honolulu; (4) Chicago-Los Angeles-Honolulu; (5) Chicago-San Francisco; (6) Chicago-Seattle; (7) Los Angeles-New York; and (8) New York-San Francisco.

United Air Lines System Timetable

United

Effective July 1, 1970

EASTERN

Complete System Timetable effective Dec. 1, 1970

DECEMBER 1970							MARCH 1971						
Sa	Mo	Tu	We	Th	Fr	Sa	Sa	Mo	Tu	We	Th	Fr	Sa
6	7	8	9	10	11	12	1	2	3	4	5	6	
13	14	15	16	17	18	19	7	8	9	10	11	12	
20	21	22	23	24	25	26	13	14	15	16	17	18	
27	28	29	30	31			19	20	21	22	23	24	

EASTERN

Complete System Timetable effective Dec. 1, 1970

JANUARY 1971							APRIL 1971						
Sa	Mo	Tu	We	Th	Fr	Sa	Sa	Mo	Tu	We	Th	Fr	Sa
3	4	5	6	7	8	9	1	2	3	4	5	6	
10	11	12	13	14	15	16	7	8	9	10	11	12	
17	18	19	20	21	22	23	13	14	15	16	17	18	
24	25	26	27	28	29	30	19	20	21	22	23	24	

Eastern brings you 80 ways to get more vacation for less money this winter.

Widen your world to the sun on Eastern.

New York, N. Y. / Newark, N. J. (Cont'd) to:

	Leave	Arrive	Flight	Stops or Via	Meals	F	Y	Remarks
Miami/ Ft. Lauderdale, Fla.	8 00a	10 44a	893	NONSTOP	M	M		
	9 00a	11 44a	9	NONSTOP	M	M		Disc Jan 7
	9 00a	12 07p	9	NONSTOP	M	M		Eff Jan 7
								Ops with B-747
	9 00a	11 35a	7	NONSTOP	M	M		
	9 30a	12 12p	877	NONSTOP	M	M		
	9 40a	12 21p	T	NONSTOP	M	M		
	9 50a	12 17p	895	NONSTOP	M	M		Eff Dec 14
	10 00a	12 44p	11	NONSTOP	M	M		
	11 00a	1 44p	33	NONSTOP	M	M		
	12 00n	2 44p	17	NONSTOP	M	M		Disc Jan 7
	12 00n	3 01p	17	NONSTOP	M	M		Eff Jan 7
								Ops with B-747
San Juan, P. R.	1 30p	6 00p	939	NONSTOP	M	S		Op FK
	5 30p	10 00p	927	NONSTOP	M	S		Op FK
	6 30p	11 11p	935	NONSTOP	M	S		Fr Sa Su
								Ops as FK with B-747; Eff Jan 7
	9 30p	1 58a	935	NONSTOP	S			Fr Sa
	11 30p	3 57a	929	NONSTOP	S			Op FK Disc Jan 7
								Disc Jan 7
	11 30p	4 07a	929	NONSTOP	S			Nightcoach
								Ops with B-747; Eff Jan 7
	11 59p	4 25a	917	NONSTOP	S			Nightcoach
	1 30a	5 54a	919	NONSTOP	S			Nightcoach
								Eff Dec 15

On January 7, 1971, Eastern Air Lines inaugurated 747 flights between New York-Miami and New York-San Juan with 747-121's leased from Pan American. Miami-Chicago flights were added two weeks later, on January 21st.

BI
BRANIFF INTERNATIONAL

U.S. CANADA HAWAII MEXICO SOUTH AMERICA

You'll like flying *BI*
Braniff Style.

Spring/Summer

Leave	Arrive	Flight	Operates	Stops or Connecting City	One Way Fares	Meals
FROM DALLAS/FORT WORTH (Cont'd)						
TO: HONOLULU						
					First Class \$275.27	Coach \$161.38
					Fr-Su \$276.27	\$176.90
Leave (CDT)	Arrive (HST)	Flight				
11:30a	2:20p	503	Sa Su	Non-Stop	M	☑
1:00p	3:43p	501	Daily	Non-Stop	M	☑

747 Braniff Place
The most exclusive address
in the sky
non-stop to Hawaii
Beginning January 15, 1971



AIRES
International
- D/FW

Airline Memorabilia
Show & Sale

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

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

GENERAL SCHEDULE No. 26 ROUTE 9		BRANIFF AIRWAYS, INC. THIRD REVISED PAGE 2	
EQUIPMENT: FLIGHT NOS: CLASS OF SERVICE:	JET B3F 503 F/Y	JET 747 501 F/Y	
DAY OPERATED	Sa. & Su. AM	Daily AM	
MIAMI/FT. LAUDERDALE (EST) Lv			
ATLANTA (EST) Lv		11 20	
NEW ORLEANS (CST) Ar			
NEW ORLEANS " Lv			
HOUSTON " Lv			
DALLAS/FORT WORTH " Ar		12 07	
DALLAS/FORT WORTH (CST) Lv			
HONOLULU (HST) Ar	L φ 11 30 3 45	φ 12 45 4 52	
HONOLULU " Lv			
HONOHILO (HST) Ar	6 45 7 33 PM	PM	
↑—Braniff cannot carry local traffic between Dallas/Fort Worth and Atlanta.			
ISSUED DECEMBER 24, 1970		EFFECTIVE JANUARY 15, 1971	

747 Braniff Place

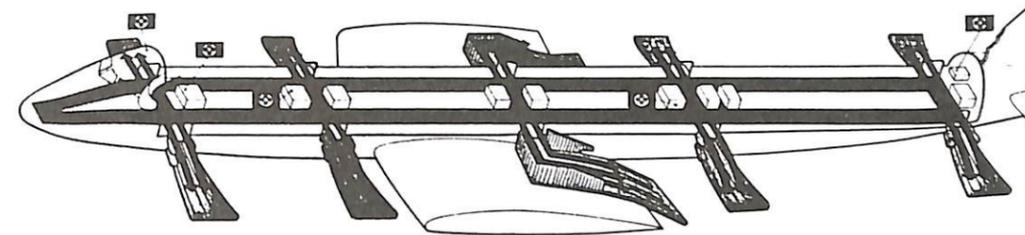
Schedules above show Hawaii service as of January 15, 1971, when 747 flights were inaugurated. The Atlanta-Dallas portion of Flight 501 was operated with 727-100 equipment. An additional Dallas-Honolulu-Hilo trip (Flight 503) was operated on weekends with Boeing 707-327C equipment.

Braniff Airways was the last of the original U.S. 747 operators to inaugurate flights with the jumbo jet. Service began January 15, 1971, with Flight 501, nonstop from Dallas (Love Field) to Honolulu operated by 747-127, N601BN. The aircraft was christened "747 Braniff Place - The Most Exclusive Address in the Sky".

Until 1978 this was the only 747 in the Braniff fleet. For over seven years it offered daily round trip service in the Dallas-Honolulu market, except for times it was pulled for routine maintenance.

SAFETY CARDS

© 1990 Robert Neal Marshall
Some materials submitted by Pat McCollam

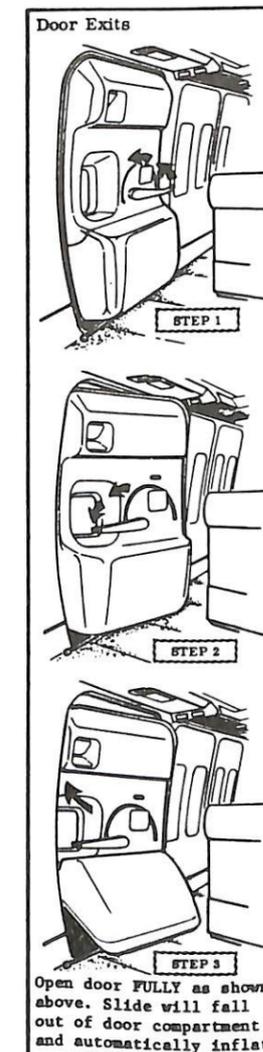
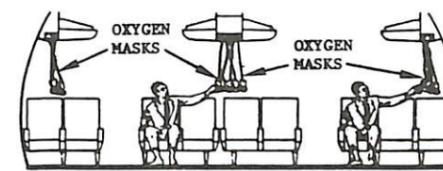


747 SAFETY INSTRUCTIONS

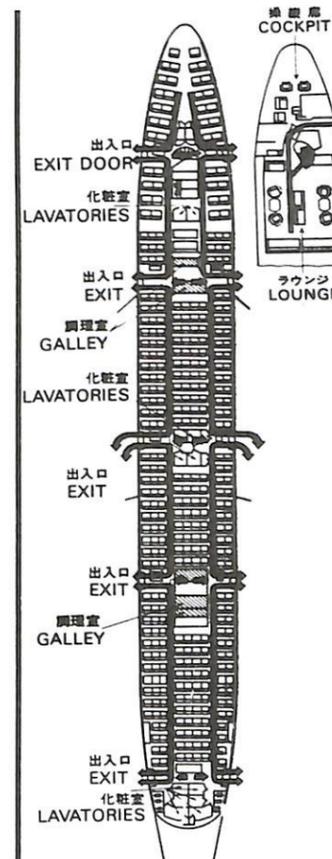
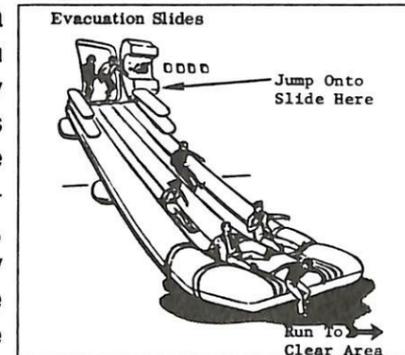
A salute to the Boeing 747 would not be complete without reflection upon the variety of safety cards that have appeared in its seat back pockets over the past 20 years. Quite clearly, safety cards for the 747 series have been as varied as the international airlines who operate this huge passenger transport.

The arrival of the Boeing 747 added a new dimension of concerns regarding safety instruction cards. For the very first time, here was an aircraft that could hold 350 or

more passengers. Federal laws required rapid evacuation. Ten double-width doors as well as double-lane



slides created a safety card floor plan of twin aisles and exit indicator arrows that resembled a New York City subway map. The 747 no longer offered the simple center aisle with doors at each end plus overwing window exits. Also taken into consideration was a second deck with its own exit door. In an emergency upper deck passengers would potentially have the choice of descending a spiral stairway to the main deck, or could exit down a narrow three story high inflatable slide. Also new and unique were the overwing door exits which contained an inflatable ramp that then led to a slide. The slides from the rearward number three doors actually crossed underneath



slides from the rearward number four doors. Many safety cards did not illustrate this fact.

Top: BOAC 747, Top Right: early JA 747,
Far Left/Cutaway/Above: 1st CO 747,
Left: TWA 747, Right: 1st PA 747.

EMERGENCY DOOR EXITS

EMERGENCY DOOR EXITS in the cabin are the entrance doors and the emergency exits. There are ten exit doors, five on each side of the aircraft. To open a door, pull the handle as indicated on the door (figure 1). EMERGENCY slide chairs will open automatically and extend back in overhead and inflated for quick egress.

Sorties de secours Dans le cabotage, les portes d'urgence sont les portes de secours. Il y a dix portes, cinq de chaque côté de l'appareil. Pour ouvrir, simplement tourner la poignée comme il est indiqué sur la porte (fig. 1). Les sièges à bascule se déplient automatiquement et se gonflent vers l'arrière pour permettre une évacuation rapide.

TURNOTAUSGÄNGE Die Ein- und Ausgänge im Inneren sind die Notausgänge. Es gibt zehn Notausgänge, fünf auf jeder Seite des Flugzeugs. Um sie zu öffnen, ziehen Sie einfach an der Griffvorrichtung (siehe Abbildung 1). Die Notausgänge klappen automatisch nach hinten und aufblasen sich, um eine schnelle Raumpurge zu ermöglichen.

USCITE DI EMERGENZA DEI PORTELLI Nella cabina delle porte di emergenza ci sono dieci porte, cinque su ogni lato dell'aereo. Per aprire, basta semplicemente tirare la maniglia come è indicato sulla porta. (Figura 1). ATTENZIONE: gli sedili a basculare si aprono automaticamente e mentre il scivolo viene disteso e gonfiato per l'uscita rapida.

SALIDAS DE EMERGENCIA En la cabina, las puertas de emergencia son a la vez las salidas de emergencia. Hay diez puertas de salida, cinco en cada lado de la aeronave. Para abrir, simplemente tirar en mango del signo se indica en la cuarta figura. ¡ATENCIÓN! Apartarse un poco mientras los asientos se abren automáticamente y se deslizan e inflan al tiempo se escapa para una rápida evacuación.

By the early 1970's as 747's became a common sight at major airports, safety card designs had started to move away from the more "technical" styles of the late 1950's and 1960's.

Today, one of the most obvious creative advancements of design is the widespread use of color photos or color diagrams to illustrate exit operation, oxygen and life jacket use as well as slide evacuation and raft inflation. Unfortunately, at present, these beautiful color cards will not reproduce here with adequate quality.

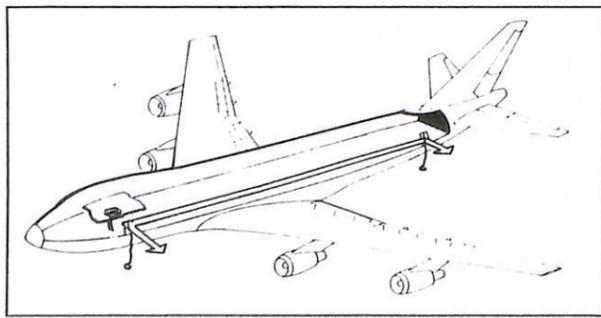
OXYGEN MASKS

מצוקות חמצן

The Astroliner 747

It is interesting to note that several early operators of the 747 used a similar design in their safety cards. American's Astroliner cards used many of the same graphics as United, however American's cards were in white cardboard compared to United's blue. TWA's original card design has been modified and used by several countries. ELAL changed the card illustrations to read right to left, Air India used the same card with a flight attendant in Indian dress. Northwest Orient also used the same safety card design, replacing the female figure with a male figure.

Over the past few years the 747 has seen many variations on a theme. Although short lived with some carriers, such as TWA and Pan Am, the 747 SP is still in service around the globe. The 1980's saw the expanded 747-300 and the new 747-400 series. With the arrival of the dash 400, many airlines proudly displayed color in-flight photos of their new jets on the cover page of their safety cards. Over the years there have so many variations of the 747 that several carriers actually printed safety cards for specific aircraft numbers!



A safety card considered rare may be found aboard an Alitalia 747 freighter. Note the ropes dangling from exit doors rather than the familiar inflatable slides!

B-747

FOR YOUR SAFETY Know how to move out of this airplane fast. There is fire-danger anytime a landing is other than normal—particularly when the airplane structure is damaged. Below is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study how they are opened and also the protective position you should assume during an emergency landing. When leaving, do not take coats, purses or baggage with you. Move to the exits immediately.

A WORD ABOUT YOUR SEAT BELT—Rough air (turbulence) at high altitudes, although infrequent, can be severe. When seat belt sign is lighted in-flight, please comply with the sign to prevent possible injury. Experienced air travelers usually leave their seat belts fastened all the time and pull them up snug when the seat belt sign is lighted.

HOW TO OPEN EXITS

FEDERAL AIR REGULATIONS REQUIRE YOUR SEAT BACK TO BE UPRIGHT DURING TAKE-OFF AND LANDING.

SLUMBERETTES 747 SUPER-B

Another unique safety card that may be found only on the 747 jumbo jet is this Singapore Airlines card illustrating the location of "Slumberette" beds on the upper deck of its 747 Super-B. Printed on the card is an amusing note which recommends that passengers using certain "slumberettes" should sleep with their feet facing towards the front of the aircraft!

The following small gallery is dedicated to the airlines, names, logos and/or aircraft livery no longer seen on today's airport tarmacs. The actual planes are still flying. However, they will be in the colors of other carriers and in some cases on the other side of the world.

747 SP SAFETY INSTRUCTIONS

Collector's Quiz

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

A. **Push Catch**
Airline: _____
Aircraft: _____

B.
Airline: _____
Aircraft: _____

C.
Airline: _____
Aircraft: _____

D.
Airline: _____
Aircraft: _____

E.
Airline: _____
Aircraft: _____

ANSWERS

A. Piedmont, YS-11
B. National, B-727
C. United Expr. Jetstream
D. Northwest Airlin, Saab 340
E. BOAC, B-747

NATIONAL AIRLINES EMERGENCY INSTRUCTIONS

BOEING B-747

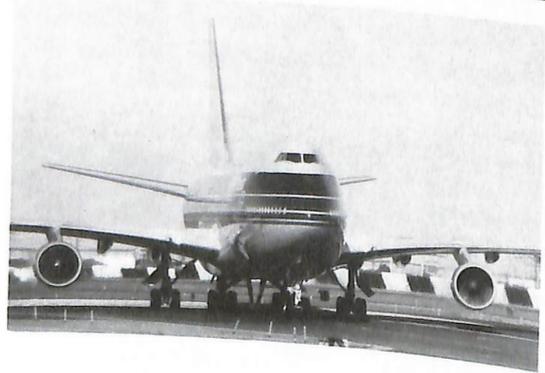
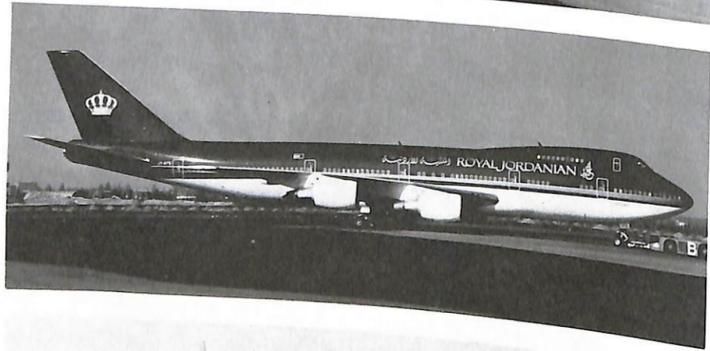
B-747 EMERGENCY PROCEDURES

There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this aircraft.

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT!

THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II



My first ride on a 747 was westbound out of JFK on United Flight 5 to LAX. As an 11- or 12-year old child I perhaps did not stop to drink in the enormous size of the airplane, but I can remember that fact to this day, so the impression was definitely made.

In this issue of the CAPTAIN'S LOG, it is my pleasure to present a number of 747 slides taken by myself and others.

The 747 is rather photogenic, despite causing some problems with a standard lens. (Ever had to shoot from what seemed to be three miles away to get it all in your viewfinder?).

I hope you'll enjoy this selection. It illustrates only a few of the dozens of airlines around the world that operate what is still the largest commercial airliner in scheduled service anywhere.

AMS-Amsterdam, BOS-Boston MA,
EWR-Newark NY, HNL-Honolulu,
OAK-Dakland CA, YYZ-Toronto.

THIS PAGE TOP TO BOTTOM:
747-228B Combi, Air France, N1289E
c/n 222730 (YYZ, Al Moniz)
747-217B CP Air, C-FCRD c/n 20927
(YYZ, Al Moniz)
747-2D3B Royal Jordanian, JY-AFS
c/n 22579 (AMS, Ger Buskermolen)
747-100 PeopleExpress (EWR, R.Fedorco)
747-287B Virgin Atlantic, G-VIRB
c/n 21189 (EWR, Richard Fedorco)



747-258B EI A1 (EWR, Richard Fedorco)



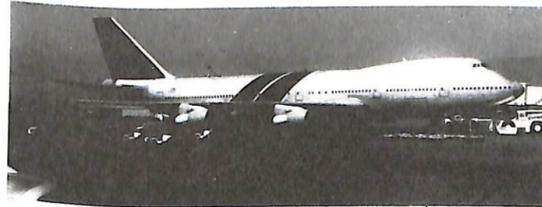
747-206B America West, N533AW c/n 19924 (HNL, R Fedorco)



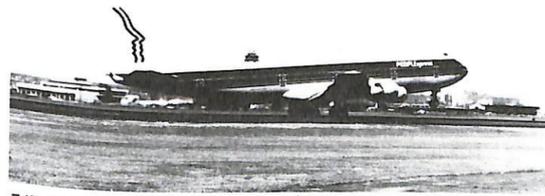
747-215SP PanAm, N536PA c/n 21441 (JFK, Richard Fedorco)



747-131 TWA (HNL, Richard Fedorco)



747-123SF Flying Tigers, (OAK, Richard Fedorco)



747-243B People Express, N604PE c/n 19731 (EWR, Fedorco)



747-122 United Air Lines, N4710U c/n 19755 (EWR, Fedorco)



747-273C Flying Tigers N749WA c/n 20553 (JFK, R Fedorco)



747-341 VARIG, PP-VNI c/n 23395 (BOS, Jim Apple Jr.)



747-244B South African AW, ZS-SAL c/n 20237 (JFK, Fedorco)



747-227B Northwest Orient, N634US c/n 22234 (JFK, Fedorco)



25 747-123SF UPS, N673UP c/n 20325 (EWR, Richard Fedorco)

REPORT FROM THE FIELD

by JIM "JET"
THOMPSON

This issue of the CAPTAIN'S LOG features the Boeing 747 and therefore I'd like to look at the history of the airport where these huge aircraft are built - Paine Field, just south of the City of Everett in the State of Washington.

PAE is different from the other airports we have looked at over the years. It has no scheduled airline service, but it had in the past.

Beside the Boeing commercial airliners that operate at PAE, other airline aircraft transit the airport for various reasons which I will get into later in this article.

Return with me now to the beginning, as we trace the development of Paine Field.

The airport was born from the midst of the Great Depression, with the Commerce Department and the local Works Progress Administration (WPA) being its "parents". The purpose of building the airport was to create jobs and economic growth in the area at a time when this was difficult to come by. The hope was that the airport would become one of 10 "super airports" around the country.

In OCT 35, some local officials of the Aeronautics Branch of the Department of Commerce selected a site for a new airport six miles south of Everett on land owned by the Puget Mill Company in Snohomish County. An agreement was reached to sell the county 160 acres (647 sq.m) of land for \$9,900. Only one month later, however, it was decided much more land would be needed for the airport and the Puget Mill Company came up with a new proposal to sell the county 640 acres (2,590 sq.m) for \$35,200.

The proposal then had to go through the WPA headquarters for approval of funding, a process that would take three years. The proposed airport site did get county and federal approval in 1936 and ground was broken late that year.

The location chosen was remarkably free of fog and it had a steady prevailing north-south wind pattern. It was hilly, however, and overgrown, with huge tree stumps left by the Pope and Talbot Logging Company. The land would take a good deal of grading and leveling, not to mention removal of the tree stumps, to smooth it for runway construction.



P A I N E F I E L D

(EVERETT, WASHINGTON)

(Top of page) Scene at Paine Field, Everett, WA, on 30 SEP 68, the day the first 747 was rolled out of the assembly building. Thousands of employees and guests attended the ceremony. (Boeing photo via Gerritsma files)
(Below) Same location, but more than two decades later, 21 JUN 90: a new 747-400 stands outside the main assembly building, waiting for installation of systems and a place in the paint shop. Also note that a bay has been added to the far side of the building (Joop Gerritsma photo)



Work began at once on the construction of four runways. The main one of these would be a north-south strip, 5,700 ft (1,740 m) long. The other three runways would be shorter and a bit narrower. The beds for the runways were carved out by the end of 1936 and construction was completed during the following year. A year later the semi-paved runways were extended and construction started on other facilities for the new "super airport".

At this time, the airfield was named simply the Snohomish County Airport. In 1938 the county issued bonds to raise money for the construction of a proper terminal, administration building and hangars.

In JAN 39 final WPA and Presidential approval was received for the project. Several sources of local revenue now became available for further development.

But a change in ultimate use was shaping up rapidly. The original purpose had been for the new airport to become a civilian airport, but with war appearing ever-more likely, the military had its own ideas for the field. The Army Air Corps had thoughts of using the facility for training activities.

In SEP 40 Snohomish County and the federal government entered into a lease agreement and on 16 OCT the County Commissioners submitted a proposal to the Army that would allow for military use of certain areas of the airport. 58.5 acres (237 sq.m) of land on the south side of the field would be set aside for the exclusive use of U.S. Army Air Corps training activities. Other restrictions were for government-use only of maintenance and operations facilities. Civilian training schools would be prohibited from using the airport while the Army Air Corps was using it. But the airport and its facilities would remain open for use by scheduled commercial airlines. This lease agreement with the federal government was approved on 21 DEC for the charge of \$1 per year.

In the spring of 1941 the 34th Pursuit Group from Hamilton Field, California, arrived at their new home on the airport. They were renamed the 54th Pursuit Group and were under the command of Lt-Col A.C. Strickland. They brought with them their new Lockheed P-38 Lightning and Curtiss P-40 fighter aircraft. The group was temporarily housed at the Nat-

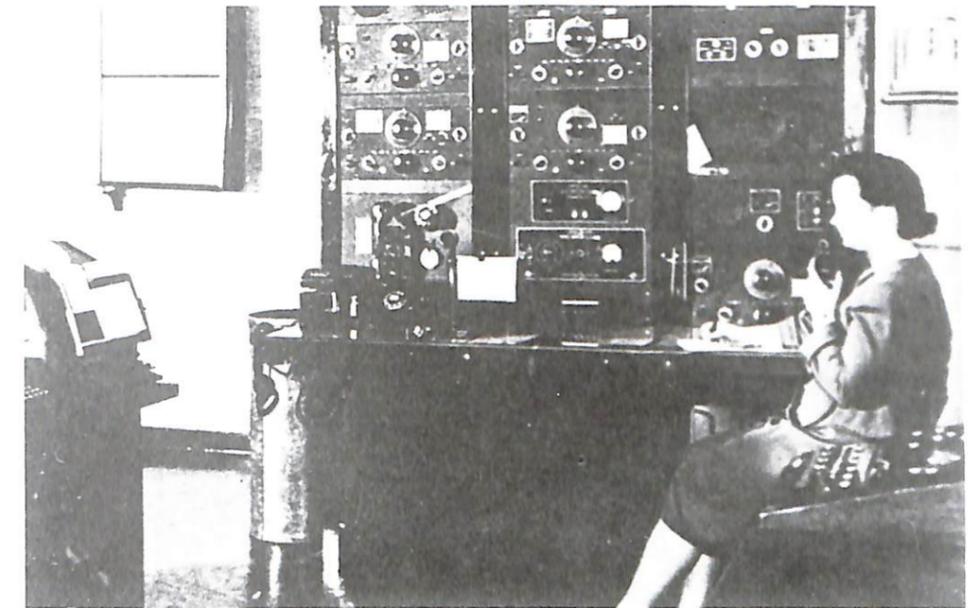
ional Guard Armory in Everett until their barracks on the south side of the airport were completed.

Shortly after their arrival, the Civil Aeronautics administrator decided the public facilities at the airport were unsatisfactory for a national defence institution. He immediately asked for federal funds for improvements and the county pledged its support.

WPA labor groups began work on lengthening the runways and put in new aprons. In June the airport was officially turned over to the Army and was termed a military reservation, even though some construction of commercial facilities was still being completed. July saw the airport named "Paine Field" after Topliff Olin Paine, an

whether or not the airport would ever become a commercial air center, as had been the intention in the beginning. Frank Ashe, one of the local people behind the original development of the field, was purported to have said, "This would have been the number one airport the Northwest, if it had not been for the government taking it over."

As World War 2 drew to a close, so did military activities at Paine Field. In 1944 the base's military patrol was de-activated and on 05 OCT 45 the Air Corps base was placed on the temporarily-de-activated list of Army installations and the War Assets Administration opened the field up for the county to use on an interim



The CAA radio station at Paine Field was located in the Alaska Airlines hangar on the field. The airline moved all its corporate and maintenance functions to Paine Field in 1950. Merrill Field at Anchorage was no longer large enough to support the airline's world-wide operations with a fleet of C-46, C-47 and C-54. (Alaska Airlines photo from The Alaska Airlines Story, by Archie Satterfield)

Air Corps pilot during the 1920s and a local hero.

From 25 AUG 41 on all civilian flying and commercial operations were diverted to other airports in the area and the land was deeded outright to the Army Air Corps as a repair depot. It the Secretary of War decided that such a facility were no longer needed, Paine Field would be deeded back to the county for the same \$1 fee.

During late 1941 and continuing through 1945, more land was acquired for the airport and additional improvements were made to the runways and access roads. During this time some people had doubts about

basis. Parts of the field were divided up between the Federal Public Housing Administration and the Everett Public Schools. The airport's total area had increased during the war to 488.6 acres (1,980 sq.m).

On 26 JAN 46 the Snohomish County Board of Commissioners asked the Army to turn the field back over to them under a temporary permit until a final return or disposal of the entire airport was made. That spring, George Forbes became the first airport manager of Paine Field. The final handing over of the field became official on 11 MAY 48, when a quitclaim deed was issued by the federal government to the coun-

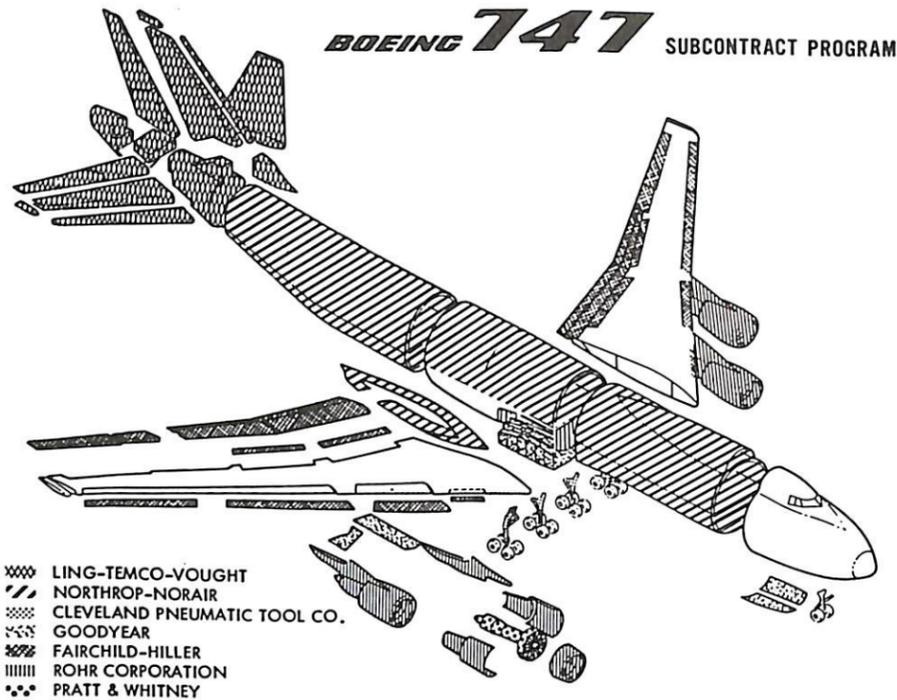
ty. However, the deed contained one important clause that would come into force later on. This clause said that in case of a national emergency, declared by the President or Congress, the government could take control of the airport again, either totally exclusive or non-exclusive and shared.

The ink was barely dry on the paper when the military were again looking at Paine Field, with the intention of returning. In OCT 48, with the possibility of war breaking out in Korea, the government began looking into protecting the Northwest part of the country. In 1949 Representative Henry Jackson made a tour of the Pacific Northwest defence situation. He recommended that the Snohomish County airport be re-activated and used as a fighter-interceptor base. On 25 JUN 50 North Korean troops invaded the South and five days later President Harry S. Truman committed U.S. ground forces to a United Nations force for the defence of South Korea. On 11 DEC President Truman declared a "state of national emergency", thus opening the way for the military to once-more take control of Paine Field.

Just prior to the presidential declaration, James A. Wooten, president of Alaska Airlines, had negotiated a deal with Snohomish County for them to construct a large hangar for his airline at Paine Field. When it was completed, he moved the entire airline operation, including corporate offices and maintenance facilities, out of Alaska to Paine Field. At this same time, U.S. Air Force Brig. Gen. Colby M. Myers was authorizing the federal government acquisition of most of Paine Field. The government agreed, however, to leave several facilities available for the use of the C.A.A., Snohomish County, Castle Industries and Alaska Airlines.

Aerospace Defence Command of the USAF stationed Northrop F-89C Scorpion all-weather jet interceptors at Paine Field in 1951 and also began more airport improvements. They appropriated an additional 273.34 acres (1,100 sq.m) of land at a cost of \$91,500 for further runway extensions to the north-south runway. George Forbes, the airport manager during this time, initiated expansion proposals for the commercial sections of the field. He concentrated on the development of an industrial-business center on the county portion of the area.

During this same time, Alas-



Exploded view, showing the original subcontractors to the 747 program. Others have been added since. (Boeing photo from Gerritsma files)

ka Airlines started running so-called non-scheduled flights from Chicago and Minneapolis to Paine Field with an intermediate stop at Great Falls, Montana. The airline also started daily "non-scheduled" flights from Paine to Anchorage, operating without a C.A.B. certificate. The flights were carrying, among other things, fresh vegetables to the Alaska Territory. For a time Alaska was operating up to five flights a day in each direction.

Airport development continued and in DEC 56, Paine Field opened a new \$50,000 terminal and civilian hangar. In the mid and late-1950s the airport was used increasingly as an alternate for Boeing Field, when the latter was closed due to bad weather.

In 1960 George Forbes retired as airport manager and was succeeded by George Petrie, who vowed to continue Forbes' expansion plans. That same year the consulting engineering firm of Anderson, Bjornstad and Kane developed a comprehensive plan for the future of Paine Field. This started a 25-year plan of growth and development for the airport.

During the late 1950s, Alaska Airlines moved out of Paine Field and down to Boeing Field. But as the airport's development plan began to evolve, other aviation activities came to the field, including fixed-base operations (FBOs), charter

BOEING 747 SUBCONTRACT PROGRAM

26 JUN 66, eight weeks ahead of its own deadline, the company signed a long-term agreement with Snohomish County. It called for Boeing's use of the main north-south runway and taxiways. The contract was conditional on the official continuation of the 747. Later that year a railway was extended to the north end of the airport, where the new assembly building would be located. Boeing planned to have many of the major 747 parts manufactured elsewhere and it needed rail access to have them shipped to Everett for final assembly.

Many people felt that part of the reason Boeing chose Paine Field for the 747, was the availability of some 750 acres (3 million sq.m) of land at the north end of the airport. This, plus the nearby location of their other manufacturing and assembly facilities at Renton and Boeing Field, kept their locations in the same region. Also, there was additional land available for future expansion.

Two years later the USAF decided to phase out operations at Paine Field, in a nationwide move to de-activate many surplus air bases. Another quit-claim deed was drawn up, similar to the one of 1948, when the military had left the first time. The military and joint-use facilities were turned over to Snohomish County.

Boeing meanwhile, had construction well under way on what would become the world's largest building by volume, for assembly of the world's largest commercial airliner. It was to measure 200-million-cubic foot (5.66 million cubic meters) and the first Boeing production employees were in the building by early 1967. Paine Field was finally developing into an industrial park along the lines of the plans drawn up 30 years earlier.

On 30 SEP 68 the first 747 was rolled out of the new Everett facility, but it would take another four months of systems installation and ground tests before the aircraft made its first flight. The FAA was now operating the control tower, as the military had finally left the field.

1969 would become an interesting and busy year. On 09 FEB the new 747 made its first flight from Paine Field and later in the year the airport commission came up with yet another development plan for the airport. It called for improvement of the terminal building, construction of hangars and possibly the

flights and flight instruction. This continued through the early 1960s. Sometime in the middle of the decade an entrepreneur named Johnson began a commuter operation with flights to Spokane, Pasco and Boise in Idaho, but the service lasted only for about nine months(1).

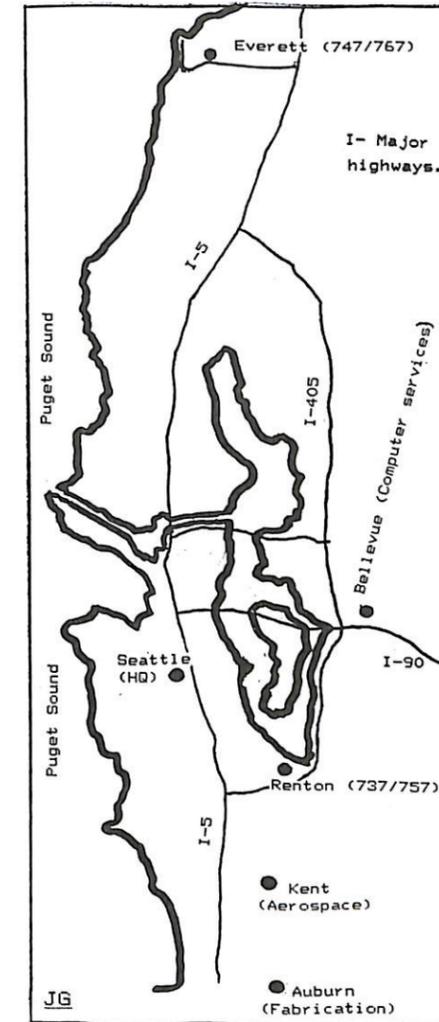
The real big news for Paine Field came in early 1966 when it was learned that the Boeing Aircraft Company was looking for a site on which to build a large aircraft assembly building for their proposed 747 commercial airliner. In April of that year the Everett Herald newspaper said in a large headline: "Boeing Considering Paine Field for Site of 747 Plant".

PAE was indeed under consideration by Boeing as one of several sites being investigated. But Boeing kept coming back to Paine Field. On 07 MAY 66 the company said they would make a decision by 01 AUG about where to build the plant.

While these Boeing studies were going on, Snohomish County Commissioner Robert Best began pushing for a "second international airport" for the area and said it should be located at Paine Field.

Boeing began to take soil samples of the area at the north end of the field and on

(1) We would appreciate hearing from any reader who can tell us more about this operation, including the name, fleet details and when it began and halted services



1989 Location of Boeing Commercial aircraft plants in the Seattle area

development of an air-cargo center. The road and railway systems to and from the airport were also to be improved.

With their introduction into scheduled service in JAN and FEB 70, large numbers of 747s were coming down the assembly lines, as fast as they could be completed. At one point that year, tens of early 747s without engines were sitting on the ramp at Boeing's. Delivery of their Pratt & Whitney engines was being delayed because of performance problems. But once this was solved, the stored 747s soon departed for their customers in the four corners of the earth.

1970 also saw scheduled airline service return to PAE. Northwest Commuter began service with Piper Aztecs, connecting the other two major airports at Seattle. Flights were scheduled from PAE to SEA-TAC to Boeing Field and back to PAE, with one flight a day going to Boeing Field first, and then on to SEA-TAC before

returning to PAE. Unfortunately this service too did not last long.

The military once-more returned to PAE in 1972-73 with the arrival of a Naval Reserve unit and National Guard training groups from Sand Point. They occupied facilities on the south side of the field. A new FAA control tower was completed in the fall of 1973.

That same year the airport was officially designated a "reliever airport" for both SEA-TAC and Boeing Field. It was now seen as a commuter and general aviation complex with room to expand, if need be. A master plan for the airport was drawn up that same year to look into ways of further developing the field for future use.

In 1972 the first 747F, a freighter version, made its maiden flight from PAE and in SEP 72 Boeing announced plans to build a new long-range model of the 747, called the 747SP. The first aircraft made its maiden flight on 04 JUL 75.

But some troubles were ahead. The neighboring community was becoming concerned about the future plans for Paine Field and in 1976 they gave expression to that fear. It resulted in growing opposition to the proposed development of the airport into an air-carrier size field. People were upset with noise levels, property devaluation and safety. Finally, in 1978, the Snohomish County planning commission, airport commission and public interest groups drew up four distinct proposals for future development of Paine Field.

Boeing announced later in 1978 it was going to build a new commercial airliner, the 767 and it had selected Paine Field for the final assembly. This required expansion of the 747 assembly building. Construction started soon after the announcement.

On 11 APR 78 the County Commissioners made their decision on the future of the airport. They decided to concentrate of the expansion of the general aviation services at the field, and not so much on cargo and airline aviation. More studies were done and agreed upon during the next several years. The result of these was that PAE would remain a reliever airport. A new north-south runway and taxiway would be built alongside the existing runway, for use by light aircraft. The crosswind runway was to be closed and a new, more-central

location would be opened up for a new general aviation and commuter terminal. Noise abatement procedures and curfew hours were established for large aircraft, including Boeing training flights and military aircraft operations

On 26 SEP 81 Boeing's newest aircraft, the 767-200 N767BA, took off from Paine Field for its first flight. This launched a new era of activity at the airport. A year later, on 05 OCT 82 the newest 747 model, the Series 300, made its first flight at PAE, with the first



The Boeing Everett assembly building in 1982, with two 747s and a dozen 767 on the flight line. (From Boeing PR brochure, via Don Thomas)

delivery in March of the following year. The Series 400, the newest and heaviest 747 version to date, made its first flight at PAE on 29 APR 88.

During the mid-1980s Tramco established facilities at Paine Field. The company carried out repair and maintenance of airline aircraft and this resulted in a regular coming and going of airliners.

san juan airlines

Scheduled commuter service once more returned to Paine Field in mid-1988 when San Juan Airlines began four Beech 99 flights a day to Portland, Oregon. There were plans to expand the service, but this never happened for a number of reasons. Again, the service did not long and San Juan Airlines ceased operations in 1989.

1989 was a good year for Tramco. They built a 255,000 sq. ft. (23,700 sq.m) hangar and office complex and at present are planning to lease an

additional 55 acres (223,000 sq.m) of land for a 600,000 sq.ft (55,700 sq.m) building.

Paine Field today occupies 1,300 acres (5,26 million sq.m) of land and the main runway, 16-34, is 9,010 ft (2,800 m) long. The secondary runway is 4,600 ft (1,400 m). There are approximately 400 aircraft based at the field.

Boeing alone occupies 1,026 acres (4.15 million sq.m) of the total airport area. On this land are eight office buildings, three warehouses, two paint hangars, an interiors fabrication building and of

for the home base of its buyer. The Vancouver hand-over is especially being used by the major leasing companies, such as International Lease Finance, Ansett Worldwide and Guinness Peat Aviation. The same procedure is followed for the 737s and 757s built at Renton.

Boeing activity at PAE will continue, as they have recently announced plans to build their newest commercial airliner, the 777, at the Paine Field plant. The company has purchased 68 acres (275,000 sq.m) of land for this purpose.

The one interesting aircraft based at PAE is a deHavilland Comet 4C in full BOAC livery. BOAC never operated the 4C and this is a former Mexicana aircraft. It was restored to static display condition by apprentices at Boeing.

PHOTOGRAPHY AT PAE

The Comet is located near the terminal building and on my most-recent visit there, was accessible for photography, although you had to shoot through a fence. The fence at that time was no problem, as there was plenty of space to get your lens through for a perfect shot. (For photo, see CAPTAIN'S LOG 16/3, SEP 90, P.179)

Photography of any of the Boeing aircraft is almost impossible. There is no good location that I found anywhere. Depending on where they have the aircraft parked, you may be able to get a couple of shots, but that is it. If you take the tour that is offered in the mornings, they do quite often drive you down to the flight line, but you won't be allowed off the bus to photograph any of the aircraft, so you must shoot through the darkened bus windows.

Over near the terminal you can sometimes get some shots of the aircraft that might be outside the Tramco facility.

Information for this article was supplied by: Donald L. Bakken, PAE airport manager; Funk & Wagnalls Encyclopedia; Jane's Encyclopedia of Aviation; The Alaska Airlines Story by Archie Satterfield; The International Encyclopedia of Aviation; The Illustrated Encyclopedia of Commercial Aircraft by Bill Gunston; The Columbus Dispatch newspaper; The Official Airline Guide, 15 FEB 70; San Juan Airlines system timetable 10 JUN 88; Westflight (Canada) #61 JUL 90, and Don Thomas, who kindly made available some Boeing public relations material.

STICKER CHATTER

by DON THOMAS

The 20th anniversary of the 747! It reminds me that my late wife made that first 747 trip from New York. She was scheduled to go on another aircraft, but it had problems, so she was transferred to the 747, which also had problems before a late takeoff for Europe.

Although there seems to be a proliferation of labels from many airlines featuring the 737, the 757 and the 767, there seems to have been few for the 747, and most of these are the "funny face" labels which Boeing had issued so many of. They are in the Air Transport Label Catalog and one is illustrated here (#1).

Shown here is a 747 label from Virgin Atlantic in red, blue and white. These come in a larger size also (#2).

KLM, a prolific producer of publicity material, including baggage labels, has issued these two 747 labels in the past few years (#3, 4). The colors are blue and white.

CP Air used the 747 a few years ago on its non-stop flights from and to Amsterdam (#5) and the Singapore Airlines sticker shows its 747-400 on their gray, dark blue and white label (#6). UTA of France has also issued a 747 sticker. The colors are dark blue and light green on silver (#7).

Incidentally, the 747-400 of Northwest Airlines on which I



#1



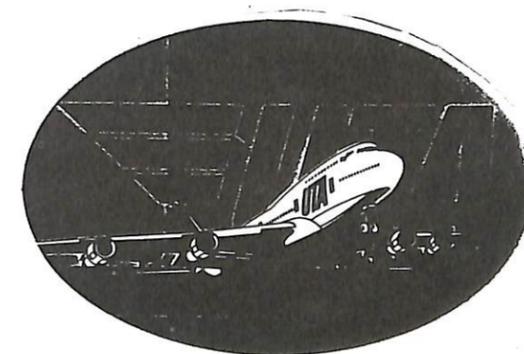
#2



#3



#4



#7



#5



#6

flew from Hong Kong to Detroit last year was noisy and not particularly comfortable. In contrast, Northwest's 757 from Detroit to Tampa was quiet, comfortable and delightful.

The small 45th anniversary label of Ethiopian Airlines is red on white, and was picked up in Africa by TED KOCH (#8). Ted also got the A340-A330 Certification label, in several colors on blue and white (#9). Airbus Industrie is coming out with several new models besides the A300 and A310, so we are beginning to see nice labels for the A320, A321, A330 and A340, and variants such as the A300-600R and A310-300.

Three of these new Airbus labels show the A320 of LACSA

of Costa Rica (#10) and the A310-300 of Air Liberte of France (#11), both on white backgrounds with the usual silver border, and the A300-600R of China Eastern Airlines (#12) on a beautiful gold background, with silver border.

DAVE CHERKIS sent two new Braathen's S.A.F.E. labels from Norway. The one showing the 737-400 is illustrated here (#13). The other one is similar, but shows the 737-200. Both are mostly blue in color, with the aircraft in SAFE's red livery.

Dave also sent in the Sobelair (Belgium) label in yellow and white on blue (#14), the Air BC sticker in red on white, (#15) and the BIL of TAN-SAHSA

of Honduras (#16). The latter is in blue, red and black on white and comes in three vertical.

BILL DEMAREST found the new Challenge Air Cargo 757 label (#17). This is only a small airline, so I thought I ought

to bring it to your attention. The colors are white, yellow and black on a silver-gray background. Bill also went to Africa and brought back some items of Namib Air in Namibia, the former Southwest Africa. The long one (#18), "FRA Twice weekly, non stop in under ten hours WDH" is yellow and navy blue on white (WDH is Windhoek, the capital of Namibia, FRA is Frankfurt, Germany). The other two BILs (#19-20) are yellow, black and white. The stick-on BIL (#19) comes in a sheet of four, with instructions and advice on the back in English and South African Dutch.

The Discovery Airways label (#21) is new. The airlines is based at Honolulu and flies with a fleet of BAe 146 jets between the Hawaiian Islands. We could use a hundred of these BILs for our New Issue service if anyone can liberate them.

JERRY E. ELMAS of California sent in this photocopy of an Airbus Industrie sticker of the A330 and A340 (#22). No information on the colors, but probably dark blue.

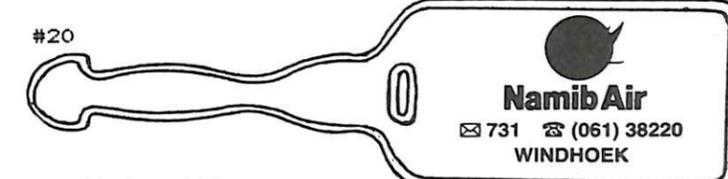
HOWARD GRANT, also of California, sent us Virgin Atlantic's sticker changing Hollywood into Jollygood (#23). Virgin, flying 747s from there to London, is an up and coming airline.

JIM BURTON of 1811 Santa Fe Ave., Torrance, CA 90501, has several hundred cabin tags, baggage tags, etc. to trade for

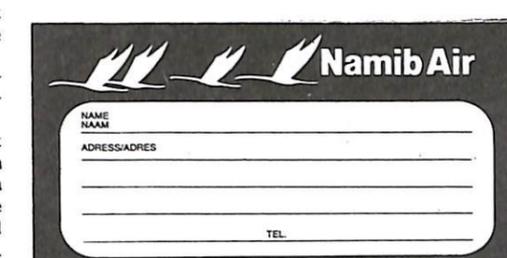
wings, cap pieces and so on. #25 and 26 show a couple of samples of what he has to offer.



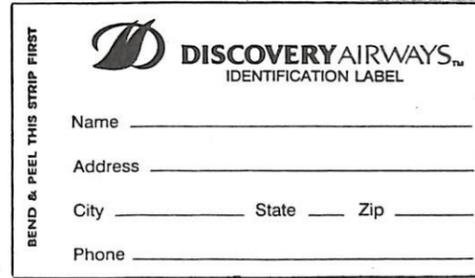
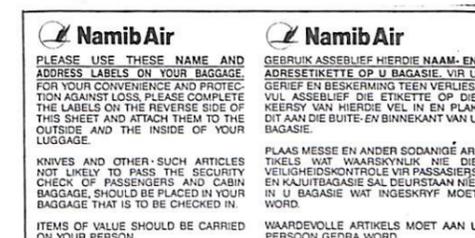
#18



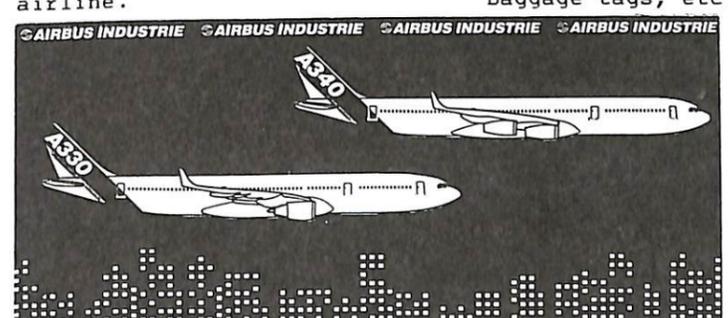
#20



#19



#21



#22



#24



#23



#25



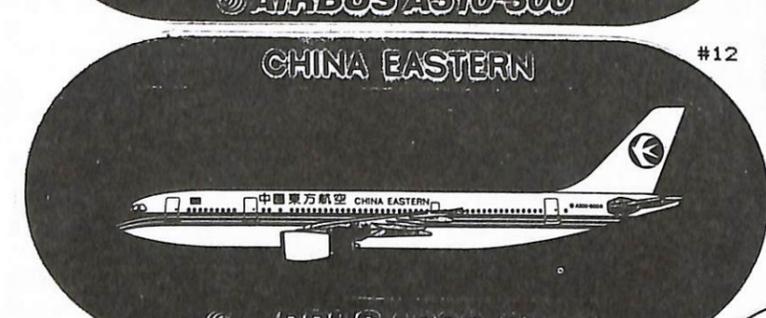
#26



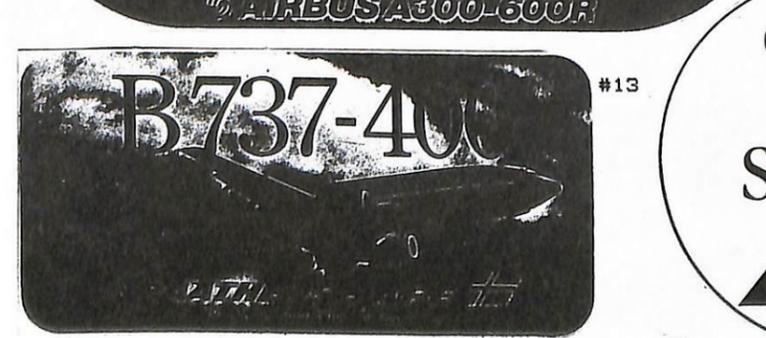
#10



#11



#12



#13



#8



#9



#14



#17



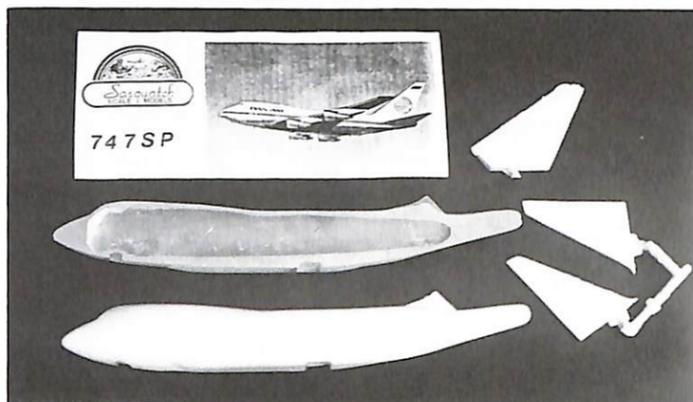
#16



#15

AIRLINE MODELING

by GERRY COLE



1. Sasquatch 747SP conversion kit in 1/200 scale.

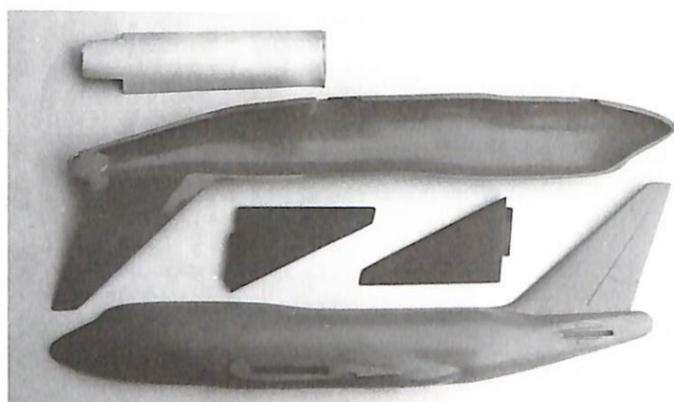
In this issue I'll attempt to survey the better 747 kits that are, or have been available in the popular 1/200 and 1/144 scales. Modelers who would like a complete listing of all 747 kits and liveries that are available, may want to turn to "In Plastic, Commercial Aircraft Kits" by John W. Burns of Kit Collector's Clearing-house fame.

In 1/200 scale Hasegawa has dealt very well with both the standard 747 and the stretched upper deck versions, producing Rolls Royce, General Electric and Pratt & Whitney-engined aircraft with interchangeable wing/engine and fuselage parts. To produce the short-fuselage 747SP, Sasquatch makes a conversion kit to fit the Hasegawa 747 wing, engines and landing gear. The kit, shown in photo 1, includes a two-piece resin fuselage with injection-molded plastic horizontal stabilizers and vertical fin. It sells for US \$10. Conversion parts for the 747-400 series are not yet available in 1/200 scale, but conversion details are included as part of the Airline Hobby Supplies Air Canada 747 decal instructions (wing tip extension and tip plate drawings) and as part of the instructions on Pals Flight 747-400 decals (details of nacelles and pylons for the Rolls Royce RB211-524G engines used by a number of Pacific basin carriers). If using only the Pals Flight reference, be careful. The wing extensions from the normal wing tip (outboard of the aileron) to the base of the angled tip plate are not shown.

Modelers of the 747 in 1/144 scale, those with the space needed to display this large model, have not been as fortunate. Only GE and PW engines have been produced by Revell, Airfix and Nitto. The classic Revell 747 is available with either three (early releases) or 10 upper deck windows per side. These Revell molds are now showing their age, and the finer detail evident in the later-generation Hasegawa 747 molds just isn't there.

A resin stretched upper deck conversion was available from AA/ATP (see top left of photo 2), but sold out shortly after it was announced. The beautiful resin 747-SP conversion parts also shown in photo 2 were available a few years ago from Allen Hess of Lawndale, California, but these are no longer produced. This is a pity, as their thin walls and crisp engraving set the standard for 747 airliner conversion parts. A Braniff 747SP model, built by Allen from his own parts, won first place in conversion at an IPMS national convention a few years ago.

A 1/144 scale 747-400 conversion would make an impressive model, especially since adoptable decals (Air Canada, Northwest, United and British Airways, for example) have already been produced. I'd suggest starting with the wing modification instructions from the AHS 1/144 scale Air Canada decal. You are on your own for engines and pylons, however, as not even a standard Rolls Royce RB211 engine is available as starting point. unless Revell



2. 747 conversion parts in 1/144 scale, AA/ATP stretched upper deck at upper left, with Allen Hess' 747SP parts.

modifies their tooling to produce the 747-400, the field is ripe for engines, pylons and stretched upper deck conversion parts in 1/144 scale.

New models

Revell of Germany has re-released the Revell Boeing 747 kit in 1/144 scale with both British Airways and Thai decals. The decal sheet with the kit (photo 3) measures an impressive 8 x 11 in (19.5 x 27 cm) and appears to be of very good quality. The decals for the BA aircraft, however, do not match the photo on the box top (a PW-powered 747 registered G-AWNO is shown). The kit decals provide markings for G-BDXO "City of Bath", a Rolls Royce-powered 747 that also appears on the box side photos. The kit, however, has only GE engines to properly match the Thai aircraft. Why Revell chose to decal a RR-powered 747 is a mystery, as they could have one of BA's GE-powered aircraft instead. The choice they made could be an advantage to the enterprising modeler who has always wanted to scratch-build a set of four 1/144 scale Rolls Royce RB211 engines. There are now some excellent decals to use on such a model.

This 747 kit is the first one released by Revell under their new licensing agreement with Boeing. Clint Groves' sources note that Revell has asked Boeing for drawings of three airliners for possible kits. Can anyone guess what the three might be? We may find out in a couple of years.

New decals

Airliners America/ATP have reprinted the Flight Designs decals for the US Air 737 current colors in 1/200 scale, and the red-topped Northwest A320 in 1/144 scale under their own Air 1 name. These decals are the same as the originals, except for the Flight Designs name. AA/ATP also have decals for the current-colors United Airlines jets in stock. These were developed from computer-generated artwork, and the samples I have seen (photo 4) are excellent. My only complaint, and it is a picky one at that, is that the blue ink is not completely opaque. The result is a darker blue discoloration on the correct United blue stripe where the red is beneath it. Four sheets are available: the 727-737-757, the DC-8-61/71 and DC-10-10/30 or 767, and the

240 series. The second decal set provides markings for the Western Airlines scheme in dark red and cream. This sheet includes the same window decal. Both sets are available at US \$4.25 each, postpaid from Execuform, or at US \$3.50 from hobby dealers. The window decals are available separately for US \$2 postpaid.

Airliners International 91

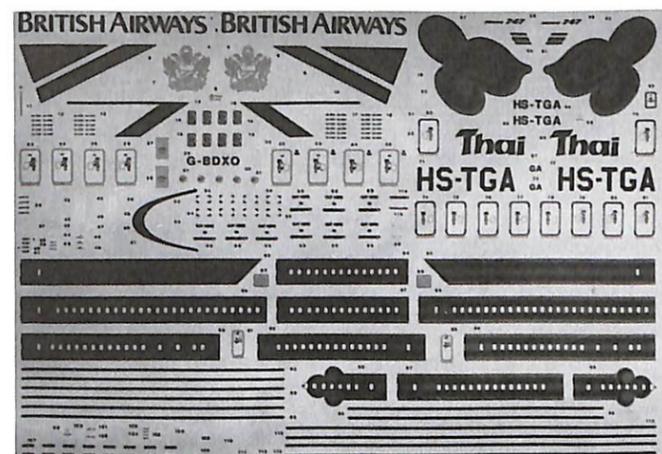
Dave Jones has sent a copy of the AI'91 model contest rules for the July 18-21 event in Orlando, Florida. Contest entries will be accepted ONLY between 9:30 a.m. and 4:30 p.m. on Friday, 19 JUL. There will be 11 classes, including one for modelers 14 years of age and under. A "no sweeps" rule will be in effect. This gives everyone a chance for an award, even if a master-modeler shows

and generally did a super job with the Connie. If you are interested in the aircraft, or just would like to study some interesting approaches to airline modeling, I suggest you find a copy. Back issues may still be available from FSM at P.O. Box 1612, Waykesha, WI 53187-1612, USA.

MD-11 Conversion

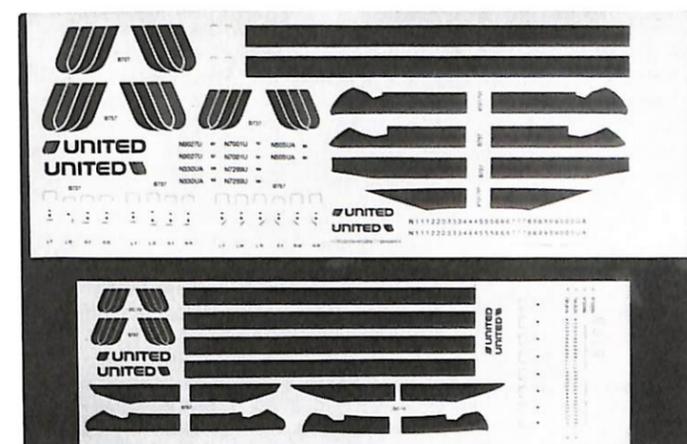
In the previous issue I reviewed the Pals Flight Thai MD-11 decals, and noted the conversion instructions suggested using the Hasegawa DC-10 as a starting point. In gathering information to do this conversion myself, I noticed there was no mention in the Pals Flight instructions of changes to the DC-10 horizontal stabilizer. The MD-11 stab is con-

Continued at bottom of next page



747-100/200/SP/400. All four sheets are available in 1/144 scale at US \$6 per sheet and in 1/200 scale at US \$5. These are some of the most-complete sheets Clint Groves of ATP has done, with great registration and outstanding door details on the 727-737-757 sheet.

Execuform, P.O. Box 7853, Laguna Niguel, CA 92607-2146, have produced three new decal sheets for Convair propliners in 1/72 scale. The first, shown in photo 5, is for an American Airlines CV-240. Flagship names and ship numbers for seven aircraft are included, along with a number block for registrations. Orange and blue lighting stripes and cowling front decals are included, but the builder must paint the ailerons, elevators and rudders with FS #12197 orange. Cabin and cockpit window decals are provided for the CV-340, with instructions to delete one cabin window on each side for the

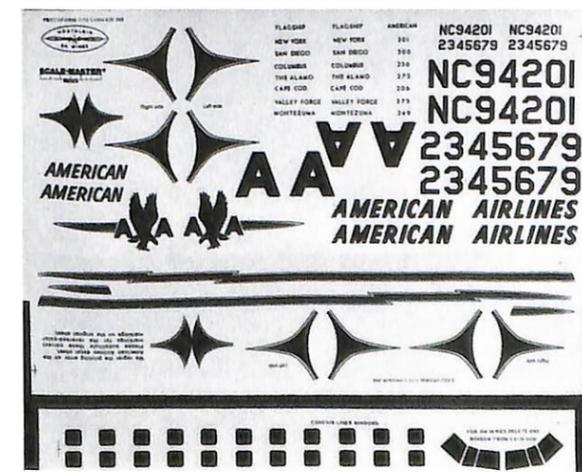


up with three super-detailed masterpieces in the class you have entered. In addition to the usual "Best of Show" award, a special theme award will be presented for the best model of an airliner serving Orlando's MCO airport.

Super-G Article

"FineScale Modeler" of FEB 91 featured an excellent article on modeling a Lufthansa L-1049G Super Constellation by German professional modeler Ulrich Kappner. Using the Heller 1/72 scale EC-121 kit as a base, Ulrich improved the nose shape, detailed both cockpit and cabin interiors (including his own molded resin seats... all of them). He described many small but visible corrections the the Heller kit outlines and shapes.

3. (Above left) Revell-Germany 747 kit decals in 1/144 scale.
4. (Above) ATP United decals, 1/144 scale 727-737-757 on top, DC-10/767 in 1/200 scale below.
5. (Below) Execuform 1/172 scale Convair CV-240 decals. Note duplicate parts (immediately above the window decals) for those printed in the wrong colors (at top of photo).



JUNIOR CREW INSIGNIA

by STAN BAUMWALD

The past few months have been very hectic for me. First, I retired from Northwest Airlines on 19 NOV and since then I have been twice as busy as when I was still employed. Despite retirement, it seems I never have a day off. We have been trying to sell our house, took vacations and now I am involved in an antique car club. I was elected vice-president and am running the annual show.

All this is by way of an apology for my tardiness in writing to all kiddie wing collectors who are waiting for an answer to their letters. Once the house is sold and we are settled in something new, I will have real free time to devote to my hobbies. Meanwhile, please bear with me. A lot of my records are already in boxes ready for the move for if and when we finally find a buyer.

Now on to the kiddie wings, in the order that I received them from our collecting fraternity. I am very grateful to all.

BILL SOHMER finally had a look in some of the boxes in his attic and found a Florida Airways wing (#1). It is made of tin and is silver in color. A Florida Airways operated from JAN 47 until its certificate was revoked in MAR 49. Is this the same company? Bill knows nothing about this and any help would be appreciated.

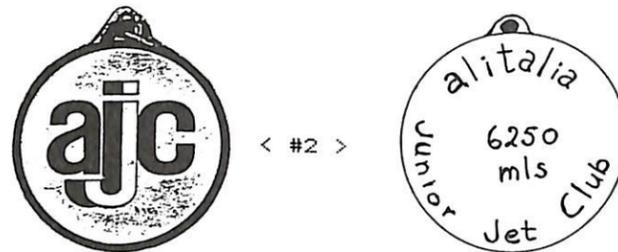
He also found an Alitalia Junior Jet Club medal (#2). It is dark blue in color, on a silver medal. The reverse is all-silver in color and says "Alitalia Junior Jet Club" around the rim and "6250 m/s" in the center. Bill thinks it was issued in 1960.

From BARBARA FREEMAN came a Xerox copy of a Conquest Airlines wing (#3). I have asked her to send me more information about it, but she must be even busier than I am as I have not heard from her yet. She described this wing as a replica of the real one. It is in silver-gray with a hot-pink circle in the center. I do thank her for the information,

but I hope she or someone else can tell me which Conquest issued this wing. I know of two airlines with that name: Conquest Airlines operating from Austin, Texas with nine Beech 1900s and Conquest Air flying one Piper Aztec in Ontario, Canada. My guess is that the wing came from the Texas-based operator. Can anyone tell me if I am right?



#1



< #2 >



#3



#4



#8

BILL GAWCHIK sent me information about two airline wings: Federal Express (#4) and UPS (5). The plastic FedEx is a Stoffel-style wing in silver with black letters and is a stick-back. The UPS wing is in gold and brown with a plastic pin-back. This one I have and can photograph, but no luck yet on the FedEx wing, so here is a Xerox copy.

Information about Steve Canyon's Air Agers wings (#6) came from JOHN CONROY. Issued in the 1950s, they are metal, colored gold, red, white and blue and are pin-back. The membership card is pictured. The wing is the same as the one shown on the card. He also sent along an application form for a Junior Victory Army wing. This was from a 1942 newspaper.

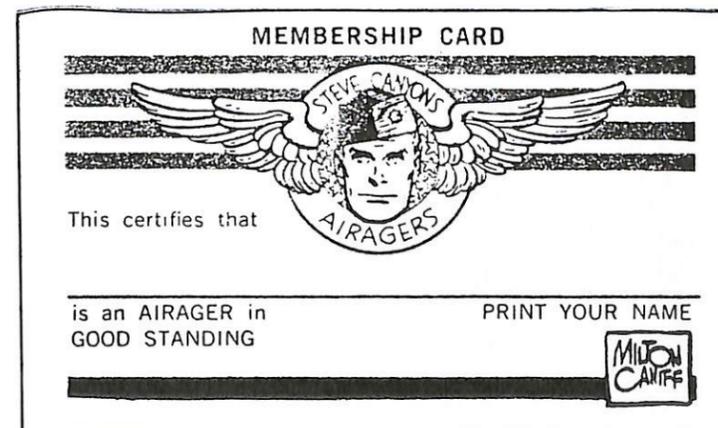
I heard from DAVE CHERKIS, who always seems to need a kiddie wing fix. He too sent along information about the FedEx wing, but Bill Gawchick beat him to it. He also sent some other nice material, such as the Air Grand Canyon (#7) wing, a really colorful Stoffel wing. The wings are silver, the background is green and the bald eagle is in black and silver. Dave also sent a sticker from Britannia Jet Cadets (#8). It is probably for use on books, suitcases, etc. It is much too big to wear on clothing and just would not last. Not listable, but very handsome.

Dave also came up with a different SAS wing (#9). It is just like the previous version, only is now in gold and dark blue, rather than black.

Dave also contributed two airport wings: San Francisco and Port Columbus (12). Both are gold wings with black letters. Thanks again, Dave!

Just as I was writing this column, a letter arrived from Hector Cabezas. He has a new find and probably a real old wing: a "Kapt'n SAS" (#11). This is a pin-on wing in yellow plastic with a pipe-smoking captain in the elongated oval. Also from Hector a new Air Portugal/TAP wing (#12). This one differs from previous issues in having a center in gold, with red letters. However, the "T" in TAP is not colored. And then another surprise - an Air New Zealand Junior Jet Club badge. It looks just like a previous issue, only the background color is blue. The previous issue had a black background and this new one is a definite color variety.

Even I found something for this column. The Junior Air Warden wing (#13) is colored



gold with a black center and a triangle in red and white stripes. Likely of World War 2 origin.

's it for now. See you all in Orlando!



#5



#7



#9



#10



#11



#12



#13

AIRLINE MODELING

by GERRY COLE

Continued from previous page

siderably smaller and is shaped differently. I will have more details of this MD-11 conversion, as well as a full-size template for the correct stab, in the next issue of the CAPTAIN'S LOG.

Departure Lounge

I'd like to announce a change in policy for this column. In my first contribution to the CAPTAIN'S LOG, I noted that I'd purchase each and every model and decal I reviewed, just like you do. This would encourage completely objective reporting

on quality and accuracy. I find I can no longer afford to abide by that policy. If I did, the number of new products reviewed here would have to be reduced significantly. If any manufacturer wants their product reviewed, they should send a sample to me at the address shown on the inside front page of each issue. Every sample received WILL BE REVIEWED as fairly and accurately as I know how. I will still purchase and review those items that interest me personally, but I can no longer afford to cover everything from everybody in all available scales and still meet family expenses. I hope you understand.

POST CARD CORNER

by WILLIAM DEMAREST

Welcome to 1991! Another year of promising postcard collecting excitement lies ahead. You can start by reviewing the latest postcard issues to come a cross my desk in recent months. Remember, please send me a note or photocopy of any new postcards that you may find in your travels.

If you attended the 1986 Airliners International meeting in Hartford, CT, you might be interested in learning that the Parkview Hilton Hotel is no more. The hotel was torn down last fall after having been empty for almost a year. Another first for our group!

This issue's GOLDEN OLDIES section features a selection of some of my favorite Boeing 747 postcards. It always amazes me that an aircraft that huge can actually carry hundreds of people for thousands of miles. The largest number of postcards of any one type of aircraft in my collection is the Boeing 747. It must be a reflection of its world-wide popularity.

A FEW TIPS ON HUNTING FOR THOSE ELUSIVE POSTCARDS

During the past few months I have been roaming around the country, visiting postcard shows to hunt for airliner and trans-Atlantic steamship postcards (yes, it's true!).

757-23A, N757A, c/n 24567. North American Airlines is associated with El Al and connects with the Israeli carrier at New York for U.S. domestic flights.



The new modern-state-of-the-art 213 seat - North American Airlines B-757-200 over New York city.



Lufthansa A320-211 D-AIPB, msn 070, "Heidelberg"

You can find out about postcard shows in your area by subscribing to Barr's Postcard News (70, S.Sixth St., Lansing, Iowa 52151). The cost of this weekly newspaper for U.S. subscribers is \$25 per year.

Once you get over the initial excitement when visiting one of these shows, take the time to scope out the selling floor and dealer tables. I like to start at one end and work my way around the room. Otherwise, after a while, I may forget

which dealers I have already visited and which ones not yet.

Most dealers are usually willing to negotiate a bit on the price of postcards. Prices are much higher than I would like to see them. Fairly recent issues start at around \$1 each. Common issues from the 1950s may fetch as much as \$4 to \$5 each. If you are after the big-time stuff, be prepared to spend as much as \$20 PER POSTCARD. Yes, folks, we are talking BIG BUCKS in this hobby of ours. But, of course, you may find a treasure for a pittance.

Happy Collecting

NEW POSTCARD ISSUES

LEGEND:

ab - seen from above	il - in the landing
ai - artist's impression	ls - large size
bl - seen from below	lv - long view
cc - combi card	ml - model
co - Continental size	nc - new colors
dr - drawing	nt - new titles
fv - front view	oc - old colors
fl - facing left	os - oversized
fr - facing right	ow - on water
gr - on the ground	rv - view from rear
if - in flight	to - taking off
	wb - white border



AIRLINE ISSUES

Adria A320, if fl co white border.
 Aero Lloyd MD-87, if fl co /map
 Air Atlantis 737-300, if fl co dr with
 Air France A320, if fr co dr
 Air Seychelles 767-200ER, if fl co
 All Nippon AW 747-200, if fl co if rv
 747-400, if fl co \with logo
 747-400, if fl co with logo and '91
 America West 757-200, if fr co
 Ansett A320, if fl co
 Braathen's SAFE 737-400, if fr co
 Super Puma helicopter, if fr co
 Cayman AW 737-400, if fl os
 Compass Airl. A300-600, il fl 3/4fv,
 first landing at Brisbane 19 NOV 90
 Condor 757-200, if fl co above mountain
 Crossair BAe 146-200, il fl co
 SF-340, if fl co, mountain background
 SF-340, if fr co above lake
 CSA A310-300, if fl co
 Embraer CBA-123 Vector, if fl co
 manufacturer's clrs.
 German Cargo DC-8-73F, if fr co
 DC-8-73F, gr fr co with cows
 DC-8-73F, gr fl co at night
 Greenair TU-154M, gr fr co
 Hamburg Airlines Fokker 100, if fl co
 Interflug A310, cockpit view
 A310, gr fl with pax boarding
 A310, gr fr night shot
 A310, if fl ml
 A310, if fl ml ab
 Japan Air Lines 747, co nc withcrew
 Korean Air 727-200, gr fl nc
 A300-600, if fr co nc bl
 MD-82, if fr nc above mountains
 F-28, gr fr nc
 LAC Columbia DC-8-50F, gr fr co
 LTU 757-200, if fl co, white border,
 above mountains
 Lufthansa \border
 737-300, if fl co nc with sunset
 737-300, if fr co nc bl tail view
 747-200, if fl co nc above clouds
 747-400, if fr co nc above clouds

A310-300, if fl co nc bl
 A310-300, if fl co nc distant
 A320-200, if fl co nc 3/4 front view
 A320-200, if fr co nc bl
 DC-10-30, if fl co nc ab
 DC-10-30, if fl co nc bl
 Merpati DC-9-30, gr fr os nc
 F-28-1000, gr fl os nc
 CASA 212, if fl os nc
 Midwest Express DC-9-10, to fl co
 North American Airlines 757, if fr co
 Pan Am A310, if fl r above water
 A310 if fl rv, above clouds
 A310, to fl r
 Above Pan Am postcards were published
 within the past year and are made of
 A310, if fl co \cardboard.
 Safair 707-320C, if fl side view
 SunExpress 737-300, gr fr co
 TAM Fokker 100, if fl, dr above clouds
 TAE Belgium 737-300, if fl, co
 TAE Switzerland 737-300, to fl co
 USAir 737-400, if fr r nc
 Vitkovic L-410, gr fr co at dusk
 L-410, fr gr co in front of
 L-410, gr fl co \hangar

AIRPORT POSTCARDS

Chicago O'Hare: multi-view card with
 United DC-8
 Berlin-Tegel: View of terminal building
 with Republic DC-9 flying overhead
Special thanks to:
 Albert Bacallado, John Chivers,
 John Doan III, William T. Fain,
 John A. Horvath, Hubert Jansen,
 Rick Neyland, Jay Prall, Josef
 Schmitt, Ludwig Valenta.

COMMERCIAL PUBLISHERS

AEROPRINT
 836 Linjeflyg 737-500
 837 Linjeflyg 737-500

(Above, left) PanAm Airbus A310-324 NB12PA, msn 442 "Freedom Clipper", still in French pre-delivery test markings F-WWCZ.

Passengers on many Pan Am routes can now enjoy flying aboard a state-of-the-art Airbus Industrie A310. Pan Am's A310-300, seating a total of 196 passengers in three separate cabins, offers outstanding comfort, advanced technology and superior fuel efficiency. These Pan Am aircraft fly on selected routes between Europe and Latin America to the U.S.A.

USAir (Above) USAir
 737-4B7 msn 24556.
 America's Most Frequent Flyer
 737-400

AVIATION CENTER BERLIN

Aeronica 727-100
 Aeronica DC-3C
 Aeronica TU-154M
 Aerovias SA Herald Srs. 206
 Air Guinea 707-320C
 Angola Airlines L-1011-500
 Haiti Regional CV-440
 Pan Am Express ATR 42-300
 Skybird/Safair 707-320C

AVIATION HOBBY CANADA

9 Evergreen Int'l 747-200F
 10 AeroCalifornia DC-9-15
 11 (Card not available yet)

(Below, left) Midwest Express McDonnell Douglas DC-9-14 N700ME msn 45696.

(Below) This photo of Tegel Airport, Berlin, Germany, is obviously a montage. The DC-9 is Allegheny's, a carrier that never operated into Tegel.



- 12 Qantas 747-400
- 13 CP Air 727-200
- 14 United Airlines 767-200
- 15 Air Panama 727-200
- 16 Air LA Jetstream 31

AVIMAGE

- 88 Thai Airways BAe146-200
- 89 Trans World Express ATR42-300
- 90 Fuerza Aerea Mexicana 757-225
- 91 Air Transat L-1011
- 92 Cubana TU-154M
- 93 Heavylift 707-351C
- 94 Air Mauritius 767-23B(ER)
- 95 MALEV TU-154B
- 96 Manx Airlines BAe ATP
- 97 Sabena Caravelle 6N
- 98 Flying Tigers 747-124F
- 99 Avianca 707-359B
- 100 Istanbul Airlines Caravelle 10B
- 101 Air Nova BAe146-200A
- 102 Delta Air Transport CV-440
- 103 Safair L-100-30
- 104 Namib Air 737-244 Advanced
- 105 South African 747-344
- 106 Air France L-1011
- 107 Birgenair DC-8-61
- 108 Air Moorea DHC-6-300
- 109 Jet Europe Caravelle 10B3
- 110 Inter Ciel Service 737-230C
- 111 Catair L-1049 S.Constellation
- 112 Mey-Air 737-201
- 113 Catair caravelle 12
- 114 South African A300B2
- 115 Aeromexico DC-10-30
- 116 UTA DC-6B
- 117 Air Queensland ATR 42
- 118 ACS (Canada) DC-8-55F
- 119 Princess Air BAe 146-200
- 120 Avensa 737-3Y0
- 121 Futura 737-4Y0
- 122 All Nippon Airways 747-281B
- 123 Condor 757-230
- 124 Zambia Airways ATR 42-300
- 125 Air Belgium 757-23A
- 126 South Africa 737-244
- 127 Air India 747-337
- 128 Egyptair 767-366(ER)
- 129 Aero Feliz 737-281
- 130 Air Algerie 767-3D6(ER)
- 131 Air France 737-247
- 132 Adria Airways A320-231
- 133 Air Atlantic BAe146-200A
- 134 TAT Fokker 100
- 135 Air Canada 727-233
- 136 CF Air Freight DC-8-62F
- 137 Westair Int'l Herald 214

CIVIL AIRCRAFT POSTCARDS

- 55 Lao Aviation AN-24RV
- 56 Aeroflot/Polar AN-24
- 57 Crossair SF-340
- 58 Alisarda F-27
- 59 MALEV IL-1B
- 60 CP Air DC-10-30
- 61 SAM Caravelle
- 62 Transavia F-27
- 63 CSA IL-62
- 64 Emery DC-8-63F
- 65 UTA DC-10-30
- 66 Itavia F-2B
- 67 Aeroflot AN-22
- 68 Transavia 737-300
- 69 British Air Ferries Viscount
- 70 Aeromediterranea DC-9-30
- 71 El Al 747-124F no titles
- 72 Aertirrena YAK-40

DENNIS PRODUCTIONS

Monarch Airlines A300-600R

E. BAUMAN

- 1507 Pan Am 747
- 1508 Swissair Fokker 100
- 1509 MALEV 737-200
- 1510 KLM 737-300
- 1511 TWA L-1011
- 1512 Lufthansa A320-200

FLITE-LINE PRODUCTIONS

Limited Edition '90 Collector Series.
Only 500 of each postcard produced.

- 1 THT-Turk Hava Tasimaciligi AN-24
- 2 Air Malta 727-200 new colors
- 3 DAT Belgian Regional AL BAe 146-200
- 4 Air Littoral Fokker 100
- 5 DHL Vickers Merchantman
- 6 Braniff 737-200 (Reebok livery)

- 7 Midway MD-87
- 8 Zulia DC-8-54F
- 9 Tampa Colombia 707-320C
- 10 Aviateca DC-8-61
- 11 Air Canada 727-200 new colors
- 12 German Wings MD-83
- 13 Technofly CV-440
- 14 Nile Safari Aviation 707-320C
- 15 Braniff 727-200 (1990 Flying Colors)
- 16 United Express BAe ATP
- 17 Ethiopian DC-3C
- 18 Ethiopian DC-6A
- 19 Servivensa DC-3
- 20 Aerobol AN-2
- 21 Aerocajetivos DC-3
- 22 US Air Express Fokker F-27-500
- 23 Air Malta 737-200
- 24 Namib Air 747SP
- 25 Homac Aviation 707-320C
- 26 Royal Jordanian A320
- 27 Canadian 737-300 (Monarch clrs)
- 28 Aerochago L-1049F
- 29 Aerocancun MD-83
- 30 Nordair FH-227B
- 31 Canadian Partner Jetstream 31
- 32 ACES F-27
- 33 Aerovias Herald 206
- 34 Lufthansa 727-200, grey new clrs.
- 35 Qantas 747-200 (Martinair colors)
- 36 Air Canada DC-9-30 silver/red clrs.
- 37 Canada West Air CV-640
- 38 Trans International DC-8-61 (1988)
- 39 Air Swazi Cargo 707-320C \colors)
- 40 Braniff CV-340
- 41 Interflug TU-154M
- 42 TAN-SAHSA 737-200
- 43 Interflug A310
- 44 Air Liberte Tunisie MD-83
- 45 Condor 757-200
- 46 Kellner Airways Cargo HS-74B
- 47 Sun Express 737-300
- 48 Hispanola Airways DC-6B
- 49 Aerosol C-46
- 50 AeroPeru Fokker F-28-1000
- 51 Sadelca DC-3C
- 52 Aeronorte CV-440
- 53 LANSIA DC-3C
- 54 Four Star Aviation DC-3C
- 55 Tampa (Bolivia) DC-9C
- 56 London City Airways DHC-7
- 57 Aurigny Shorts 360
- 58 Princess Air BAe 146-200DC
- 59 Loganair BAe ATP
- 60 TAT Fokker28-1000 (1990 clrs.)

FRED HEMMS POSTCARDS

- (All card numbers prefixed FH-)
- 01 Garuda Indonesia DC-9-30
 - 02 Adria DC-9-33CF
 - 03 British Airways A320
 - 04 British Airways DC-10-30
 - 05 GB Airways Viscount 807
 - 06 Gambia Air Shuttle Viscount 814
 - 07 West Africa Cargo Viscount
 - 08 Royal Nepal Airlines HS-74B
 - 09 Caledonian 757-200
 - 10 Aeroflot AN-225
 - 11 XEMYC EP YAK-40
 - 12 CSA YAK-40 (Latest clrs)

INT'L AIRLINE WORLD PUBLISHING CO.

- Collector Postcards
(All card numbers prefixed HC-)
- 527 Trans Caribbean DC-8
 - 528 Trans International L-1049
 - 529 United Boeing 377
 - 530 Eastern DC-3
 - 531 Playboy DC-9
 - 532 United DC-7
 - 533 United DC-4

Artist's impression (and a poor one too!) of PanAm 747-121.



- 534 (Not Printed)
- 535 United DC-6A
- 536 Mid-Continent L-18

MARY JANE'S RAILROAD SPECIALTIES

- (all card numbers prefixed MJ-)
- 949 Aer Lingus 737-348
 - 950 Air Algerie A310-203
 - 951 Air Bridge Carriers L-188AF
 - 952 Air Charter 737-208
 - 953 Air Europe 737-453
 - 954 Air Florida 727-227A
 - 955 Air Nevada Cessna 402C
 - 956 Alaska Airliner MD-83
 - 957 Alitalia A300B-4
 - 958 Avianca 707-359B
 - 959 British Airways 757-236
 - 960 Butler Aircraft DC-7
 - 961 Cruzeiro 727
 - 962 Garuda 747-2U3B
 - 963 Intair (Canada) ATR 42
 - 964 JAT Yugoslav DC-9-32
 - 965 KLM 737-406
 - 966 Mesa Airlines Beech 1900C
 - 967 Nationair DC-8-62
 - 968 Ontario Express (Canadian Partner)
 - 969 TACA 737-210C \Brasilia)
 - 970 TAE 737-429
 - 971 THY Turkish A310-304
 - 972 Trump Shuttle 727-214
 - 973 VARIG 737-3K9
 - 974 VARIG 747-341
 - 975 Yemenia 727-2NB
 - 976 ZAS Egypt 707-328C

D.K.C. CZECHOSLOVAKIA

- A001 Avionex 727-276A
- A002 Aeroflot YAK 42
- A003 Cargo Moravia Airlines TU-154B-2
- A004 Aviaexpress/Balkan YAK-40
- A005 Aeroflot AN-24RV
- A006 CSA TU-154M
- A007 LOT Polish YAK-40
- A008 Aviaexpress/Hemus Air L-410UVP-E12

PLANE VIEWS

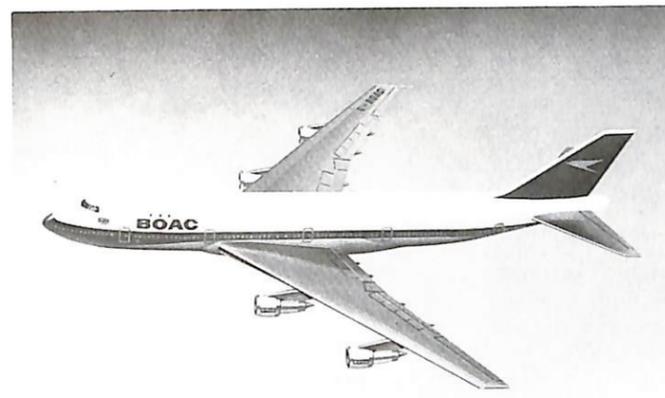
- (All card numbers prefixed PV-)
- 025 US Air express Shorts 330-200
 - 026 Aloha Island Air DHC-6 Twin Otter
 - 027 United Express/Westair Shorts 360
 - 028 United Express/Westair Jetstream 31
 - 029 American Eagle Shorts 360
 - 030 American Eagle SF-340
 - 031 American Eagle Jetstream 31
 - 032 American Eagle CASA 212
 - 033 Ozark/Midwest Metro II
 - 034 Lake Union Air DHC-6 Tin Otter

SKYLINER CARDS

- 068 KLM Cityhopper Fokker 50
- 069 Iran Air Fokker 100
- 070 Bouraq Indonesia C-47A
- 071 SADELCA Colombia DC-4
- 072 Surinam Airways DC-8-55F
- 073 Nakanihon (Japan) Fokker 50
- 074 Taiwan Airlines Fokker 100
- 075 TAM S.A. Fokker 100

WORLD AVIATION PRODUCTIONS

- 70 Nationair 747-124
- 71 Martinair 767-300ER
- 72 Iran Air A300B2-203
- 73 Emirates A300-605R
- 74 Emirates 727-2M7
- 75 Transcontinental DC-8-63
- 76 Birginair DC-8-61
- 77 Air Outre Mer DC-10-30



BOAC 747 Jetliner

BOAC 747 Jetliner powered by 4 Pratt & Whitney JT9D-3A engines.
Cruising speed 600 m.p.h.
Designed and built by the Boeing Airplane Company

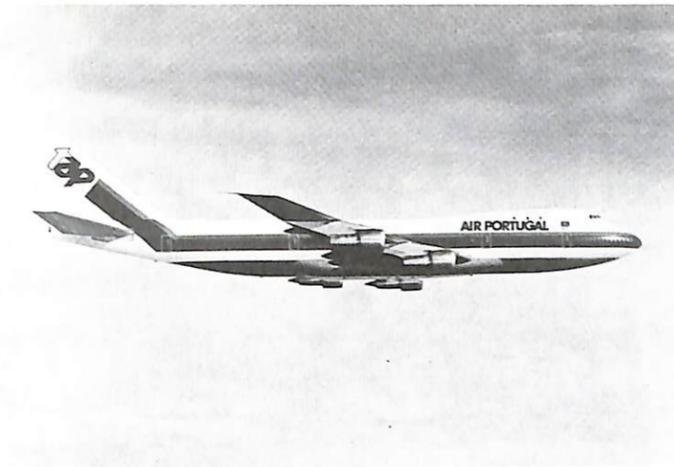
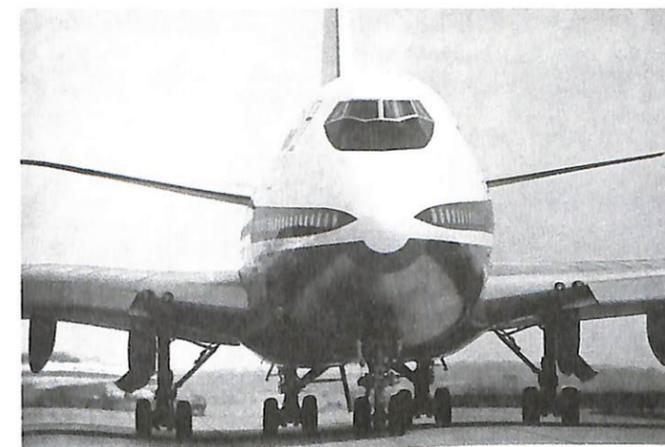
Another artist's impression, of 747-236B.

Northwest 747 over Mt. St. Helens.



Flughafen Frankfurt Rhein-Main
Auf achtzehn Rädern rollt die Boeing 747 Jumbo-Jet,
die beim Start bis zu 352 Tonnen wiegt.

Frankfurt Rhein-Main Air-
port. Riding on 18 wheels,
a Boeing 747 weighs 352
tonnes at takeoff.
(TWA 747-123)



747-282B



Air Siam HS-VGB, msn
19744, lsd from Aer
Lingus (EI-ASI) 1973-76.



JAL first class cabin service



TWA & the seagoing Ford



Ford Tri-Motor on floats taking off from the East River, New York City. I am unable to make out any of the aircraft's markings, but I'd like to believe it is "Old #620", NC-410H for Capt. Bill Piper's sake. A great photograph, provided by the Edo Corporation, College Point, N.Y.

As some of you already know, I am a member of the Quiet Birdmen, an aviation organization for pilots. It dates back to 1921. The QB publishes a monthly newspaper, the QB Beam, with all the latest gossip from every Hangar in the country. It also includes some interesting stories by QBs about their exploits, one of which appeared in 1985, along with a photograph of a TWA Ford Tri-Motor on floats!

Retired TWA Captain W.F. "Bill" Piper of Stuart, Florida, wrote part of the story,

IN 1934, TWA CONDUCTED A SHORT-LIVED, BUT INTERESTING EXPERIMENT TO PROVIDE DOOR-TO-DOOR SHUTTLE SERVICE IN NEW YORK CITY'S BUSINESS DISTRICT WITH A FORD TRI-MOTOR ON FLOATS. THE EXPERIMENT FAILED, BUT NOT FOR LACK OF TRYING

and a friend, Ed Betts, wrote the other part. Waiting for the right time, I have kept the article and now have the opportunity to share it with you.

In his letter to me, Capt. Piper said for me to "go ahead" and use the story. His letter also said that "Some of the pictures and letters have faded away since retirement. I hope you can use what is left."

What is left, really, is a great story.

Stepping back a moment, I must also credit American Airlines First Officer Brian Var Wagnen for "making a believer out of me" when I received a photograph on a Ford Tri-Motor

on floats from Mr. J.J. Frey, vice-president, Edo Corporation, Government Systems Division, Float Operation, in College Point, N.Y. F/O Wagnen and V-P Frey share a common bond with old airplanes, especially those on floats. Mr. Frey followed up with the photograph of the TWA Tri-Motor taking off from the East River.

Then, when Capt. Piper's letter and article arrived, there was even more information about NC-410H and NC-414H.

By RICHARD KORAN

If this were a "guess what" type of article or feature, most readers could easily identify the aircraft in the accompanying photo as a Ford Tri-Motor transport, the venerable "Tin Goose", mounted on two giant pontoons and painted with TWA's logo of the early 1930s. The experts could add that it is a P&W Wasp-powered Model 5-AT-C, similar to those produced in 1929 for two of the company's predecessor airlines, Maddux and TAT. Old Records are incomplete, but only five Fords are known to have been built or modified to the seaplane version that officially was designated the Model AT-CS (or ATS). Seaplanes for airline ser-

vice were nothing new to a number of TWA pilots: Art Burns inaugurated service for Chaplin Airlines in 1929 with a Curtiss flying boat operating from the Los Angeles Harbor area to Catalina Island. Pacific Marine took over Chaplin and pilots such as Franklin Young and "Dutch" Holloway flew the same route with Curtiss HS-2L flying boats. Western Air Express took over Pacific Marine in 1928 and used a variety of amphibian airplanes, including the Loening Air Yacht, Sikorsky S-38A, Boeing 204 and a Fokker F-11A.

Neither the routes nor the aircraft were included in the TWA merger agreement.

The prototype of the seagoing Ford was first test-flown by pilot Leroy Manning in SEP 29, using a wide area in the Detroit River for his landing field. The following February the Department of Commerce issued a separate type certificate for the seaplane and the Ford company looked for customers. The airplane carried a price tag of \$68,000, (compared to \$55,000 for the land version), but because the Great Depression that was just starting, the price was reduced to \$64,000. Ford hope to sell the

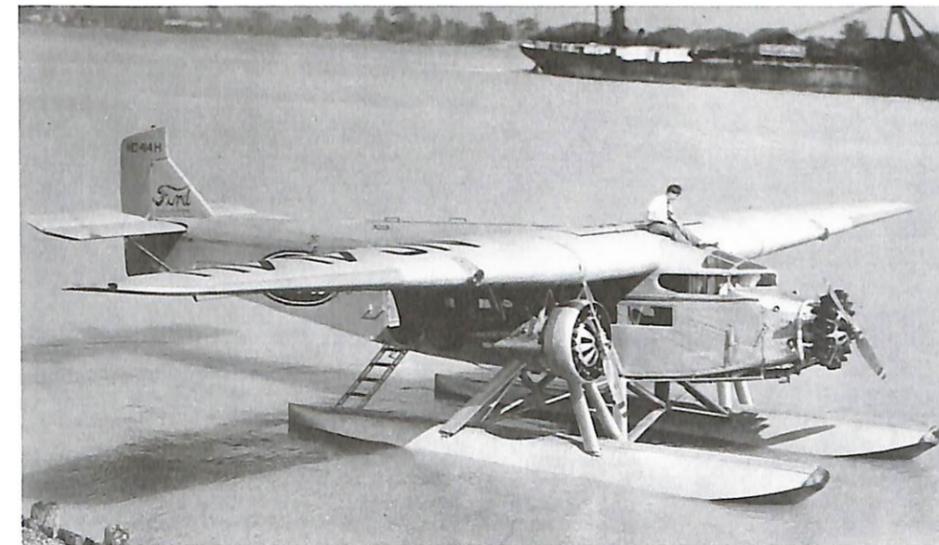
U.S. navy a version that could be used as a torpedo bomber, but they were not interested.

The all-metal pontoons, or floats, of the water Ford were of a special design, engineered and built by the Edo Aircraft Corporation on Long Island. They were 14'9" (4.79 m) long, weighed 600 pounds (272 kg) each and could support a load of four tons (3.600 kg). The floats created a performance penalty of either a lesser payload (by 1,200 pounds, 544 kg) or a shorter range. Both the land and sea versions of the Ford 5-AT-C had a maximum gross takeoff weight of 13,500 pounds (6.130 kg). But factory tests showed the pontoons slowed the cruise speed down to 104 mph (167 km/h) from 122 mph (196 km/h). The pilot could maneuver the airplane on the water by using the outboard engines, as well as by the small rudder that was mounted on each pontoon. These rudders were hinged so that they could be retracted upward when the aircraft was on land.

The Edo Corporation was noted for designing aircraft hulls and floatation gear. Among their customers were Lindbergh's Lockheed Sirius which he used on his flight to the Orient, a Curtiss Condor used by Richard Byrd on one of his Polar expeditions and the Lockheed Orion used by Wiley Post on his ill-fated flight with Will Rogers. Edo was also the leader in designing seaplane facilities, anchorages, etc., along the Atlantic coast of the northwest U.S. Their own facility, located at their factory at College Point, Long Island, was considered one of the most-modern in the world.

In 1934 the City of New York, led then by Mayor Fiorella LaGuardia, embarked on an ambitious program that would give virtual door-to-door shuttle or commuter service in the city's business district. It awarded contracts to Edo to construct two "Skyports" along the East River, one at the foot of Wall Street and the other at the end of 31st Street. Included in each was an ingenious ramp that operated on a motor-driven turntable and could accommodate the largest aircraft and bring them ashore in less than 30 seconds.

A large float was connected to the pier by hinged ganways to overcome the tide difference in the water. The outer end of the float was a wooden ramp with a steep incline (ratio 1:9). The sloping portion was the turntable, built flush with the surface ramp and so located



Ford Tri-Motor 5-AT-C, NC-414H was the prototype of the seagoing Ford. In its new guise it became the 5-AT-CS, or 5-ATS for short. The aircraft is seen in the Detroit River as a Great Lakes freighter passes by behind. The Canadian shoreline is in the background. (Edo Corporation photo)

that the waterline passed through its center, with the lower portion under water and the upper portion on land. The turntables were 85 ft (25.9 m) long and had a radius of 45 ft (13.72 m). When a seaplane arrived for docking and its keel was firmly established, all the operator had to do was push a button and the airplane was moved to land for the passengers to deplane, the aircraft to be serviced, new passengers to board and so on.

1934 was also the year that TWA took delivery of its first 20 DC-2s and by late August the fleet of Fords was retired from passenger service. Two were kept for a trial with an all-freight operation in 1936 and aircraft NC-410H, fleet #620, was soon modified for TWA's experiment with the seaplane shuttle service.

Early Department of Commerce records are vague or incomplete, but they do show that

When DC-2s arrived in 1934, TWA retired its Fords from passenger service. NC410H, #620, however, was equipped with floats for an experimental shuttle service from outlying airports to the Wall Street Skyport. (TWA photo)



American Aero Travel for \$17,500.

The story of those few flying hours as a seaplane can best be told by Capt. Bill Piper, who saw it all first-hand.

The Story of Old #620
NC-410H

She was a Tri-Motor converted to a seaplane by Edo Float Company, Long Island, New York.

The year was 1935, I had just gone to work for TWA as a mechanic. It was mid-June when Charlie Cain, station manager at Newark, invited me into Pat Gallup's office along with maintenance foreman Joe Seliger. Having just left the navy with several hundred hours of my flight training in seaplanes and an AE licence, I was the prime candidate for the new project.

Mr. Gallup informed me that TWA had a Tri-Motor Ford seaplane on floats parked at 31st Street in the East River in New York City. Mr. Cain handed me a set of keys, told me to get my tool box and take over the ship the following morning. I must admit I was almost in shock. Anyway, my good friend Joe Seliger briefed me on Ford engines for 30 minutes or so, patted me on the back and wished me luck!

The following morning I was at 31st and the East River and there was "Old 620" waiting for me, pontoons and all. She looked good sitting there on a hydraulic turntable. The first thought that came to mind was: How will I ever do any maintenance on this monster and could I do the work required of me?

For the next two weeks I was alone with "Old 620" and her operations manuals. With no one to bother me I was able to crawl all over her, even give the engines a daily run and I must say Edo Float Company did a fine job of making her seaworthy and preparing her for salt water duty. Mayor LaGuardia of New York City and his staff visited me one day and spent two hours asking questions and observing. When they left, the mayor told me that if there was anything at all that I needed, just to give him or his office a call and he would see that I got it. I then ordered: special hoses, ladders to any part of the wings and engines, a special engineer for the operation of the turntable to be on duty at all times, and a very special refuelling set-up. The mayor really lived up to his word.

It was about mid-July when Harlan Hull, chief pilot for TWA, came out to see me and asked if the ship was ready to

fly. I believe I said, "Let's give it a try!" The next morning we were airborne up the river for a thrilling flight underneath the 59th Street and George Washington bridges. It was quite a sight to see the New York skyline, the Statue of Liberty, Long Beach and Eastern Long Island from an altitude of 50 feet. We landed near Port Washington in Long Island Sound and after a brief bit of pilot talk we switched seats. After about an hour of air work, take-offs and landings, we returned to our 31st Street ramp. I think this was my introduction to co-pilot training next spring. Upon leaving, he invited me to keep in touch.

A few days later, Mr. Gallup, Eastern region superintendent, and Jack Zimmerman, chief pilot of the Eastern Region, advised me they were coming over to do some test work and that I would accompany them. This turned out to be several one- and two-hour flights over the next couple of weeks which included running speed trials along the shores of eastern Long Island and several flights from 31st Street to Floyd Bennett Field for the proposed operation. They determined that there was not more than a knot or two between the speed of the seaplane and the landplane.

A young pilot by the name of Harold Moon was hired to fly the airplane on a regular basis on a morning schedule from 31st to Floyd Bennett with mail and passengers, connecting with a DC-2 airmail flight to the west coast. I was to be his co-pilot, steward, mechanic and what have you. We operated a number of goodwill flights for the mayor and the TWA board of directors around the city and out Long Island way.

After a few weeks things quieted down and operations slowed to a standstill. Then we heard the reason. A statement came from Mayor LaGuardia's office that the eastern terminal for air mail would be New York City. With the help of President Roosevelt and Postmaster James A. Farley they thought they had it all sewed up. However, across the river Mayor Ellenstine of Newark thought otherwise. Along with the president of the Pennsylvania Railroad plus many friends in Congress, he fought the move from every angle and won. The air mail remained in Newark until the move of the airline to North Beach Airport, or LaGuardia Field, which took place in the latter part of 1939.

With no future any longer for #620, TWA ordered the plane to Port Washington hanger and put it up for sale in the lat-

ter part of September(1). I was ordered back to maintenance at Newark, awaiting my orders to co-pilot school the following May.

To my knowledge I am the only survivor of the aforementioned men who took part in the short career of "Old #620".

In signing below his story, Capt. Piper had penned, "Co-pilot school following April .. loved every minute. Bill". Then he wrote, "Stayed with TWA 35 years, 6 months, retired 10-20-70."

Enclosed with his story and the Betts write-up was a tear sheet from the Kansas City Star Magazine (no date seen as it was cut from the paper) with the title, "The Tin Goose Still Flies", by G.H. Lendle, an engineering employee of Trans World Airlines. On it is a nice side-view of TWA's NC-410H, ol' 620, on floats. Below and to the left of this photo, is one of NC-414H. The author writes: "Motorists on U.S.50 just south of Ottawa, Kan., frequently pull to the side of the highway to stare at two ancient aircraft parked at a private airport. One is a 1932 Boeing 247D that bears the legend, "The World's Oldest Boeing Airliner" over the cabin windows, and the other is a 1929 Ford 5-AT-C Tri-Motor.

"The aircraft are owned and operated by Charles LeMasters of Ottawa and both are fully licensed to carry passengers. In fact, the Boeing was in scheduled airline service in Ohio until the late 1960s. The Ford, known as the 'Kansas Clipper', was first flown in SEP 29 on floats as a Ford demonstrator (2) and was demonstrated to the U.S. Navy as a 20-passenger troop transport, aerial ambulance and torpedo bomber. As a torpedo plane it could carry two 1,800-pound (800 kg) torpedoes and had a top speed of 127 miles and hour and a cruising speed of 103 miles an hour (204 and 167 km/h).

"The aircraft was later modified to a landplane and has seen service with Pan American Airways and Mexican Airlines(3) and during the 1940s was operated as a large cargo carrier in Guatemala(4). By 1956 it was being used as a spray plane to

NOTES

- (1) Can any of our readers tell us the subsequent career of this aircraft, NC410H?
(2) Ford 5-AT-CS, NC414H c/n 5-AT-74
(3) Cia. Mexicana de Aciacion as XA-BKS from 1940 to ?
(4) With Aviatega, 1948-1951. (Some sources say 1941-1951. Which is correct?)

combat a plague of grasshoppers in Wyoming(5).

"While now little more than an object of curiosity, the Ford once dominated the airways and did more to establish air transportation in the U.S. than any other aircraft."

The Fords on floats were, indeed, unique aircraft, but progress seems to take its toll. Although the Tri-motor gave the American airlines a great boost and turned them into multi-million dollar enterprises, only 200 of the all-metal airplanes were built.

Today, in the environs of Greenfield Village, in the Ford Museums, are two airplanes that had an impact on Henry Ford: the Tri-motor, the all-metal "giant" that flew Admiral Byrd to the South Pole, rests on its skis at the back of the large hall near a small airplane, the Flivver. The Tri-motor took Ford to the top of the industry. But when a friend of his was killed in the crash of a Flivver, Henry Ford lost all interest in airplanes.

P.S. by the Editor.

TWA was quite envious of the publicity American Airlines received in late 1962 when it demonstrated Ford 5-AT-C N9683, c/n 5-AT-39, throughout the United States. Therefore, in JUN 63, TWA leased N414H from barnstormer John M. Louck of Monmouth, Illinois for a press flight from Los Angeles to Philadelphia to celebrate the 25th anniversary of the Civil Aeronautics Act of 1938.

A retired air force captain, Louck had bought N414H in 1959 and used it for barnstorming in the South and Midwest U.S.A. under the company name of Ford Tri-Motor Air Tours. At \$3 per person, Louck attracted thousands of people who wanted to ride in the aircraft. At one air show in Illinois in 1962, he had 2,800 passengers. Some people had waited in line for four or five hours for their turn.

TWA painted its 1930s markings on the aircraft and flew it along the original trans-continental route from Los Angeles to Winslow, Albuquerque, Amarillo and Wichita to Kansas City. The passengers then over-nighted in a hotel, just as in the old days, and continued the trip the following day to St.

(5) During the late 1970s and until 1982 the aircraft was operated Grand Canyon scenic flights by Scenic Airways of Las Vegas. For at least another two years thereafter it was wfu at LAS.



In JUN 63 TWA chartered N414H from barnstormer John Louck and flew it from Los Angeles to Philadelphia along the original trans-continental route to observe the 25th anniversary of the passing of the Civil Aeronautics Act of 1938. The trip led to headlines such as "Last Gasp of the Tin Goose". (TWA photo)

Louis, Indianapolis Columbus, Pittsburgh, Harrisburg, Philadelphia and Newark. In all the trip to 54-hours.

As expected, the flight received a fair bit of publicity, including one story called "Last Gasp of the Tin Goose".

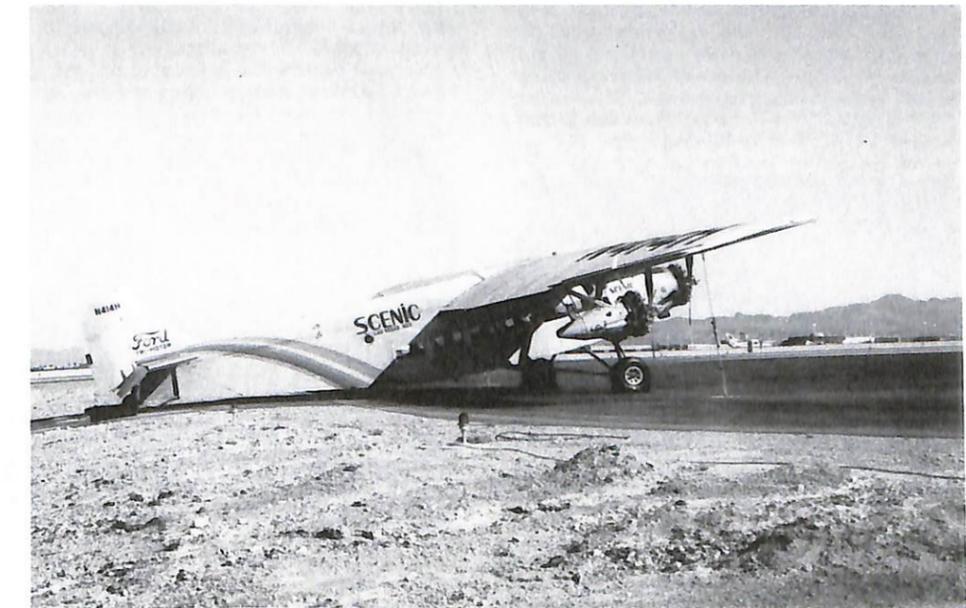
It began: "In a ramshackle museum piece, a dozen volunteers made a desperate journey down memory's airplane."

After the TWA flight, N414H kept flying with Louck on his scenic flights around the country. In 1965 American Airlines bought her, painted her in the 1930s American Airways colors and put her on exhibit at the

1965 World Fair in New York.

A postcard in the CAPTAIN'S LOG OF MAR 77, p.48, is said to show N414H in service with LeMaster of Ottawa, Kansas, under the name "The Kansas Clipper". However, the registration is not legible. The JP Airline Fleets handbook of 1978 shows the aircraft owned by and in service with Scenic Airlines of Las Vegas, Nevada. Until at least 1982 she flew scenic flights over the Grand Canyon. She was reported withdrawn from use at LAS by the JP of that year. If any of our readers knows more about the subsequent career of this aircraft, we'd love to hear from you.

In the late 1970s and early 1980s N414H was working the Grand Canyon scenic flights for Scenic Airlines of Las Vegas. She is seen here at LAS in the airline's rainbow livery. (Scenic Airlines photo via Joop Gerritsma)



AIRLINE DINNERWARE

by RICHARD W. LUCKIN

This time, I'll start out with some news about recently introduced china patterns. However, as of yet, I don't have any photos.

- United Air Lines has brought out a new business class pattern for their Pacific service.
- Northwest also has put a new pattern into their first-class service.

- America West has instituted special china for their Hawaiian service.

- American Airlines features a new pattern in first as well as in business class. The patterns have been featured in some of American's advertising.

- Looking to the future, Alaska is considering a new pattern for their premium service. It is my understanding that a design has not been finalized.

For the balance of the column I feature cups and saucers.



1. I am told this Delta set is used in international service. The cup is of a different shape from the one used on the domestic services. It also has a slightly different pattern, with an additional pinstripe on the cup and on the saucer, and the body color is slightly different, being ivory rather than white. Manufactured by Mayer China of Pennsylvania. Cup and saucer pictured are marked with an airline backstamp.



2. Northwest Orient used this very delicate china during the 1960s. It was made by Noritake of Japan. The decoration is in burnished gold.



3. A little more than a year ago British Airways introduced this new Concorde pattern. It has a bright silver and black stripe. All pieces are backstamped with the airline name. Two manufacturers produced this pattern: Royal Doulton and Wedgwood, both of England.



4. Wedgwood also made this pattern, a bone china for Trans Australia Airlines. Logo and pinstripe are burnished gold.

5. Short-lived Highland Express used this pattern. Made by Royal Doulton of England, it is decorated in cobalt blue. Pattern is already considered rare by collectors. Highland operated one 747 aircraft, configured for 452 passengers, including 30 business class seats. Founded by Randolph Merritt Fields, the airline is no longer in operation.



6. Returning to china manufacturer Wedgwood, the company also made the Air Mauritius cup on the right while the cup to the left was made by Bauscher in Germany. Both cups show a medium blue design on a white china.



7. Made by Crown Lynn of New Zealand, this older Air New Zealand pattern has a rust-colored decoration on off-white color china. The ware is rather hefty and crude by today's Air New Zealand standards.



8. Only the blue KAL logo adorns this Korean Air Lines pattern. The ware comes from Milyang China of Korea.



10. Ethiopian Airlines used this pattern some years ago. Manufactured by Noritake, the logo is black, but no airline backstamp appears on these two pieces. The saucer does not have a top logo.



11. A rare pattern to end this column. Loftleidir used this blue-decorated china, made by Bauscher in Germany. Airline was formed in 1944 to operate within Iceland and post-WW2 to Europe. From MAR 52 it operated low-fare Europe-USA services exclusively. New York and Chicago were linked with half a dozen European destinations via Reykjavik. The airline was merged with Flugfélag Islands (Icelandair) on 01 AUG 73 and their operations were fully integrated a few years later under the present title of Icelandair.



9. Air Algerie china was produced by another quality German porcelain manufacturer - Rosenthal. (In the past they made TWA china.) Pattern is characterized by an edge band in bright silver, while the logo is in satin gold. This sort of decoration treatment suggested that the logo was simply added to a stock pattern. The china is not backstamped with an airline name.

YOUR TWO NEW EDITORS

It is with great pleasure that we introduce two new regular contributors to the CAPTAIN'S LOG. Robert Neal Marshall is our new Safety Card Editor, and Ken Taylor is in charge of the "What is it" column. They join our team of people who are widely respected for their interest in and knowledge of airline memorabilia.

Readers of the CAPTAIN'S LOG have already enjoyed the work of both writers; Ken's for the past two issues and Robert's beginning with the previous issue, but a formal introduction had to wait for space.

KEN TAYLOR lives in Calgary, Alberta, Canada and has been a collector of military badges and wings since he was a child. Mixed in with these were a few airline pieces. In about 1961 these few pieces were the start of Ken's airline pilots' cap badges and jacket wings collection.

He considers the history behind the badges and wings the most-important part of collecting.

Badges, however, are not Ken's only love. He also collects and restores antique automobiles, his most recent being a 1907 International Auto Buggy. He collects antique farm tractors and founded Pioneer Acres of Alberta, where old farm machinery is collected, restored and operated as a hobby.

Ken is also the founder of the Alberta Pioneer Auto Club, was president of the Historical Society of Alberta - Calgary and he is associate director of the Calgary Stampede.

Five years ago he co-authored a study of Royal Canadian Mounted Police uniform coat buttons and he has several hundred railroad conductors' coat buttons, mostly from North America, in his collection.

So far Ken's hobbies. To make a living and to pay for all his interests, Ken is a cattle rancher and a wheat grower.

Last-but-not-least, his wife Beth "is most supportive of my activities" and "in fact Beth is the secretary of the Horseless Carriage Club of America - Calgary," Ken writes.

ROBERT NEAL MARSHALL lives in Los Angeles, California but originally hails from the east coast. He has actively collected airline safety card information since 1972. His present collection includes more than 2,500 safety cards, "not to mention boxes and drawers full of timetables, postcards, photographs, books and other airline related materials."

He started collecting safety cards as a souvenir from each flight he took. The first cards he collected this way are from his first trip on a TWA 747, JFK-ORD, in 1971 and from a United DC-10 in 1972. Soon he started writing away for cards, guided by a copy of the OAG.

"Several airlines would not respond, however, many did. My collection grew, as did my direct marketing skills," he writes. His father travelled frequently and both he and his clients constantly sent him fascinating cards from around the world. "However, it wasn't until recently that I discovered airline conventions and the WAHS and realized how many people shared my hobby."

When he is not actively working on his collection of airline safety cards, Robert is the founding owner and operator of his own company, P.C. Professor. This is a personalized computer software training firm now in its third year of business in Los Angeles. The focus is on training employees of large and small companies, but Robert also offers personalized computer training aboard luxury cruise ships. He has sailed and taught on the "Nieuw Amsterdam" of the Holland America Line and the "Golden Odyssey" of Royal Cruise Lines. This summer he will be on board the "Westward" (formerly "Royal Viking Star") sailing from New York and the "Norway" from Miami, the latter over the Thanksgiving weekend. Both are Norwegian Cruise Lines ships.

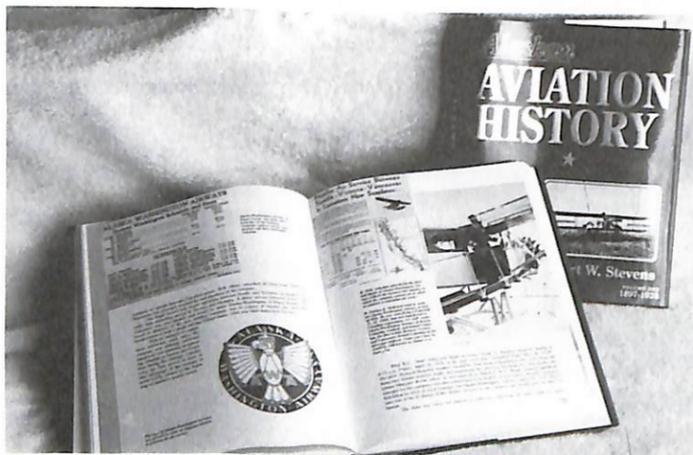
The addresses of both Ken and Robert are listed on the inside front cover of each issue.

WINGS & THINGS

by RICHARD KORAN

Can you imagine a couple of books weighing 10 pounds? Well, I can - I carried them from SEA-TAC to Detroit via Chicago O'Hare! 10 pounds of books! Almost 1,100 pages - but it was worth it and I'll tell you why I lugged them all the way home.

Many of you who were at the 1990 Seattle Airliners International probably met Bob Stevens, or at least saw him sitting at his table. Those of us who did spend some time with him, were impressed, I'm sure, especially if they got him into a conversation about flying in general and about Alaska specifically.



"Alaskan Aviation History, 1897-1930" is the magnificent result of Bob Stevens's exhaustive research into Alaska's aviation history and his devotion to and simmering love affair with the 49th state. These two big fascinating volumes will take up a lot of your time in reading. The large sticker on the left page is the logo of Alaska-Washington Airways. The fellow on the next page is Gordon K. McKenzie at the door of his Fairchild 71. He flew the airplane between Victoria and Vancouver, both in British Columbia. Years later he would be a bush pilot in Alaska. The two books together weigh 10 pounds ... and they are worth their weight in gold.

I first met Bob Stevens when American started flying to SEA-TAC. We used Western's flight operations facilities in those days and I found an opportunity to get into a conversation with a Western captain while I was getting my flight paperwork ready for departure. With wings on my mind, I asked this captain if he knew of anyone with Western who might be an aviation "buff" of sorts and he said his neighbor was. The neighbor turned out to be Bob Stevens.

During subsequent layovers in the Seattle area, I talked with Bob a number of times and then finally met the man. Of course, wings were first on the agenda, as I found out he also collected wings and badges, in addition to his prowess with typewriter and camera. He

picked me up at the layover hotel and took me to his home overlooking Puget Sound. After spending some time looking over his very fine wing collection and some of his photographs, we got into a conversation about Alaska and his love for that state. In minutes it was obvious that he had been preparing a long time for his book project.

He had devoted 15 years to research the aviation history of Alaska.

"Their publication culminates his long simmering love affair with the state of Alaska and its aviation history, an affair that first began in July of 1946 when, as a new Pacific Northern Airlines pilot, he touched down in Juneau on his way to his base in Anchorage," Bob wrote in the publication brochure for his ALASKAN AVIATION HISTORY, 1897-1930. "Over the years, spent crisscrossing every corner of the state, in small planes for hunting and fishing, float flying to nameless lakes, or as a major airline pilot, (Bob) came to see that much of Alaska's rich aviation heritage was in danger of slipping into oblivion."

In his Preface, Bob speaks of aviation in Alaska as "a generally smooth-running system of jet trunks feeding major cities and connecting with interstate jets and prop jets who in turn are serviced by third level carriers and air-taxi operators to the most remote corners of the state. Aviation is big in Alaska and everybody flies."

"It was not always thus," Bob writes. "Before the aeroplane came into general usage, surface travel was a laborious, time consuming process. Coastal areas could be served by ship except for those blocked by ice during the winter months... A man who missed the last boat out of Nome could wait until freeze-up and make a 1,049 mile dog team odyssey over the Iditarod trail to an ice-free port such as Seward and continue the journey Outside by ship. Or he could wait in Nome for the first boat in the spring. Today he still has two choices - whether to take the early or late afternoon jet out."

Continuing in the Preface, "Now a State, Alaska continues to expand its transportation system, spurred on by oil development and progress in land and minerals, rather than war. The challenge of Alaskan flying is still there. The terrain and weather are still the same, even with all the technological improvements in aviation."

"In these volumes I have attempted to tell the story of the men, women, and machines from the very beginning to the marvel of today's air age in Alaska," Bob writes. "Although I have been part of much of it, I remain overwhelmed by the wonder of its all."

If any of you take the opportunity to literally "invest" in these two major works, you will be pleased beyond words. Just paging through the books is an adventure - the photographs are incredible, with many not previously published anywhere and others that have not appeared in print in years.

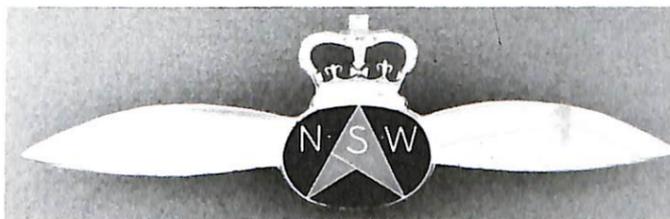
Now on to Ansett Airlines of Australia, and an attempt to catch up with Joop's effort in the previous two issues of the CAPTAIN'S LOG. I have gone through my letter files to find what I could about the different Ansett wings and when, and if, they went through any changes. Of course they did. I'll quote from a few letters sent to me during the 1970s and into the early 1980s for pertinent details as best as I can glean from different sources. Be aware, too, that titles of officials will change during the years so don't call me to task when a title is different on letters you



MacRobertson-Miller Airlines (MMA) served Western Australia and the Northern Territory from its headquarters at Perth. In the late 1970s MMA had fallen under Ansett's Airlines of Western Australia and would have used the "A" type gold/orange enamel wing. At present, Ansett W.A. is a division of Ansett Transport Industries. Noting the King's Crown atop the shield, these wings would have been created in the 1940s or early 1950s. The wing is gold overall with distinctive details. The "MMA" is in red enamel and the "Swan" in white-gray-black enamels. Red enamel also appears in the crown. It has a Stokes Asia hallmark.



Ansett of New South Wales, 1968-1979, when the wing included the orange "A" over the letters "NSW" in gold on a black background. This pattern is somewhat "heavy" compared to the other, similar, "NSW" wing in the column. The wings are gold plated.



Ansett of New South Wales, 1968-1979, when one of the new wings was more streamlined in appearance, along with the orange "A" behind the letters "N.S.W." on a black background. Note the periods between the letters on this wing. This wing is also gold plated.

have received as compared to mine. Thanks.

In a 14 NOV 73 letter from the General Operating Manager of Ansett Airlines of Australia, Melbourne, he says, "It is true that our company has now changed to a newer type wing which embodies the Ansett emblem which is featured in the heading of this letter .." The emblem referred to is the stylized orange "A".

Continuing, the GOM says, "Ansett Airlines of New South Wales, MacRobertson-Miller Airlines System and Ansett Airlines of South Australia are all subsidiaries of the Ansett Group, however, they each are managed autonomously, and, as a result, have their own uniform, wing, badges, etc. Thus it will be necessary for you to write individually to these airlines if you wish a sample of their wings." I did this, with limited success.

A few years ago, a former wing collector passed along some letters about wings and badges, including one from Air New South Wales, Sydney. In a letter dated 27 AUG 82, the Flight Administration Officer provided a history of the Ansett organization which will give an idea, hopefully, of which wing is which. "Immediately following World War 2 the airlines operating in Australia included Australian National Airways (ANA), Trans Australia Airlines (TAA), both major carriers, Ansett Airways, a much smaller trunk operator, and then a number of regional airlines including Butler Air Transport in New South Wales, Guinea Airways in South Australia, Queensland Airlines, and MacRobertson-Miller Airlines in Western Australia. TAA was the only non-private owned carrier, being formed by the government in 1946.

"In 1958 Ansett bought out the much larger ANA and in doing so, acquired a major shareholding in Guinea Airways and Queensland Airlines. Later in 1958, Ansett, in a stormy battle, acquired Butler Air Transport and then in 1963 bought the Western Australian operator MacRobertson-Miller (MMA), thus tying up most of the trunk and regional routes in Australia, many of which were operating in competition with the government airline TAA.

"The whole Ansett conglomerate of airlines are merely divisions of the holding company, Ansett Transport Industries, which includes airlines, road transport, hotels, resorts, manufacturing, television stations etc.

"Air New South Wales grew out of Butler Air Transport whose name was changed in 1960 to Airlines of New South Wales, whilst other airlines within the group were given names linking them with their areas of operation such as Airlines of South Australia and then in 1963 MacRobertson-Miller became Ansett-MMA (the MMA identification was kept because of the very old association with Western Australia) in the West.

"At this time all the airlines had different uniforms and separate and autonomous flight departments. In the mid-sixties, for selling purposes, it was decided to make wider use of the Ansett name by adding the word Ansett to the regional airline titles and repainting the aircraft in a standard Ansett livery of red, black and white and making use of the stylized "A" symbol, whilst operational control remained separate.

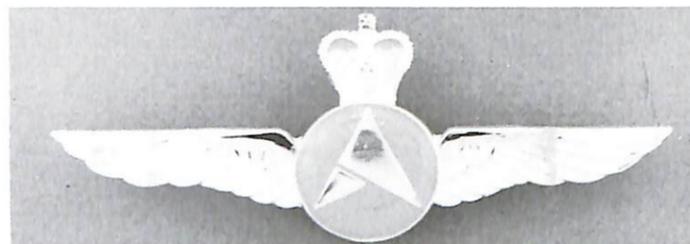
"In 1976 Ansett Transport Industries deci-

ded that the pilot groups should be amalgamated to allow the flexibility of transferring within the divisions. This program was implemented and final integration is to be achieved by the mid-1980s.

"As movement between divisions rendered different uniforms costly, it was decided that all pilots would wear and Ansett uniform but with different wings and cap badges as applicable to their own division. With a big pilot intake of up to 120 pilots a year for three years commencing in 1979, the use of separate cap badges and wings had to be abandoned and all the airline divisions reverted to the standard Ansett Airlines uniform in 1979. This standard uniform is now worn by

all the operating airline divisions: Ansett Airlines of Australia; Air New South Wales; Airlines of Western Australia; Airlines of South Australia and Airlines of Northern Australia.

"The uniform wings adopted by Air New South Wales in 1979 were the Ansett "orange" type and these were used until mid-1981, when all the airlines underwent a complete livery change by breaking away from the standard colour scheme and going for individual colours and at the same time dropping the name Ansett from the regional carriers. Ansett Airlines of NSW became Air-NSW and our aircraft colours brown, orange, red and white. Ansett Airlines of Australia became simply



Air New South Wales pilot wings in use in 1979 were overall gold with an orange center and the Ansett "A" in gold. This wing was produced by Stokes of Melbourne.



Air New South Wales began using the word "Ansett" alone in 1981 in white letters on blue background. The Ansett name became synonymous with transport and travel within Australia. The "A" symbol has been phased out by now.



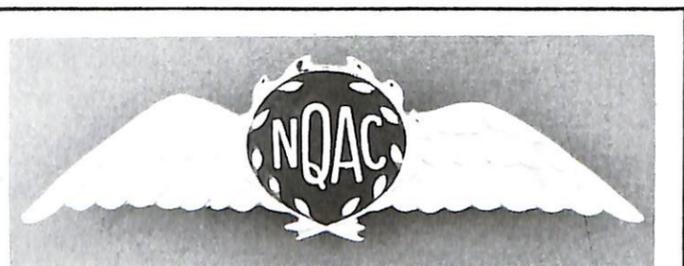
Ansett Airlines of New South Wales pilot wings of 1979-1981. These wings are a fine example of the bullion version including all the detail in the Queen's Crown. Gold bullion is used overall, including the Ansett "A". Backing of crown and "A" area are deep red.



Another gold Ansett wing, with the "A" in orange on an all-gold field. The enamel in the crown is also heavier than in other Ansett wings. I do not have a reference for this wing at this time. If you have some information and/or details, please share it with us by writing me. I will pass it along in the next issue of the CAPTAIN'S LOG. Wing was also produced by Stokes of Melbourne.



A New South Wales pilot's wing, with a King's Crown over the center. This tells me it was worn following World War 2 by one of the regional airlines operating in Australia. Perhaps one of our Australian friends might be able to tell me which airline it was, and where it operated from. The wing is in gold with a deep red background behind the "NSW".



HELP! HELP!

This NQAC wing from Australia is one of a few from "Down Under" that I have not been able to identify. I am hoping that one of our Australian readers will know this wing and help me give it a name. The wing is gold with a red enamel center and the letters "NQAC" are in gold. It is hallmarked Stokes, Melbourne and also has the number "77" on the back.

Ansett and adopted the new all-white colour scheme. Market research showed that the name Ansett was synonymous with transport and travel within Australia. The only change made at this time was to alter the pilot wings to the new blue type with the Ansett name (in white), deleting the "A" symbol, which has now been phased out.

"In summary, the wings for our companies have evolved as follows:

1. Butler Air Transport (formed in 1934) - 1958. Similar to Royal Australian Air Force with the logo "BAT" in the centre.
2. Airlines of New South Wales 1960-1968. Similar to RAAF wings with a boomerang and spear in the centre.
3. Ansett Airlines of New South Wales 1968 - 1979. A wing with the "A" centered plus "NSW" in the centre.
4. Ansett of New South Wales 1979-1981. Wing with the orange "A" in the centre.
5. Air New South Wales 1981 - Current Ansett "blue" centre with the white lettering "Ansett".

So far the letter from the Flight Administration Officer of Air New South Wales.

As for the Ansett photographs included in the column (my photos, not Ansett's), I think I have most of their wings in my collection. If anyone has something different, please share it with us via photos in the next issue of the CAPTAIN'S LOG. As always, I am willing to photograph the wing(s) and I will return them to you. Also, any comments about the history of these wings, please send it to me ... it is a great way to learn.

In conclusion, the JAN 91 issue of Air Transport World magazine had an interesting tidbit about Ansett:

"Ansett decided to kill off its long-time regional carrier, Ansett New South Wales, and reform it as Ansett Express. Ansett NSW, of Sydney, primarily operated in New South Wales (see map, CAPTAIN'S LOG DEC90 p.232 - Ed). Ansett Express, using F-28s and Fokker 50s, will hub from Brisbane (in Queensland - Ed) and be used primarily as a high-speed, point-to-point, hub-bypass operator.

"This will be a tremendous advantage for Ansett as rival Australian (Airlines) does not possess jets of this size with which to compete on the multitude of low-volume but potentially high-yield point-to-point routes that were not viable to operate under regulation."

Two of the wings from my Australian frames that have ties to Ansett appeared in the Vol. 16, No.3, SEP 90 issue of the CAPTAIN'S LOG, p.164 at the top: "Airlines of South Australia, formerly known as Guinea Airways, went through the name change after Ansett bought them in 1959" and Queensland Airlines, which is also part of the Ansett group. Both wings pre-date 1953.

The current "JP Airline-Fleets International", edition 1990/91, lists the Ansett carriers as: Ansett Airlines of Australia based at Melbourne International, Melbourne, Victoria; Ansett N.S.W. (formerly Air N.S.W.) of Kingsford Smith Airport, Sydney, NSW; Ansett N.T. (formerly Airlines of Northern Australia) of Darwin, Northern Territory, and Ansett W.A. (formerly Airlines of Western Australia) of Perth, Western Australia.



This Eastern Air Lines agent's badge is a beautiful piece of history now. From the airline's earlier years, this sterling silver badge is an absolutely striking piece with the red falcon on a field of light and dark blue. The "wings" of this badge are surmounted by the dark blue enamel letters of the airline's name.



This Eastern Air Lines pilot wing dates back to the 1930s and 1940s with the red falcon centered on a field of light and dark blue enamel. The name Eastern Air Lines and the outline of the centerpiece insignia are in gold. This wing has the maker's mark "S. Appel & Co., N.Y. & Miami" on the back.



Eastern Air Lines pilot wing of the 1950s, if I recall correctly. This gold wing, with the Balfour markings, has light blue center with a silver falcon. Sources told me this wing was in use only for a short time. If anyone has the exact dates, please let me know.

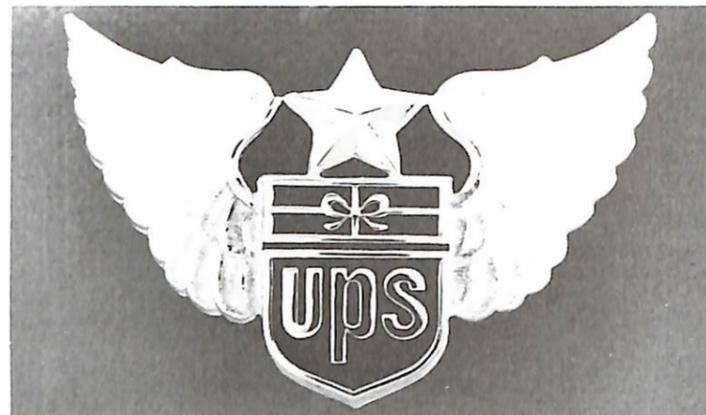


This Eastern pilot wing was worn up to the close-down of services. It is in gold with Balfour markings and has the distinctive blue and white enamel logo. It is sad to see their aircraft parked in rows upon rows by the hangars.

Finally, I would like to dedicate this column to a friend of mine and fellow Quiet Birdman Bill Meyer, who went West on 08 DEC 90, following a lengthy illness. Bill's flying career totaled approximately 30,000 hours and included air racing, test flying and commercial helicopter work. Bill was chief test pilot for Curtiss Wright during the development of the Curtiss SB2C Helldiver and a member of the Caterpillar Club. He also gave me a number of "goodies", including two very fine, old, Curtiss Wright pins that I will share with you in a future issue of the CAPTAIN'S LOG.

When I came home from the Seattle convention, I shared some of the Tex Johnston stories with Bill and he enjoyed them all, especially since they were test pilots together in the Buffalo, New York, area for a couple of years.

He was my friend! Godspeed, Bill!



UPS - United Parcel Service hat badge from the company's Louisville, Kentucky, headquarters. This large, gold hat insignia has the familiar "UPS" logo in brown enamel.



The UPS - United Parcel Service pilot wing also has the distinctive brown enamel "UPS" logo, centered on this fine looking flight badge. Just like the hat badge shown, this wing has polished wing surfaces along with the other details.



Lufthansa's JU 52/3M D-AQUI survived a checkered career in the air and on the ground. In 1975 American writer Martin Caidin "succumbed to the magic appeal of the JU 52" and bought the corrugated sheet-metal craft and called it "Iron Annie". Under the markings N52JU, Caidin toured numerous air shows and demonstrated this veteran of many hours. Those who had an opportunity to fly the airplane, or fly in it, wore these "Iron Annie" wings, patterned after those of the Confederate Air Force (CAF). These pewter-like wings have the "Iron Annie" scroll over the shield with the airplane's profile under the "JU 52".

Ford "wings" that were probably worn on someone's jacket or coveralls ... who knows? I found these wings at the local military show some months ago and they will join the column since the Ford Tri-Motor is featured in this issue. The wings are of yellow thread with the distinctive blue and white Ford logo.



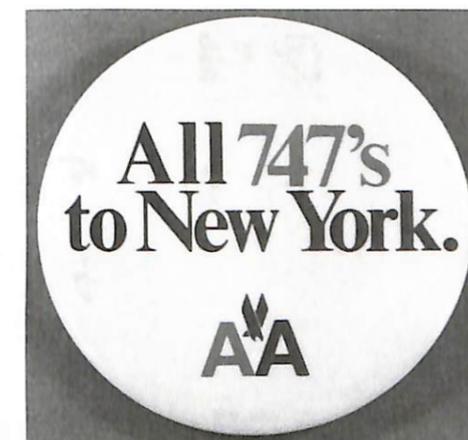
The American Airlines Freight System celebrated 30 years of service from 1944 to 1974 with this heavy belt buckle. Quoting the card with the box: "We'd like you to have this buckle as a commemorative piece that signifies 30 years of outstanding air freight leadership and service to American industry." Of course, a DC-3 and a 747 are "flying" together to signify the common effort.



Another view of my American Airlines 747 "egg" airplane shows the detail somewhat better than my previous effort. This view shows the red-white-blue stripes better, as well as the tail markings and upper deck windows and cockpit. It might even fly!

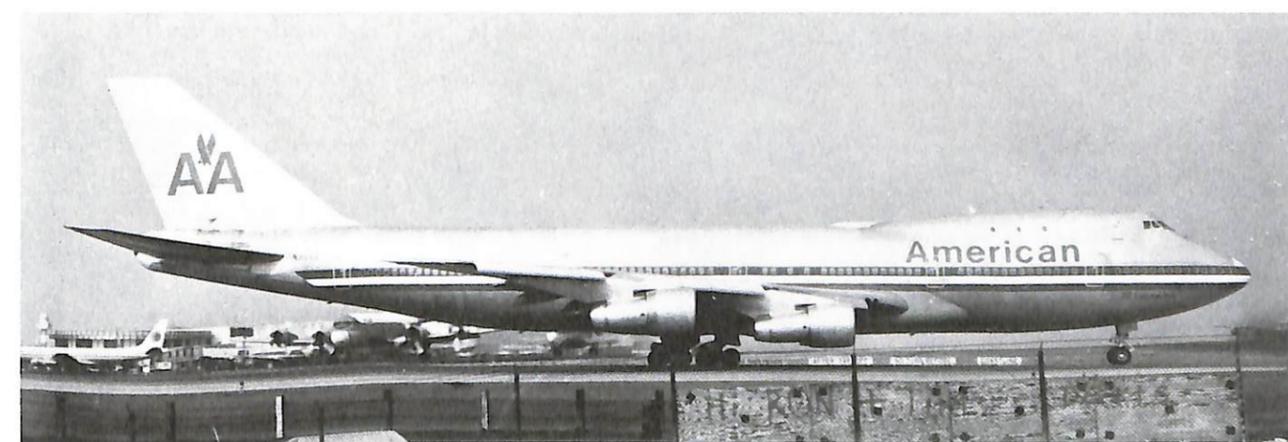


American Airlines 747 Astroliner inaugural medal is dated March 1970. On the reverse the text: "Passengers/Freight/Mail" follows the upper edges of this gold medal, celebrating the new 747 Astroliner.



"All 747's to New York" button is an American Airlines premium promoting the service to the East Coast destination. The button is white with red and blue letters and has been in my button box for years.

Finally, a real American Airlines 747. N9662 was AA's second Srs.123, c/n 20101, line #57. It is seen here at LAX on 14 JUN 71.



WHAT IS IT?

by KEN TAYLOR

Thank you for your responses to WHAT IS IT? in the CAPTAIN'S LOG of SEP 90. Questions about two of the three wings in that issue have been answered.

United Air Lines wing:

JIM BURTON, BILL SOHMER, JACK RODERICK and PETER B. WALTON responded to the request for an explanation of the meaning of the wreath and diamond at the bottom of the wing. All provided virtually identical information: the diamonds are for the number of years of service. Thank you all! The drawing hereby is from UAL Capt. John Roderick:

- 10 years: diamond at A
- 15 years: diamonds at A,B
- 20 years: diamonds at A,B,C
- 25 years: diamonds at A,B,C,D
- 30 years: wreath & diamond at E, no diamonds at A,B,C,D
- 35 years: wreath & diamonds at A,B,C,D,E.

Who is DAT?

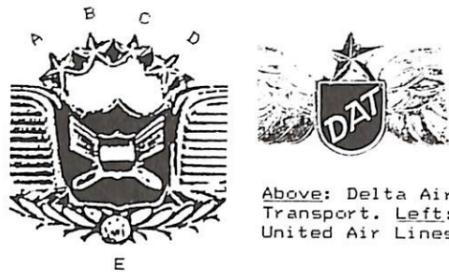
TREV DAVIS of Victoria, Australia, said DAT is Delta Air Transport of Antwerp, Belgium, a subsidiary of SABENA. He said he made the identification from a similar logo on a deck of playing cards, but added this is not the logo the company uses today.

The wing pictured is from the Tainton Collection of Edmonton, Alberta, Canada. It was put together in the 1960s. I may make reference to this collection from time to time, but please, be advised this collection was split up many years ago and is no longer in existence.

In the DEC 89 issue of the CAPTAIN'S LOG, we published a picture of a United Airlines 100,000 Mile Club plaque and asked for information about this club.

HENRY COLE of Culver City, CA, kindly provides the following details:

"I have no knowledge as to when the club began, likewise the date of its demise, though it doubtless ended when the courts ruled that private clubs in airports were a no-no. I received my membership in 1954, as a free-lance writer and frequent flyer, by simply asking

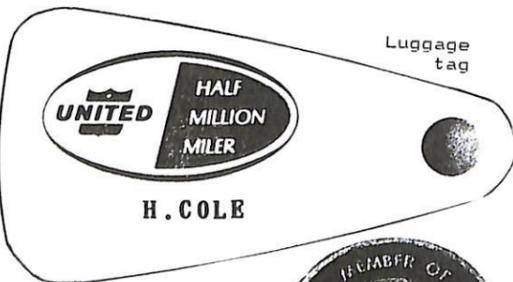
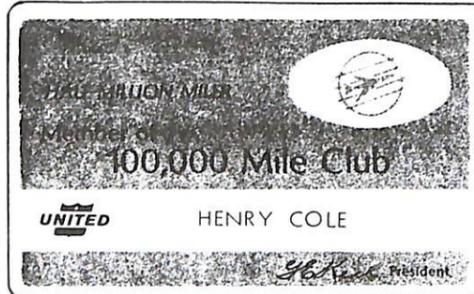


Above: Delta Air Transport. Left: United Air Lines

at the Chicago district sales office because I wanted to enjoy the privileges of the Red Carpet Room and one had to be a member to do so. The box of regalia included the plaque, a brass card, luggage tags and lapel pin. The club slogan, "Four Times Around the World", pictured as a globe with four



Above: Brass plaque Below: Membership Card



Lapel pin

Ticket jacket sticker >



rings (as flight routes) was repeated on the plaque, card, lapel pin and well as the ticket jacket sticker.

"My own update to "Half Million Miler" status, signed by G.E. Keck (the brass plate was inscribed with "Pat" Patterson's signature), is undated and I have no recollection as to date of issue. As to the original plaque, each additional 100,000 miles was celebrated with a star being added to a corner of the shield (and the point in the lower center)."

Our thanks, Henry, for sharing this information with us.

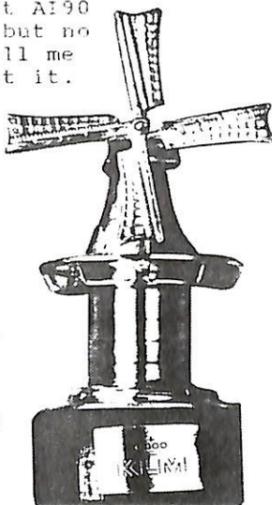
With the replies out of the way, I would like to ask, once again, What Is It? The next item is a gold wing of U.S. military World War I type, with a screw post on the back and the letters forming the word LOGAN soldered to two bars. This is then soldered to the wing. The overall size is 2.5 x 1 in (25 x 64 mm).



The next item came to me from a garage sale here in Calgary, Alberta. It is a sterling silver Dutch windmill on a wooden base. A silver plate showing the KLM crown and letters is attached to the base. The whole item is 3.5" tall x 1.5" wide (96 x 35 mm).

A few collectors looked at this piece at AI90 in Seattle, but no one could tell me anything about it. Can you?

If you can offer any information to identify the items shown here, please drop us a line and share it with your fellow enthusiasts through this page in the CAPTAIN'S LOG. Thanks.



AIRLINE HAPPY HOUR

by AL S. TASCA

Unfortunately I am unable to identify any of my sticks as ones used on 747 flights, so, with the current Middle East situation, this article will focus on sticks from that area.

I do not have any sticks from Iraqi Airlines and my El Al sticks are unavailable to me right now, but I do have some from the other Arab nations that I can show you. None of these sticks, except for the TWA one, have any manufacturers' names on them.

Fig. 1. This Kuwait Airways stick is 6 in (14.7 cm) long, has a round shank, bubble bottom and raised ring just below the top. The two that I have are all-white, but one has a light blue area around the white logo, the other a dark blue area. Although these sticks seem identical, the stamping on the light-blue one seems to be of a lesser quality than that of the dark-blue one. The top and bottom of the blue field are not quite round, and the logo is slightly wider and not quite as sharp. The field is also perfectly flat, unlike that of the dark-blue stick, where the logo is very slightly indented. Unfortunately there is no manufacturer's name on either stick, so it is impossible to tell whether or not they were made by the same company. Both sides of each stick are identical, with the logo facing left (as shown) on both sides.

Fig. 2. This all-white Iran stick has a convex shank and bubble bottom. It measures 6 5/8 in (16.75 cm). The logo and name on the top are raised and the two sides are identical except for the airline name. It is written in Arabic on the front and in English on the back. The logo faces left on both sides, with the name behind it (as shown).

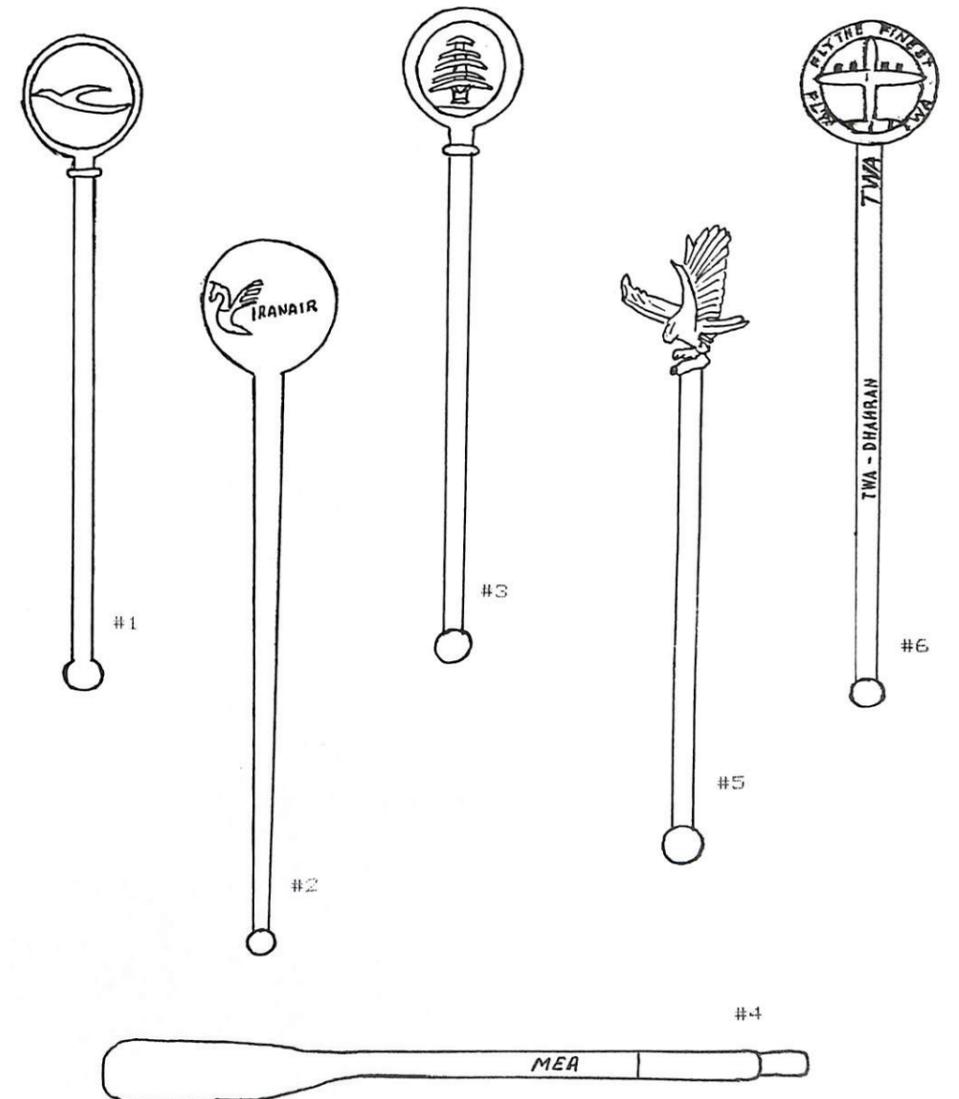
Fig. 3. Middle East Airlines (MEA) used this flat, one-sided stick with a round shank, bubble bottom and raised ring just below the top. Length is 6 in (14.7 cm). Color is gold with the hot-stamped ring around the logo and the logo itself having an orange/bronze color.

Fig. 4. This 6.25 in (15.5 cm) ear-shaped stick is also from Middle East Airlines and is also all-cream in color except for the hot-stamped MEA on

the round shank. I was told this stick was issued before the airline started using its current logo.

Fig. 5. 5 7/8 in (14.4 cm) stick of Gulf Air, a multi-national airline and flag carrier for the Arabian Gulf states of Bahrain, Oman, Qatar and the United Arab Emirates. It has a convex shank and a flat-sided bubble bottom. The logo in the top is engraved and both sides are identical except for the logo being backward when viewed from the other side. Colors known to me are all-orange and all-dark bronze.

Fig. 6. This is one of a set of TWA sticks that I was told, might have been used as early as the 1950s. (C'mon, TWA employees, correct me if I am wrong!) It comes in at least five destinations (Dhahran being illustrated here). All the ones I know of are white with red raised writing around the actual cut-out Constellation in the center. The raised TWA on the shank is also in red, but the hot-stamped destination Dhahran in Saudi Arabia is in hot-stamped bronze color. This stick is one-sided, 6.5 in (16 cm) long and has a flat shank, 1/8 in (3 mm) thick. The manufacturer's name, Spit-it U.S.A. appears on the front just forward of the bubble end.



BOOKCASE



ADVENTURES IN AVIATION An Autobiography of Captain Kimball J. Scribner

Self-published 1990, available from: Capt. Kim Scribner, Box 3508, Daytona Beach, FL 32118, USA
Introductory price: U.S. \$26.- postpaid. FL residents add \$1.38 sales tax. Delivery in 4-6 weeks. Hardcover, 367 pgs. (Review by Don Thomas.)

Anyone who has heard Kim Scribner's lecture on his hair-raising adventures in aviation will know what this book is about. For anyone else, I guarantee you that you will not want to put this book down until you have finished it. His stories are delightful and his misadventures often end in surprises and lucky breaks, but seldom in disaster.

Capt. Scribner started out as a parachute jumper in the barnstorming era. Accidents like avoiding a grandstand crowded with people by crashing into the windshield of a car, were followed by experiments in developing a new type of parachute.

After teaching at flying schools, he joined American Airways and was soon piloting the big

trans-Atlantic flying boats during World War 2, but he also flew DC-3s to Rio. In his spare time Kim flew at air shows and experimented with sail planes, aerobatics and soaring. He flew on Stratocruisers and once flew out the last FAA DC-4 during a hurricane. He also did aerial photography for Pan Am and did research on clear air turbulence. Somehow he was always able to get out of tight situations and other scrapes with a happy ending.

Scribner flew the first Pan Am 707 into Moscow, the first 747 into Paris and as chief pilot and 747 captain he was involved with most of Pan Am's successes and innovations. He retired after 37 years with the airline.

The aircraft and characters in this book are well documented in the many pictures. The Pan Am posters reproduced from my book "Poster Art of the Airlines" add to the hundreds of illustrations and cartoons.

BOEING 747 Airline Markings No.1

Author: P.R. Smith, 1990
Publisher: Airline Publishing,
101 Longden Road, Shrewsbury,
Shropshire SY3 9EB, England.
Hardcover, 68 pgs, 8.5 x 8.5 in
(22 x 22 cm), 68 color photos.
(Review by Gerry Cole)

This book gives us exactly what it promises in the title: details of 747 markings. Some 66 operators are featured, each with a large color photo and a brief description of the carrier. The history of each aircraft shown in each photo is outlined and the registration listed. (This helps when it is not clear in the photo.) Operators are included alphabetically, from Aer Lingus to Virgin Atlantic. In one case a photo of a model was substituted for a real aircraft (Malaysia), but most photos are of excellent quality. Most variants of the 747 are included, with the important exception of the -400. The cover features a China Airlines 747SP on the front and a British Airways 747-200 on the back.



THE DOUGLAS DC-3

by HENRY M. HOLDEN

This is another book in the Flying Classics Series by TAB/AERO publications. Billed as the complete, illustrated history of the most successful commerial airplane ever built and the people behind it. Another DC-3 book! Well, yes, and it's a good little book. The book is easy to read and is very well illustrated with color and black and white photos of the aircraft and the people that made the aircraft a success.

The Douglas DC-3 tells the inside story of this legendary aircraft and its guiding force. Donald W. Douglas, as well as the engineers, technicians, and pilots who helped usher in modern air transportation with this remarkable airplane. First built in 1935, the Douglas DC-3 is now considered the most successful and influential aircraft in history.

The Douglas DC-3 set new standards of comfort, reliability, efficiency, and safety. It brought prosperity and growth to the major U.S. airlines during a period of world-wide economic depression by legitimizing commerial air travel in the mind of the public. Author Henry M. Holden takes readers along into the drama behind the DC-3, describing the aircraft's:

Evolution from the early DC-1 and DC-2 models
Enthusiastic reception by the airlines and their patrons
Vital contribution to the post-WW II aviation boom

No series on classic aircraft would be complete without featuring the Douglas DC-3--often called the plane that changed the world.

The book is available in most large book stores or from the publisher TAB BOOKS, Blue Ridge Summit, PA 17294-0850 for \$16.95. Book is soft cover, 224 pages with 124 illustrations, with eight-page color section. If you do not have a DC-3 book in your collection, this would be a very good beginners book.

VIDEO REVIEW

Harvis Video Productions has sent in two very good tapes for review. The first, "A 747 Pilots-Eye-View" was supposed to be reviewed in the last issue of the LOG but missed out due to limited space. In the meantime, we have received a second offering by Harvis Productions, "Building and Test Flying the Boeing 727 & 747." I thought we would give them both a review in this issue of the LOG.

"A 747 Pilots-Eye-View" is a first ever video of a view from the left hand seat of a 747. With the pounding of background music, you get a chance to "fly" the jumbo jet into and out of various airports around the world. You observe as the pilot and First Officer make settings and move controls to operate this giant of an airliner. The main thrust of this video is that your "sitting" in the pilots seat and "your" operating it!

This is actually a two-part video. The first section is described above. The second section continues on with the operating of the 747, but in this part we have the addition of actual voices from the ATC and the crew. This is our opportunity to actually see and hear what it takes to fly the

747. This video gives us a look at a world very few get to see. This is an item that you will want for your collection.

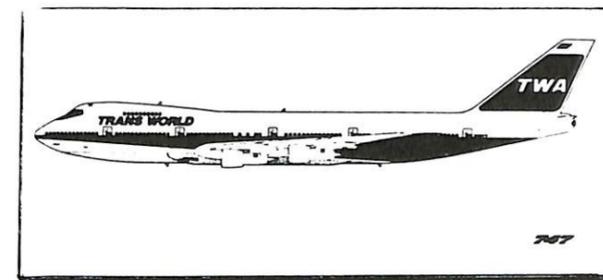
"Building and Test Flying the Boeing 727 & 747" is the second offering from Harvis Production Company. After viewing this tape I can strongly urge anyone that attended the Seattle convention and was disappointed with the Boeing tour, purchase this tape! The 747 section of this video is worth the price of the whole tape. It shows you just what you had hoped to see on the Boeing tour--and more!

This tape was made from actual Boeing archive test films and in-house construction footage. You get to test fly both the 727 and 747. Along with the testing, there is considerable footage showing both aircraft in various airline color schemes. You get to travel with the original 727 on its initial sales trip around the world, visiting numerous countries. You get to watch both aircraft go through numerous tests including stalls, hard landings, high speed aborted takeoffs and others.

Probably the most impressive footage is the roll out ceremonies for the first 747. Boeing had placed all of its own marbles in the bucket for this aircraft. If it had failed--Boeing would have failed. If your a Boeing fan, an especially like the 727 and 747, this tape belongs in your video collection.

To obtain either or both of these tapes, contact Harvis Video Productions at 103-49 104 Street, Ozone Park, NY 11417. Each tape sells for \$29 plus \$3 postage and handling (in US and Canada only--all others check with Harvis for cost of overseas sales). They will accept Mastercard and VISA.

BOEING 747



THIS 747 LITHOGRAPH MAKES AN IDEAL GIFT FOR THAT 747 ENTHUSIAST. 16" X 34" PRINTED ON HEAVY ACID-FREE IRISH LINES. SATISFACTION GUARANTEED AS THIS IS A HI QUALITY PRODUCT! 747 INFO INCLUDED WITH EACH PRINT. ONLY IN TWA COLORS. \$15.00 PLUS \$4.00 S/H. MO RES ADD 5.57% SALES TAX. SEND CHECK OR MONEY ORDER TO TRANSCONTINENTAL GRAPHICS DEPT H, 8358 ARDSLEY, ST. LOUIS MO 63121

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,
Joop Gerritsma.
Contact Paul F. Collins for the
inclusion of flyers in the LOG,

++++

11 MAY 91 (Saturday)
VANCOUVER, B.C., CANADA
Vancouver Airliner Expo, Delta River Inn, Vancouver Airport, a few hundred metres (yards) from Runway 08/26. Buying, selling trading of airline memorabilia. Show open 0800 - 1600 hrs. Adm. \$3 at the door, Ch. 12 and under free. Display tables Can\$30/US\$25 (incl. 2 adult adm.). DeHaviland floatplane rides available: Can\$48/US\$40 for 30 mins., Can\$96/US\$80 for 60 mins. Tables and rides payable to H.Tenby. Hotel res. Can 1-800-268-1133, U.S. 1-800-877-1133. More info: VAE, Box 23763, Vancouver, BC, V7B 1X9, Canada or (604) 273-9025 or (604) 929-2057 between 0900 and 2100 hrs. Pacific Time

18-21 JUL 91 (Thursday-Saturday)
ORLANDO, FLORIDA
Airliners International Convention AI'90 at Orlando Marriott Resort, 8001 International Drive, Orlando, FL. "Bring Your family and be prepared for an exciting week of magical excursions, entertainment, tours and attractions." Don and Linda Levine are your hosts. Info from them at 1836 N.E. 213 Lane, Miami, FL 33179, USA, or call them at 305/935-2922. REGISTRATION PACKAGE IS AVAILABLE NOW.

17 AUG 91 (Saturday)
MINNEAPOLIS, MINNESOTA
Midwest Airlines Expo. Comfort Inn, 1321 East 78th Street, Bloomington, MN 55425. Show open 0900 - 1600 hrs. Trading, buying, selling of airline memo-

abilia. As a show feature, Jack Butz will display a portion of his personal collection of airline memorabilia. Show adm. \$3 at the door. Ch. under 12 free. Display tables \$18 (incl. 2 adult adm.). Contact Rita Runyon, 901 Main Street, Hopkins, MN 55343, Ph. (612) 435-8927 Hotel ph. (612) 854-3400. For reservations: 1-800-221-2222, rates for show \$39/day with airport shuttle service.

07 SEP 91 (Saturday)
NEWARK, NEW JERSEY

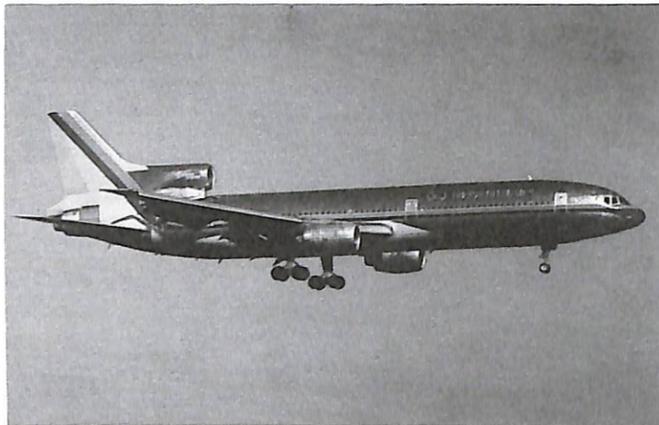
Tri-State Airline Historical Society. Airline collectibles show and sale. Newark Airport Vista Hotel, 1170 Spring Street, Elizabeth, N.J. 07201. Show open 0900 - 1630 hrs. Trading, buying, selling of airline memorabilia. Adm. \$4 at the door, Ch. under 12 free. Table reservations \$25 (incl. 2 adult adm.) Write/call Bill Gawchick 88 Clarendon Ave., Yonkers, NY 10701, (914) 965-3010 or call Bill Hough at (212) 689-3936. Hotel phone (201) 351-3900. Hotel weekend rates available.

12 OCT 91 (Saturday)
SAN FRANCISCO, CA

1991 Bay Area Airline Historical Society show and sale. Grosvenor Airport Inn, 380 So. Airport Blvd., South San Francisco, CA. Hotel room rates available. Show open 0900 - 1500 hrs, door prizes offered. For info: write Tom Draggas, 526 Venture Ave., San Mateo, CA 94403, or call (415) 574-8111.

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

Colorado Airliners International AMR Combs' facility Stapleton Airport at 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: On occasion the meeting is held on a day other than the last Tuesday of the month. Check with CAI before making travel and hotel res.



Another bit of history passes--Eastern L-1011 by Aviation World Inc. A sad day in airline history!

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

by

Paul F. Collins

As mentioned in the last issue of the LOG in this column, I was worrying about the effects that the Middle East war would have on international airline flights. Thankfully I can report that the terrorism that I was worrying about did not occur. Our forces were able to end the "war" with a very low number of losses and many are now back home, safe with their families and friends. While I thank President Bush for the way he used our airpower and thus reduced the chance of our ground forces being killed, I can't help wondering if he stopped just a little too soon. I guess history will answer that question. Welcome home troops--job well done!

With this issue of the LOG we begin our 17th year as a society/publication. We currently have over 1300 members/subscribers around the world. Not bad for a hobby publication. I subscribe to a number of hobby-type journals and I can honestly state that the LOG is the best of the bunch! The LOG covers every area of collecting activity. Each of our associate editors are dedicated to their particular field of interest so you gain from their knowledge. I feel that this is going to be a really good year for the Society, with more new members, more members renewing their memberships and some great issues of the LOG being published. I'm really enthused with the Society and I hope I can get each and every one of you "pumped up" as well. Spread the word about the organization--to friends and others you correspond with, especially if they are not members. If each one of you would just sign up ONE new member in the next twelve months we could DOUBLE our membership! It would be a lot more work for me, but a lot more benefits for you! Color? It takes money--new members bring in money--and when income exceeds expense we can have COLOR! Think about it!

These past three months have been somewhat of a disaster for some members and friends of the Society. Member Marion Joyce recently passed away, due to natural causes while her husband Don had to have open heart surgery. If you have the time I am sure Don would like to hear from the many of you that have traded with him over the years. Clint Groves, who operates ATP, one of our regular advertisers and supporters, recently lost his mother. I am sure that many of you that phoned your orders in to ATP talked to Mom instead of Clint. Our sympathies go out to Don and Clint on their losses. One other report to make and we will move on. Terry Waddington, whom

many of you know, recently had a heart transplant. Before the Seattle convention Terry told about having several "minor" heart attacks. I received this report on Terry from Don Levine who stated that Terry said he will be at the Orlando convention. I am sure if he said it, he will be there. Good luck to Terry in his recovery.

There seems to be a growing number of "miniconventions" being held each year. This year is certainly no exception. With the usual meetings in Atlanta, New Jersey, LA, Phoenix, and Dallas, there are now shows being hosted in Bloomington, Vancouver, BC, Paris, France, Erlanger, KY and I have even heard about a meeting in Washington, DC and Chicago. The collector has never had it so good! But it is creating a problem for those hosting such affairs. Conflict of dates! We have talked about this problem on several occasions but have really done nothing about it, until now. Several dealers have gotten together and are planning to have a sort of "clearinghouse" where those wishing to host a show can contact to see just what else is going on at the time they wish to host a show. As anyone that has hosted a show knows, there are many factors to be considered when deciding to host a show. The clearinghouse will be able to give you an idea of what other areas are doing, if anything, on the date you are able to obtain for you show. One of the dealers that is getting involved in this is Hal Turin. Hal attends many of the shows and is in a position to really help out on this. For additional information regarding the clearinghouse idea, please write Hal at P.O. Box 663, San Dimas, CA 91773 or call him at 818-966-3177. Please remember this is a SERVICE these folks are trying to provide--something that will help all of us in the long run.

The official roster enclosed with this issue of the LOG contains almost a thousand names. I would like to thank all of those of you that have renewed your membership in the Society as well as welcoming those new members that have joined since the last issue of the LOG was published. Since the mailing of convention information at the end of January, we have obtained about 40 new members. After many of the miniconventions we usually pick up a number of new members as well. The roster you have just received is current for all those that have joined the Society and renewed their membership as of April 1. If you have joined the Society or have renewed your membership after April 1, your name will be listed in the update in the next issue.

Before you know it, the big show in Orlando will be upon us. It's not too early to start making your plans on attending. The committee is planning a number of new things for those attending this year's affair. There will also be several different aircraft available to ride in. There will be plenty of space to roam in and a lot of things to see and do in Orlando. Once again we would like to ask you to support the convention committee by staying at the convention hotel. It is through the number of people that stay at the HQ hotel that the committee can obtain a number of different "favors" from the hotel. Also by supporting the convention hotel you will be right in the middle of all the action--just where you want to be! Look forward to seeing many of you at the convention. Be sure to stop past the Society table and say hello.

Until next issue--whenever that might be--happy collecting!

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NEW CARDS FOR THE COLLECTOR

The International Airline World Publishing Company has produced several hundred Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post cards. If your interested in getting in on purchasing this attractive set of cards, write to the address below for all additional details and their current listing of cards.

IAWP Company
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This exciting film series, which features commercial aviation of the past, is a great collection of original, historical footage of airport and classic airliners of the "greatest era" of aviation.

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"LAX DURING THE 1950's and 1960's" is a collection of promotional and educational motion pictures which take you back to the piston era of Los Angeles International through the early days of the jet age. This one hour and fifteen minute long video presents excellent narration and footage of the classic airliners of the era including "Connies," DC-3-4-6-7-8, Stratocruisers, Convairs, 707's and many more. Additionally, this video features the daily operations of LAX and reflects the tremendous growth of this international gateway.

Volume II

"CONVAIRLINERS" - from the CV-240 to the CV-990 - watch, learn and enjoy the story of the Convairliners. All the facts of these great planes, including production, first flights and airline operation are featured in this one hour and fifteen minute long narrated video.



All models of the Convairliner, CV-240-340-440-600-880-990, are shown inside and out, on the ground and in the air. If you are a fan of any or all of the Convairs, this video is a must for your collection. This is super footage of the truly classic Convairs.

The videos in this series are professionally reproduced on high grade video tape. Please specify VHS or Beta when ordering.

Volumes I and II are sold separately at \$29.95 each plus \$3.00 for shipping and handling.

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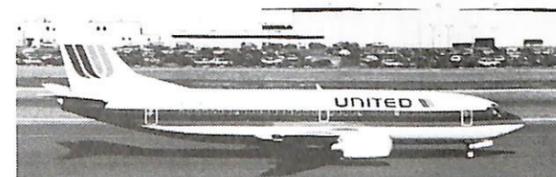


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