



IN THIS
ISSUE

ALASKA AIRLINES
SEA-TAC

plus all our
regular columns

VOL. 16, NO. 2
JUNE '90

CAPTAIN'S LOG

Airline and Airliner quarterly



HORIZON AIR



Boeing, Alaska Airlines, Horizon Air and the Pacific Northwest are inseparably linked. The photos on this page show Alaska Airlines' Boeing 737-290C (Advanced) N730AS, c/n 22577 and Horizon Air F.2B-100 N801PH, c/n 11097.

(Alaska Airlines and AeroGem Postcards)





World Airline
Historical Society

President & Membership co-ordinator
Paul F. Collins
3381 Apple Tree Lane
ERLANGER, KY 41018 USA

Editorial addresses - see below

European Section

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

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

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

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

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

THE FLIGHT EXCHANGE

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

CONTRIBUTIONS ARE WELCOME

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

DEADLINES AND PUBLICATION DATES

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

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

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CAPTAIN'S LOG EDITORIAL TEAM

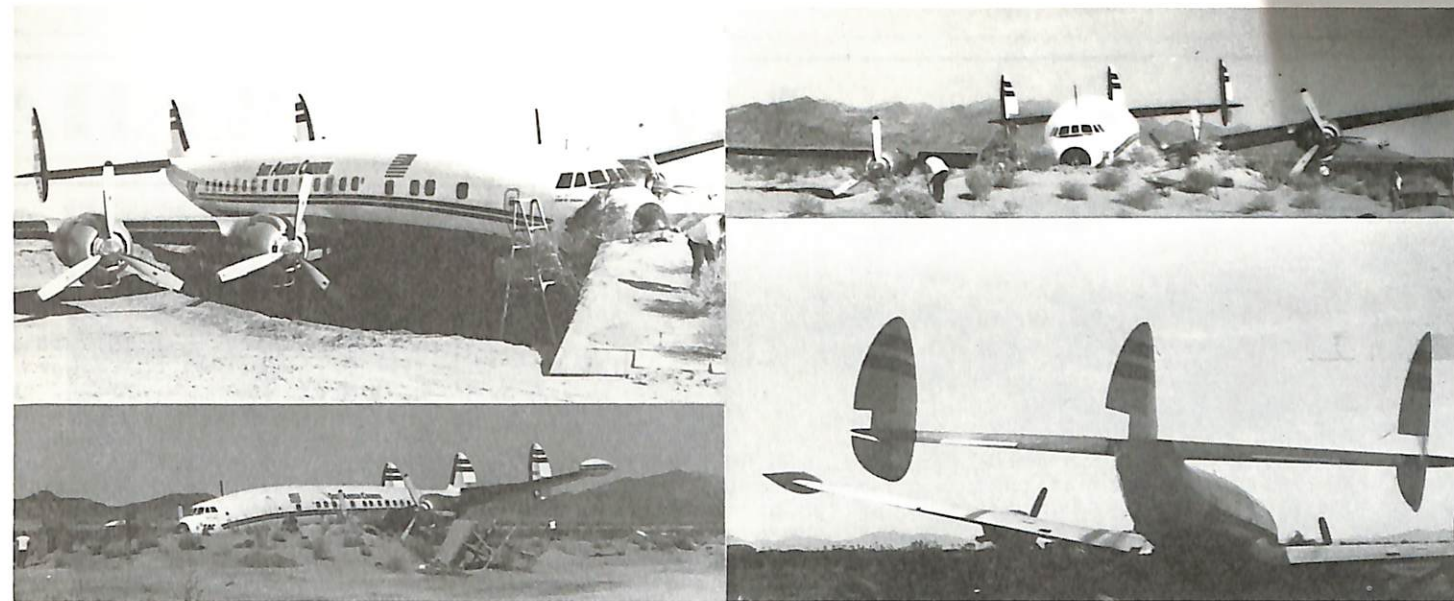
Editor JOOP GERRITSMa, P.O. Box 776, Welland, Ont., Canada L3B 5R5
Tel. (416) 735-1036

Associate Editors/Department Heads:

- International JOOP GERRITSMa, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Labels DON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
- Schedules GEORGE W. CEARLEY Jr., P.O. Box 12312, Dallas, TX 75225
- Postcards WILLIAM M. DEMAREST, Sugartown Mews Apts. 0-508, DEVON, PA 19333.
- Book Reviews JOOP GERRITSMa, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Model News GERRY COLE, 504 Harvard St., Vestal, NY 13850
- Slide Collecting RICHARD J. FEDORCO II, 53 Carteret Ave., Carteret, NJ 07008-2515
- Playing Cards THOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
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- Cocktail Items AL S. TASCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
- Staff Artist RON COLE, 504 Harvard St., Vestal, NY 13850
- Junior Crew Insignia ... STAN BAUMWALD, 2430 N.E. 35th Street, Lighthouse Point, FL 33064

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

Thank you



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

EDITOR: Joop Gerritsma

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

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Terry Anderson reported in our previous issue that the SAVE-A-CONNIE Super Constellation N6937C from Kansas City, was to fly to Blythe, California to be used by a German film company for an aircraft crash scene in early April. Thanks to a CAPTAIN'S LOG reader we are able to bring you some photos of this event. The film company dug a pit beside the runway and the aircraft was towed into it. These photos show the aircraft appears to be resting on its belly on the runway. The film company also bought old cowlings, an engine, nose landing gear and other parts to scatter around for debris. (Unfortunately, when I received the photos from Paul Collins, the name of the sender was missing. If he or she would drop me a line, I'd be glad to give him or her full credit in the next issue of the CAPTAIN'S LOG)



DC-4 purchased late 1947 - 1948

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TAKE-OFF TALK



As I am typing this, in mid-May, the Airliners International Convention in Seattle, Washington, is only a few weeks away. From what I have heard so far, it promises to become a record-breaker. I have been told more people have sent in advance registrations than ever before, more tables have been rented and all tours were either sold out or very nearly so. I for one can hardly wait to get there, and I hope to renew old acquaintances and make many new ones.

Anyone who has never gone to any of these annual conventions misses a "total airline weekend." Nowhere else that I know of, do so many airline hobbyists - and indeed, many professionals as well - gather to indulge in their favorite pastime: talk shop and trade, buy and sell airline memorabilia. There is always a wide range of items on hand. From the always-popular postcards, time tables and color slides to books, models, wings and many, many other items. If you haven't registered yet, drop by anyway! You'll be made to feel more than welcome.

WHAT'S IN THIS ISSUE:

Alaska Airlines is one of our AI'90 hosts and we are devoting considerable space to the company. Included in this issue are a complete history of the airline, a number of stickers and labels, historic and current time tables, photographs of its crew wings, some "Golden Oldies" and current postcards and illustrations of swizzle sticks and playing cards.

Also included is a short history of another of our hosts, the Seattle-Tacoma Airport, or Sea-Tac as it is popularly known.

Although Sea-Tac is the busiest airline airport in the U.S. Pacific Northwest, it has a rather low profile on the rest of the continent. It is not nearly as well known as for instance New York, Miami or Los Angeles, in the other three corners of

the U.S. Having been built only in the mid-1940s, it is also a rather "young" facility. As a result, there are few references about it in the popular aviation press. But that doesn't make it a less-interesting facility, as you will find out when you read the history in this issue and as those of us who have signed up for the ramp tour, will find out.

No, I am not ignoring Boeing, nor Horizon Air, our other two major hosts. But we are limited as to the number of pages in each issue. There just wasn't the space for it.

But look at it this way: it gives us something to look forward to in future issues!

RON COLE

As reported in our previous issue, the CAPTAIN'S LOG with this issue welcomes RON COLE as its new staff artist.

He succeeds Tom Kalina who has produced drawings for us for 15 years but who has resigned because he can no longer find the time to continue.

Ron is the son of CAPTAIN'S LOG model editor Gerry Cole. He is 20 years old and this fall will enter the Rochester (NY) Institute of Technology, majoring in industrial design. His main aviation interests are "Japanese aviation, specifically its history and technical aspects of the aircraft it employed." He is also an avid collector of Japanese aviation antiques such as flight suits, equipment and airplane parts.

"My summer pastime is aviation photography, mostly airliners, but also military," he says. His favorite airliners for photography are those of South American carriers and Alaska Airlines. Ron calls it "an interesting combination", as well as anything out of the ordinary.

Ron has been a model builder from the age of six. He is a member of the IPMS and has been

building competitively for about 12 years.

"I confess I don't build many airliners, but rather Japanese subjects. Actually I just completed a Japanese Ki-36 used by Asahi Press before World War 2. Not exactly an airliner, but civilian anyway."

His first contribution, an AN-2 of the East-German Luftwansa, is featured herewith. I am sure you will enjoy it.

On behalf of all of us,

A WARM WELCOME
to RON COLE!

FLIGHT EXCHANGE & ADVERTS

I'd like to raise on other matter. In the past few months I have received a number of letters from WAHS members who sent me items for our FLIGHT EXCHANGE column. I am delighted to get these, but you are better off sending them directly to Paul Collins, our society president. It is he who handles this column. Of course I am passing your letters on to him, but it causes a delay if they first go to me, then to him. The same goes for paid advertisements and membership renewals - they should go directly to Paul.

I am handling ONLY the editorial side of the CAPTAIN'S LOG (and a handful it is, believe me). This includes the MEETINGS & CONVENTIONS column in each issue, but paid advertisements for these events should go to Paul. So should flyers to be inserted in the LOG. When you send your ad or flyer to Paul, please send me a copy as well, so I can include the information -free- in the column. Of course, you don't have to advertise your event in the LOG to get a free insertion in MEETINGS & CONVENTIONS. But if you do advertise as well, you'll be really helping the WAHS and the LOG out where it counts: in the pocket book. After all, even though your president, editors and writers work for free, the printer and the post office do not. They want to see cash.

That's all for now. I hope you will enjoy this issue.

Joop

AIRLINE PROFILE

by JOOP GERRITSMAN



The McDonnell Douglas MD83 is the newest type in the Alaska Airlines fleet. N930AS, c/n 49231, is seen at the manufacturer's after roll-out in MAR 85. (McDonnell Douglas)

Alaska Airlines

+++++
+ AT AGE 58 ALASKA AIRLINES IS THE DOMINANT AIRLINE +
+ IN THE U.S. NORTHWEST AND IS A MAJOR PLAYER +
+ ON THE WEST COAST. +
+ IN 1989 THE AIRLINE ENJOYED ITS 17TH CONSECUTIVE YEAR +
+ OF PROFITABLE OPERATIONS +
+ THIS IS THE STORY OF ITS RICH AND COLORFUL HISTORY +
+++++

Alaska Airlines did not come into being until 1944, but the airline's history goes back much further - to the fall of 1931.

At that time, Alaska fur buyer Linious McGee and pilot Harvey W. Barnhill bought a Stinson SM8A (NC211W) from Walter T. Varney and formed Barnhill & McGee Airways at Anchorage. They used the aircraft for McGee's frequent buying trips to the interior, but general charter work was also accepted. By the time they bought a second Stinson the following summer, McGee had learned to fly. The partnership was dissolved and McGee continued the airline with NC211W under the name McGee Airways. Soon he hired pilots who were paid commissions based on the loads they carried and the number of flights they made. Says Alaska Airlines historian Archie Satterfield: "This encouraged them

to work harder, to sell more flights, and to haul more groceries ... when they left town without a full load of passengers. They could easily earn \$400 a month at a time when some Americans were unable to earn much more than that in a year."

Also in the fall of 1931, Steve Mills and Jack Waterworth started Northern Air Service to offer flight instruction at Anchorage. Their first aircraft, a two-place Davis monoplane, however, crashed on delivery, but pilot Waterworth survived.

They now bought a Fleet biplane trainer (NC786V) and began operations under the name Star Air Service, in the spring of 1932. Besides flying lessons, Star offered charter flights to anyone with the money to pay the fare. Later that year, Star also added a Curtiss Robin three-seat cabin monoplane.

By the fall of 1932, there were three airlines flying out of Anchorage. The third one was Woodley Airways (later to become Pacific Northern Airways) of Arthur Woodley, with a Bellanca Junior and a Travelair.

Anchorage at that time was a town of 2,200 people. It had its origins in a tent city established by railway workers who had built the railway between Seward, Anchorage and Fairbanks in 1914. Upon completion of the railway, Anchorage became its headquarters.

The Great Depression was at its worst about 1930 and many people from the "lower 48" came north to try their luck at trapping, hunting, salmon fishing, prospecting and mining. Anchorage was the jumping-off point for most of these fortune seekers and it became the distribution center from where they were



Second-hand Stinson SMBA, NC211W, was first aircraft of what is now Alaska Airlines. Away from the main cities and towns, landing facilities such as this one in the early 1930s can still be found in Alaska today. (All photos with this article by Alaska Airlines, unless otherwise indicated)



Star Air Lines operated several Bellanca Skyrockets. They were inherited from Star Air Service.



A Pilgrim 100 passenger-freighter joined Star fleet in 1935. It was still in service in MAY 44, when the name Alaska Airlines was adopted.

supplied with food and other necessities while in the interior. Because of the territory's geography and climate, there are few major roads between the various cities and towns (a situation which continues to this day) and airplanes were the only mode of travel available, if not reliable, year round. Dog teams, trains, river boats, even travel on foot were all limited by the seasons and they were slow. Aircraft operated on wheels and floats in the summer, skis in the winter.

The three airlines depended heavily on this charter business for their continued existence. Once the airplane had proven itself, the Post Office awarded mail contracts, to be operated on regular schedules. This added some stability to the erratic fortunes of the companies.

However, times remained difficult and there were too many aircraft for the volume of business available. In late 1934 McGee sold out to Star Air Service. Star now had 15 aircraft, including seven McGee Stinsons, and several Bellancas, mostly Skyrockets. It was the largest airline in Alaska. McGee who had left after he had sold his airline, returned a short time later to manage Star for the next two years.

In 1935 Star bought a single-engine Pilgrim 100 monoplane, N709Y. This was a rather bulky nine-passenger aircraft with an all-metal fuselage and a freight hold under the cabin.

The following year Kenny Neese, who had taken over after McGee had left again, decided to focus on scheduled services, rather than relying solely on charter work. Two of Star's pilots, Don Goodman and Oscar Winchell, resigned in protest. They started operations as Alaska Interior Airlines in JAN 37 but were bought out three months later by Star, now again managed by McGee. In a twist of events, Goodman then put together a corporation and bought Star Air Service. Renamed Star Air Lines, the "new" airline was incorporated on 27 NOV 37.

In 1938 the U.S. Congress established the Civil Aeronautics Authority. (It became the C.A. Board in 1940.) The CAA was to be the overseer of all U.S. commercial aviation.

The Act also said existing air carriers would be assigned specific route authority under a so-called "grandfather clause". An airline that provided regular

service over a route between 14 MAY 38 and 22 AUG 38, would be given a permanent certificate for that route.

Star Air Lines started multi-engine operations in 1940, when it bought a Ford Tri-motor from Alaska bush pilot Noel Wien.

When the CAB finally awarded the permanent certificates, in 1942, Star Air Lines received authority for operations from Anchorage to McGrath, Pilot Point, Seward, Seldovia and Fairbanks; from Fairbanks to McGrath and from McGrath to Bethel and to Ruby, plus to all points in southern and southwestern Alaska. The airline was denied the route between Anchorage and Seattle for which it had campaigned since 1937. The CAB had actually awarded Star the route in MAR 41, but this was vetoed by President Franklin D. Roosevelt after intervention by Pan American and Northwest Airlines.

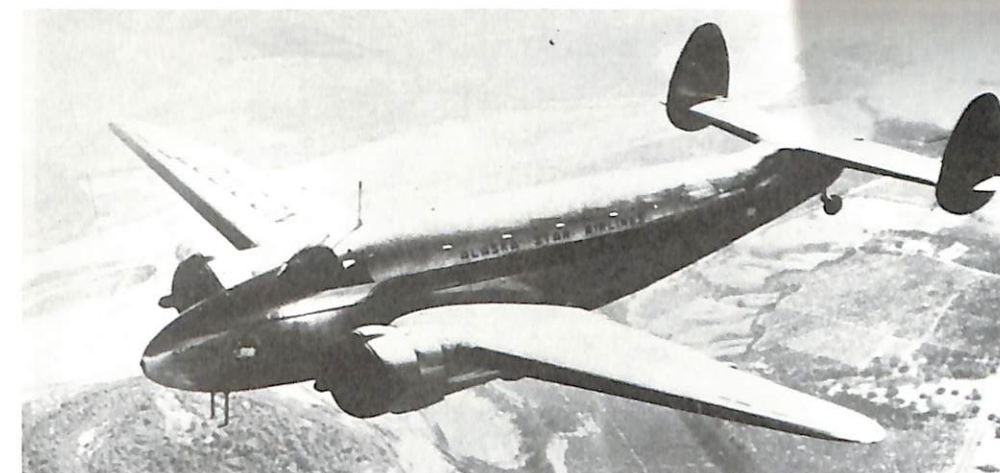
An attempt by Art Woodley to buy Star out in 1942 failed when the broker who negotiated the takeover, Raymond W. Marshall, decided to keep Star himself, contrary to the agreement with Woodley. In the same year, on 06 JUL, Star Air Lines was re-organized and renamed Alaska Star Airlines. This name is the origin of the airline's ASA designation, in use to this day.

In MAY 42, Alaska Star had bought out two smaller carriers, Mirow Air Service and Lavery Air Service. It gained the mail contract for the route between Alaska's two largest cities, Fairbanks and Anchorage in the purchase of Lavery. Mirow came with a Lockheed Vega (NC-162W) and services out of Nome, Kotzebue, Gambell, Unalakleet and Anchorage. One Lockheed Orion was bought from American Airlines about the same time and in Dec 42 Alaska Star also bought Pollack Flying Service to get the Fairbanks - Kuskokwim (Bethel) route.

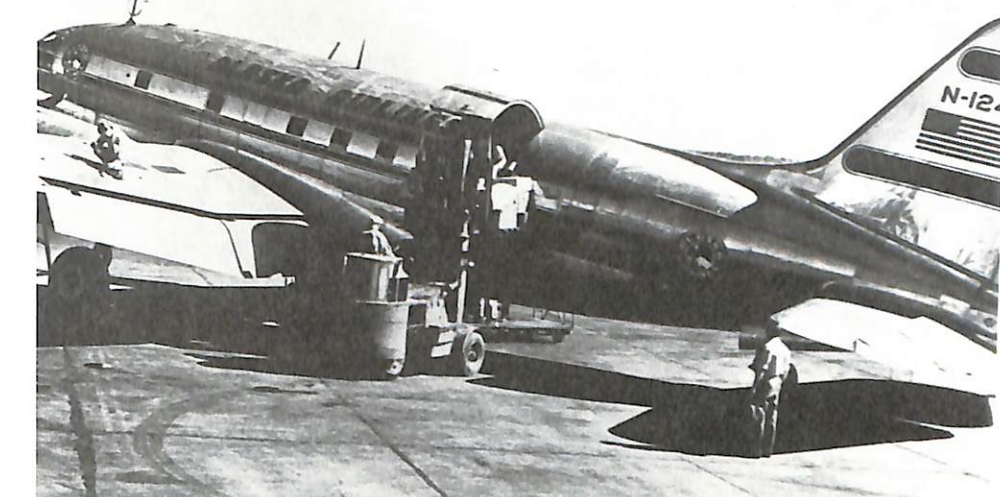
Alaska Star took delivery of a Lockheed L-18 Lodestar in 1943. It went on the tri-weekly Anchorage - Juneau service and was the first of the new generation of modern, airliners in Alaska.

Yet another change of name took place on 02 MAY 44 when Alaska Star Airlines was incorporated as Alaska Airlines.

After World War 2, former American Airlines executive



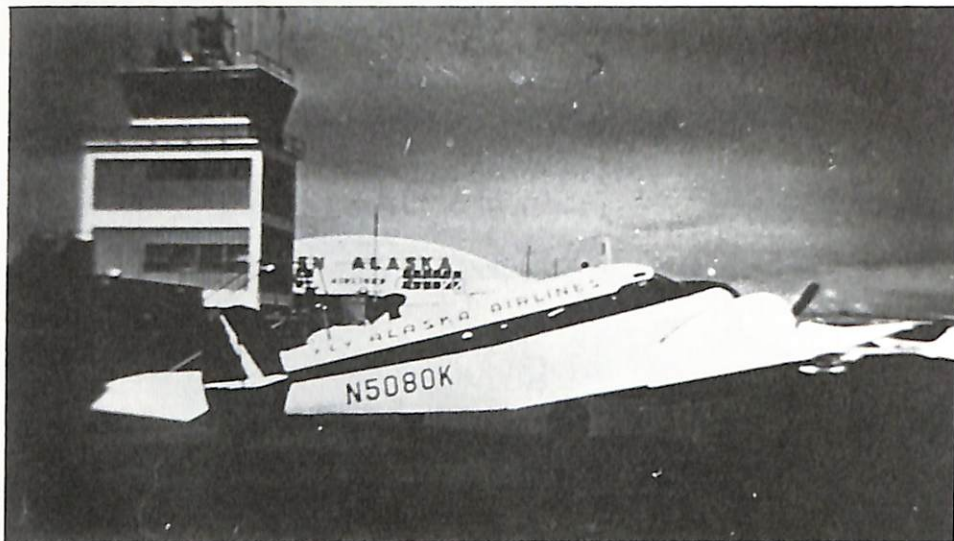
Lockheed L-18 Lodestar was first the modern, multi-engine civil airliner operating in Alaska when it entered service with Alaska Star Airlines in 1943.



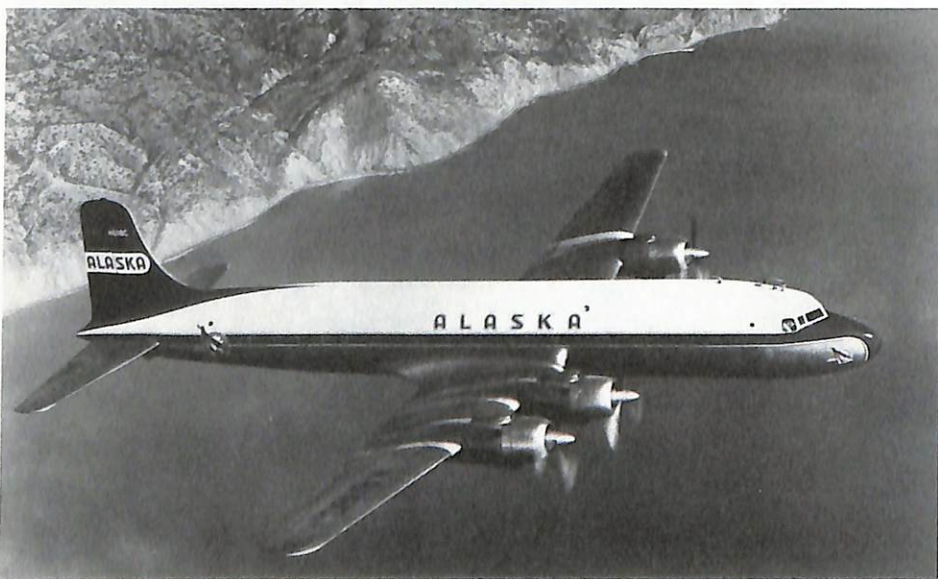
War-surplus Curtiss C-46 Commandos joined after World War 2 both as freighters and in passenger service.



Douglas C-47 Dakotas served Alaska Airlines after World War 2 both on bush services into the interior and on the scheduled routes between major cities and towns.



The fleet for bush operations was standardized on three types of aircraft after WW2, the Beech 18 (above), the Noorduyn Norseman (below) and the Cessna 180.



Douglas DC-6A N6118C, c/n 45243, was delivered to Alaska Airlines on 12 MAR 58 for its "Golden Nugget" service to Seattle.

James A. Wooten became president of Alaska Airlines. He quickly bought surplus military aircraft, including at least six C-47s, several C-46s and two former American Airlines C-54 freighters. Over the next 10 years several more C-46s and another 10 or so C-54s would follow. They began flying anywhere, anytime with any cargo available and by 1948 Alaska Airlines was the largest non-scheduled air carrier in the world. It was a very colorful episode in the airline's history. Its aircraft were virtual tramp steamers of the air. They even hauled rice to the beleaguered troops of Chiang Kai-Shek who were fighting the Communists in China. During the night of 18-19 MAY 49, an Alaska Airlines C-46 was the last commercial flight out of Shanghai's Lungwa Airport before it was taken over by the Communists.

One DC-4, flying Jews from Yemen to the new state of Israel, was reconfigured to seat 120 people, instead of the usual 50.

Marshall, still the owner of Alaska Airlines, was not in favor of these Jewish evacuation flights, so Wooten formed Near East Air Transport and leased C-46s and DC-4s from Alaska Airlines (of which he remained president) and other carriers for these flights.

Alaska Airlines also participated in the Berlin and Korean airlifts. Flying three DC-4s, the airline flew millions of pounds of freight and 33 million passenger-miles under contract to the Military Air Transport Service (MATS) on the Korean airlift alone.

In 1948 Alaska Airlines became the first commercial airline in the USA to receive FAA certification to fly the DC-3 on skis in Alaska to serve the territory's oil exploration industry.

For a short period in 1949-1950 Alaska Airlines operated five Bell 47B helicopters on the North Slope oil field. The experiment was less-than-successful and the remaining helicopters were sold to a company that eventually became Anchorage Helicopter.

With the use of larger aircraft came the need for better airport facilities. Merrill Field at Anchorage was too small and Wooten moved the airline's main operations base and its headquarters down to Paine Field at Everett, Washington.

After complaints by competi-

tors about the "scheduled charters" Alaska Airlines was operating to the "lower 48", and after the FAA had found some maintenance violations, the CAB ordered the airline to end its worldwide charter business, fly no more than eight trips a year from Anchorage to the "lower 48" and concentrate on intra-Alaska services.

Two small airlines, Jones Airways of Bethel and Collins Air Service of Kodiak, were bought in 1950.

In 1951 the CAB gave Alaska Airlines a temporary certificate for the Fairbanks - Seattle - Portland route. Since Alaska already had Anchorage - Fairbanks authority, it could now operate its long-desired Anchorage - Seattle service, but with a stop in Fairbanks. (Direct Anchorage - Seattle service was awarded to Pacific Northern Airlines of Art Woodley. The new service was inaugurated on 17 AUG 51 with a C-54/DC-4. A long dream of a route "Outside" had finally become reality. The certificate became permanent in 1957, but Portland was dropped shortly after. It would not rejoin the network until 22 years later.

In DEC 51 an Alaska DC-4 had made the world's first commercial flight over the North Pole.

When Nelson David became president of Alaska Airlines in 1952, he inherited an airline that was deep in debt, had a chaotic maintenance system and was operating 30 aircraft of 20 different types on its trunk and bush services within Alaska. According to Capt. Warren Metzger (Ret.) it was sometimes jokingly said that if Alaska Airlines had not owned a particular type of bush airplane yet, it was about to. Mainline equipment in Alaska consisted of two or three cargo C-46s, several passenger DC-3s and two or three passenger C-54s. Several more C-46s and C-54s were still being used on a reduced number of worldwide charter operations. The last DC-3 was disposed of only in 1958, the last DC-4 in 1963 and the last C-46 in 1968.

The fleet for bush operations was rationalized first, as David standardized on the Noorduyn Norseman, the Cessna 180 and the Beech 18.

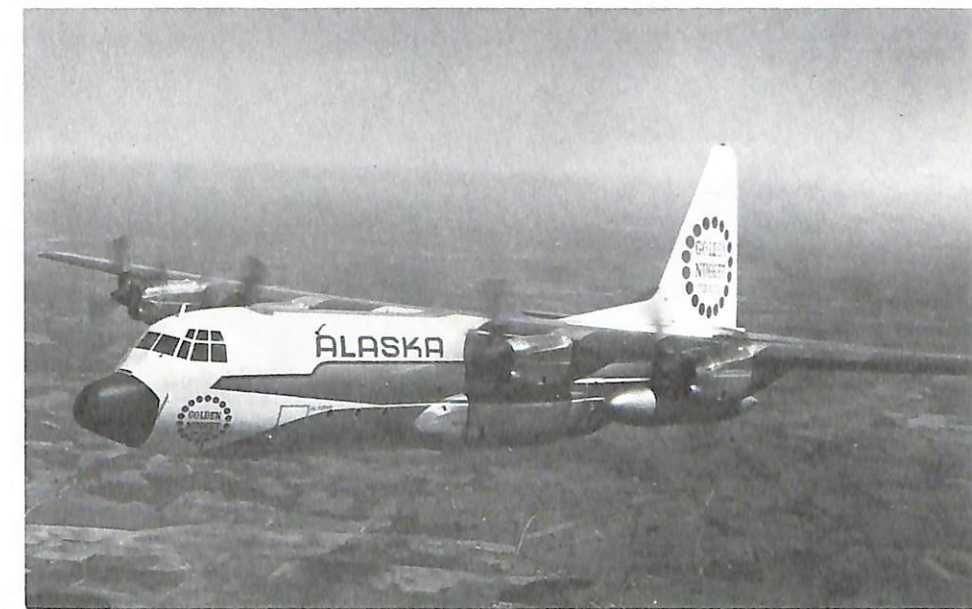
On 25 APR 58 Alaska Airlines introduced its first DC-6A on the Seattle service and in the same year, airline president Charles F. Willis applied for a route to Irkutsk in Siberia. The application was turned down.



Alaska Airlines entered the jet age on 30 AUG 61 when a leased Convair CV-880/22M, N8477H c/n 22-7-2-54 replaced the DC-6A.



In the late 1960s Alaska took an option on a Boeing 747. The option was not exercised when route applications to several cities in Europe were rejected. (via Paul Collins)



The authors's all-time favorite Lockheed Hercules photo happens to be this shot of an Alaska Airlines aircraft. (Lockheed)



When Alaska Airlines inaugurated service to Sitka in the Alaskan panhandle in 1967, Boeing 727 N797AS, c/n 19169, was the first jetliner to land there. It was a major occasion for the town.



Former Alaska Coastal-Ellis standard Goose in Alaska's Golden Nugget livery.



Twin Otters replaced the Goose and PBY amphibians on many of the former Alaska Coastal-Ellis network out of Juneau, but they did not remain in service very long before Alaska withdrew from most of the former Alaska Coastal-Ellis regional network.

(Gerritsma col.)

The DC-6A, with a pressurized cabin, could operate above the worst of the frequent bad weather along the coasts of Alaska and British Columbia. For the inaugural flight, the cabin was decked out as an old Alaskan saloon complete with honky tonk piano (played by Willis' wife Elizabeth) and on 04 AUG 58 the slogan "Golden Nugget Service" was adopted as the theme for the service. Not long after, Alaska Airlines became the first airline to offer in-flight movies. In the mid-1960s its aircraft were decorated in Gay 90s style to celebrate Alaska's Centennial in 1967. This gave way for the Golden Nugget colors after the centennial.

Effective 01 OCT 60, the CAB redistributed the feeder and bush services in northwest and western Alaska. The Alaska Airlines bush routes went to Wien Alaska Airlines and Northern Consolidated Airlines and Alaska Airlines sold most of its bush aircraft. It retained its trunk routes to Seattle, Fairbanks, Nome and Kotzebue.

This was the time when jets were taking over from propeller-driven airliners and on 31 JUL 62 Alaska Airlines, after tough negotiations, took delivery of a Convair CV-880/22M (N8477H) on lease from General Dynamics. Carrying the new "Fly Alaska" livery, it went on the twice-daily "Golden Nugget" Anchorage - Fairbanks - Seattle service on 30 AUG 61 in competition with Pacific Northern's Boeing 720. Alaska Airlines showed another piece of imaginative promotion. Quoting Willis, Archie Satterfield says in his company history "The Alaska Airlines Story" of 1981: "We ran that airplane between Seattle and Alaska twice a day, and everybody thought we had two of them, because it just kept coming in and going out."

Another story about the Convair had it that "Alaska Airlines bought a giant billboard in Seattle which read, 'Four jets daily to Alaska'. The catch was that the airline flew only one plane - with four jet engines," says Satterfield.

In the spring of 1962 Alaska Airlines leased two L-1649A Starliner freighters from TWA for MATS contract work and in APR 63 two (later increased to three) L-1049H Super Constellations were leased for the service to Seattle, and for the Nome and Kotzebue routes. After 1965 the L-1649As also worked

these routes and one of them remained in service to the end of the decade.

The Seattle-Fairbanks direct authority was lost to Pan American on 29 MAR 65, but Alaska received a single certificate for Fairbanks - Anchorage - Seattle instead, with a mandatory stop at Anchorage. This certificate replaced the separate certificates for Fairbanks - Anchorage and Anchorage - Seattle. It provided much more security of tenure on the route. Authority to fly from Fairbanks to Europe (London, Paris, Frankfurt, Oslo, Stockholm, Amsterdam and Berne) was denied by the CAB. Alaska had taken an option on a Boeing 747 to operate this service, but when authority was denied, the option was dropped.

In 1967 Alaska entered the Alaska panhandle to the southeast after a new airport had been built at Sitka, largely through the airline's own lobbying efforts. The first flight was operated by the airline's new Boeing 727, N797AS. The contract for this aircraft had been written and signed on the back of a Boeing attorney's shirt in the absence of a sheet of paper in the hotel room where the deal was negotiated.

Alaska was experiencing an oil exploration boom in the mid-1960s and Willis leased a civil Hercules from Lockheed to supply the construction sites for the trans-Alaskan pipeline and the drilling rigs on the North Slope. The lease started on 08 MAR 65 and the aircraft was also used for oil industry charters to Ecuador. Alaska was the first commercial airline to operate the Hercules. It bought two leased several more. Altogether seven different Hercules would be operated world-wide, from the jungles of South America to the North Slope of Alaska. One was destroyed in Ecuador when it burned after it aborted take-off when it got stuck in the mud.

The CV-880 went back to Convair in OCT/NOV 66 following delivery of the first Alaska Airlines Boeing 727 on 27 OCT 66 to replace it. The 727 was equipped with a special "gravel kit" on the landing gear to permit operations from the dirt and gravel runways at Unalakleet, Nome and Sitka. The system was pioneered by Alaska and was adopted by many airlines around the world, not only on the 727, but also on the 737.

However, the era of the Con-



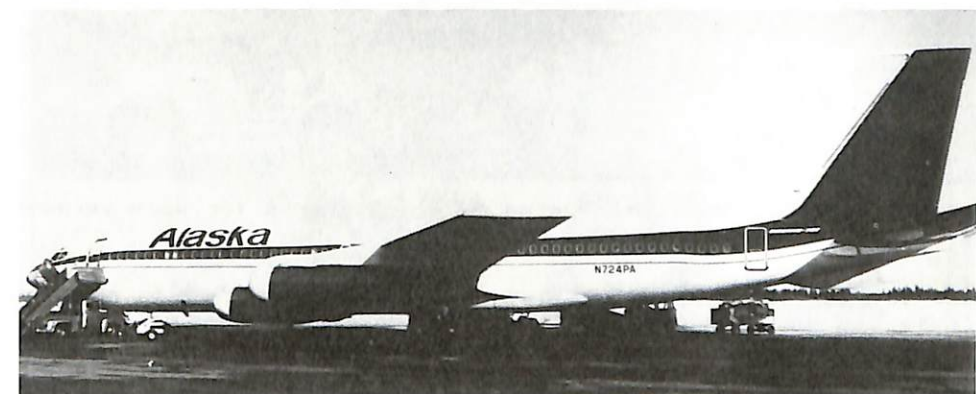
CV-240 N51331, c/n 76 (ex-Cordova).

(Ron Suttell)



CV-240 N91237, cn 140 (ex-Cordova).

(Ron Suttell)



Boeing 707-321 N724PA c/n 17602, was one of the aircraft leased for charter flights to Siberia. It carries the livery of Donaldson International, a British charter airline, from which it was leased.

(Via Paul Collins)



Boeing 727-81, N124 c/n 18821, shows the original eskimo face "without a smile". Compare with photos of "Happy face" tails on 727s and 737s in this issue.



Dedication of Alaska Airlines' "Seahawk 1" in 1984. Aircraft is Boeing 727-100B, N297AS, c/n 21608, sports "Seahawk 1" livery.



All seven Alaska Airlines Boeing 737s are combis for more versatility. 737-290C Adv. N740AS c/n 2257B, is shown.

vair jets was not over yet at Alaska. In MAY 67 the airline took delivery of a "Golden Nugget" CV-990-30 (N987AS) from Varig. It kept the aircraft only for a short time, and for part of that time, in 1968, it was leased to AREA of Ecuador. It was sold to Modern Air Transport in OCT 69, by which time more 727s had been delivered.

Coinciding with the delivery of the first Boeing 727, the "Fly Alaska" livery gave way to the "Golden Nugget" livery.

Alaska started Boeing 727 service to Sitka on 29 MAR 67. This was the first certificated commercial jet landing on gravel. Soon after it was decided to expand Alaska panhandle services beyond Sitka. On 01 FEB 68 Cordova Airlines was taken over (see CAPTAIN'S LOG 14/1, MAR 88) and on 01 APR Alaska Coastal - Ellis Airlines also came into the Alaska fold.

Alaska Coastal-Ellis operated a large regional network in the panhandle, including Juneau, Haines, Skagway, Ketchikan, Sitka, Petersburg and Wrangell. Its fleet comprised mainly flying boats (four Consolidated PBY Catalinas and 14 Grumman G-21A Goose) and also a DC-3 and a CV-240. In 1971 Alaska based two DHC-6 Twin Otters in Juneau to replace half of the elderly Goose. Several more were leased during the Summer months only, but by 1977 the airline had withdrawn from much of the former Alaska Coastal-Ellis routes and the PBYS, Goose and Twin Otters had been sold.

Cordova operated regional services from the city of that name with one DC-3 and two CV-240s for its main routes and several smaller aircraft for bush services. Alaska Airlines was mainly interested in Cordova's Anchorage - Juneau route via Yakutat. It disposed of the

Cordova DC-3 but retained the CV-240s until late 1969.

This was not the first time Alaska had operated the Convair Twin. During 1962-65 it had two CV-340s and a CV-240 was leased for one year from 18 DEC 65.

The CAB awarded Alaska Airlines exclusive authority for the southeast panhandle from Juneau and Ketchikan in 1972. The airline's fortunes had been plummeting in the previous two years and the CAB hoped the authority would help the ailing airline.

There are strong ethnic, cultural and historic links between the native peoples of Alaska and Eastern Siberia. It was natural therefore that Alaska Airlines early on saw a future offering air services between Alaska and eastern Siberia. To test the demand, Alaska began a series of charter flights to Khabarovsk in 1970 with a leased Boeing 707. At Khabarovsk, the passengers were taken over by Aeroflot for the journey to Moscow and Leningrad. Alaska collected the passengers again at Leningrad for the trip home over the North Pole. As an added attraction, the aircraft circled the North Pole twice on the flight home. The charters lasted into 1972 when they were cancelled after permanent authority to fly to Moscow and Leningrad had been denied. At different times the charters had been operated with a 707-138B, two 707-321 and a 720-024B, all leased.

The last Hercules was disposed of in 1972 as Alaska Airlines wound down its charter operations to concentrate on scheduled services. In the same year the present management team came to lead the airline. The success of this is shown in the fact Alaska has operated at a profit for the past 17 consecutive years, despite deregulation, an oil crisis and a recession. The airline has been awarded the Financial Management Award for 1989 by Air Transport World magazine for this achievement. In 1989 it was also selected "easily the best" domestic U.S. airline and the 12th best in the whole world by the readers of "Condé Nast Traveler" magazine.

The fleet was given a major facelift in mid-1973. Four designs were chosen to reflect the ethnic and cultural heritage of Alaska's people. These designs were to be carried on the tails of the aircraft, showed an eskimo face (in blue), a gold pros-

pector or sourdough (red), the dome of the tower of a Russian Orthodox church (purple) and the head of an totem pole (green). All were carried at the same time, one per aircraft.

In 1976 it was decided, however, to use only the eskimo face because four different identities were considered too much for a rather small airline. The eskimo has in the minds of post people, a closer continuing association with Alaska than the other three themes and it was selected. The stoic-looking face was given a big smile in the change-over and this led to the slogan "Fly with a happy face", used to this day.

During 1974 and 1975 Alaska leased four Boeing 720s while waiting for the delivery of more 727s and in 1978 the 727 fleet had reached 12 (six -100, four -100C and two -200). In APR 79 the Seattle service was extended to Portland and San Francisco. Portland became thus the first post-Deregulation city added by Alaska. The airline now began a gradual but steady expansion on the U.S. West Coast. Service was started to Palm Springs (CA) in DEC 80, Burbank (CA) MAR 81, Ontario (CA) JUN 81, Long Beach (CA) SEP 82, Spokane (WA) APR 83, San Jose (CA) SEP 83, Oakland (CA) DEC 83, Boise (Idaho) APR 84, Phoenix (AZ) APR 85, Los Angeles (CA) MAY 85, Tucson (AZ) SEP 85, San Diego (CA) DEC 86 and Bellingham (WA) SEP 89.

Within Alaska, services were reinstated to Nome and Kotzebue from Anchorage in 1980 and to Deadhorse Airport at Prudhoe Bay on the Alaska North Slope on 08 DEC 81. The latter destination had last been served with DC-3s, DC-4s and C-46s in the 1940s and '50s. Kodiak service resumed on 01 JUN 83. Most of the flights to these destinations were, and still are, operated the Boeing 727 and 737.

To service the noise-sensitive California markets, Alaska became the launch customer for the McDonnell Douglas MD83 when it ordered six in MAR 83, with the first delivery taking place in the spring of 1985.

A major breakthrough came in 1986, when Alaska acquired Jet America and its Long Beach-based network and fleet of MD80s. With it came authority for long-sought Orange County (SNA) to complete the southern California satellite points. The Jet America routes and fleet were fully integrated into the Alaska services on 01 OCT 87. Jet America had been a strong force on the west coast and in the rich Cali-

No other airline in the world has planes like Alaska Airlines. Our jets are Alaska. Each, in its own way, captures

the great and colorful spirit of this Great Land.

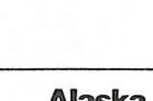
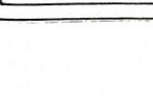
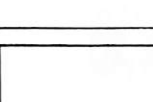
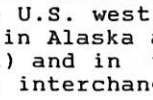
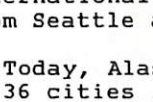
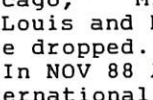
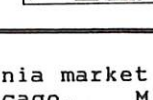
Each jet is color coordinated on the inside to fulfill and reflect the Alaska experience shown on the outside of the plane.

And each jet tells a story of Alaska that's uniquely its own.

Eskimo Alaska. The Eskimo is emblematic of a strong, tough and proud people—the original Alaskans. The color could be nothing but the cobalt blue of summer skies. Inside, the carpeting, seats and drapes are also blue, touched by the gold of summer sun that never sets.



Russian Alaska. The onion domes of old-world Russia are the classic example of early Russian influence.



The domes stand today throughout the state as evidence of the depth of our czarist past. Inside and out, the royalist purple accents this opulent era.

Gold Rush Alaska. There is no better symbol of bold, bawdy Gold Rush Alaska than the brave 1890's prospector in strike-it-rich red.

Indian Alaska. Here we demonstrate the creative traditions of the Alaskan Indian—the Alaska totem. Depicted in the rich, natural green of the verdant Southeast Alaska forest.

That's the story. The new beautiful birds of Alaska Airlines.

But it's only a symbol of Alaska Airlines' commitment to be a better airline for Alaska.

We're going to be the best airline in the world. For Alaska. We believe it. And Alaskans wouldn't have it any other way.

Alaska Airlines

fornia market. Its services to Chicago, Minneapolis/St. Paul, St. Louis and Dallas / Ft. Worth were dropped.

In NOV 88 Alaska inaugurated international services to Mexico from Seattle and San Francisco.

Today, Alaska Airlines flies to 36 cities in six states along the U.S. west coast (including 14 in Alaska and 10 in California) and in the southwest. It has interchange agreements with

American Airlines for through services to Chicago, Dallas/Ft. Worth and Houston. In Mexico, Alaska flies to Los Cabos, Mazatlan, Guadalajara, Acapulco and Puerto Vallarta.

Alaska Airlines has never given up its ambition to fly scheduled services to Siberia. Talks between the airline and Aeroflot started again in OCT 88 and continued into 1989. Alaska would like to serve Magadan and

Authorized Agent

Alaska Airlines

We Deliver To The End Of The Earth!

Alaska Airlines to Prudhoe Bay

Alaska Airlines

Alaska Airlines

FISH EXPERT

BOEING SALMON-THIRTY-SALMON

Alaska Airlines

Khabarovsk from Anchorage two or three times a week during the summer. Another summer-time service high on Alaska's list is one between Nome and Provideniya on the Chukchi Peninsula of Siberia. On 13 JUN 88 Alaska flew a Boeing 737 (N740AS) with 82 people (including State Gov. Steve Cowper and Sen. Frank Murkowski) on a "friendship flight" from Nome to Provideniya. A hoped-for start-up date of Summer 1989 passed by, and Alaska Airlines officials now hope an agreement can be concluded this

year, with services to Magadan and Khabarovsk starting in the Summer of 1991.

At the end of 1989 the Alaska fleet numbered 55 aircraft: one 727-100, 27 727-200, seven 737-200C, eight MD82 and 12 MD83. Forty-three of these are leased, the others owned. Sixteen more MD83 are scheduled for delivery in 1990-1993.

The airline also operates three more 727-100 on long-term lease for two Alaskan oil companies.

Alaska Airlines embarked on its biggest fleet renewal program ever in JAN 90, when it placed orders for 40 new aircraft: 20 McDonnell Douglas MD90-30 and 20 Boeing 737-400 for a total price of \$1.6 billion. Options were taken on another 20 MD90-30s and four 730-400s. The 40 MD90s were ordered direct from the manufacturer and will be delivered from DEC 94 to DEC 97. The 737s will be leased from the International Lease Finance Corporation (ILFC) and are to be delivered between APR 92 and DEC 94.

Together with those aircraft that will remain from the present fleet after the new aircraft have been delivered, the new Alaska Airlines fleet will be one of the youngest and quietest in the airline industry throughout the 1990s and into the next century.

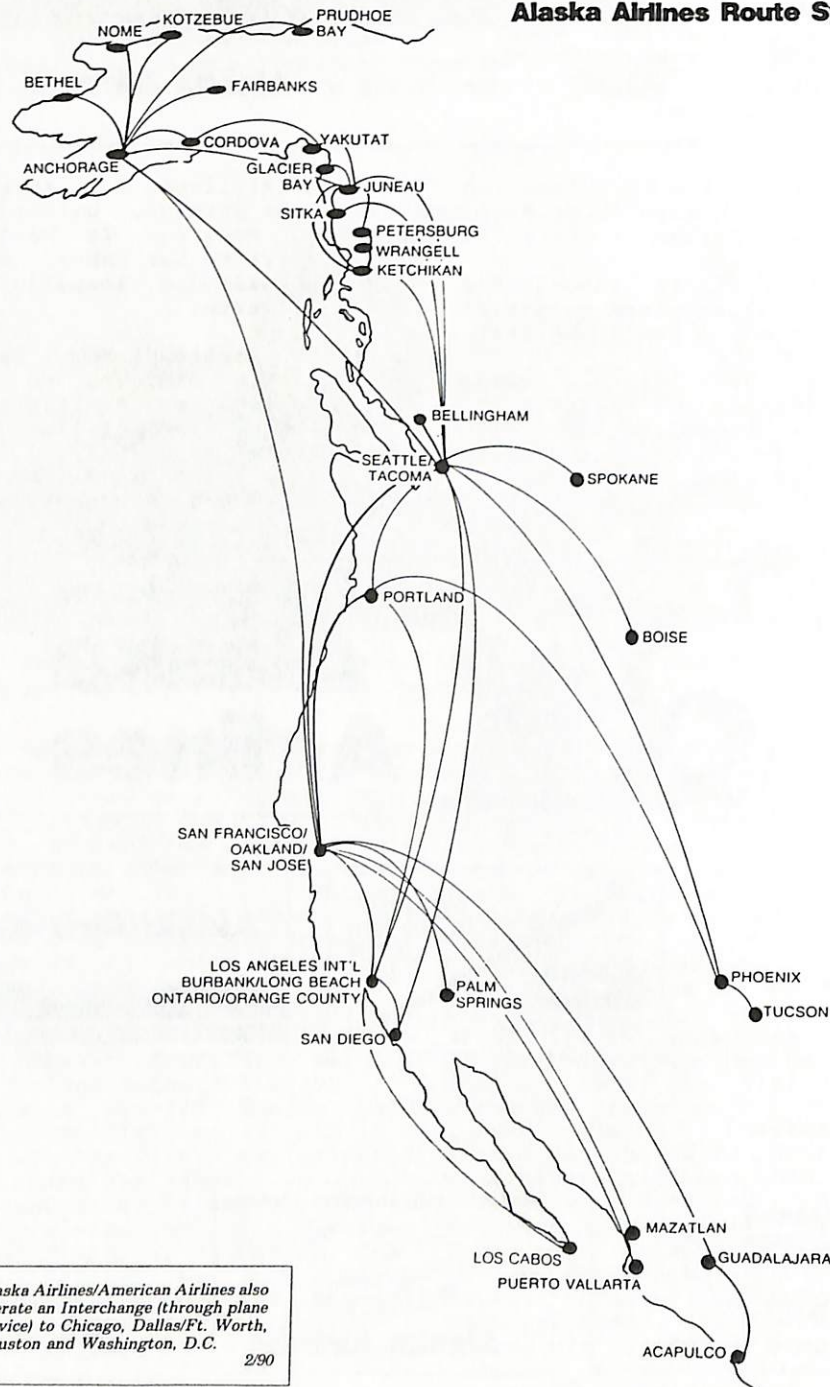
In 1986, Alaska Air Group, the parent company of Alaska Airlines, purchased Horizon Air, the largest regional airline in the Pacific Northwest. With this purchase, Alaska Airlines gained access to a feeder network of 34 cities in the states of Washington, Oregon, Idaho, Montana and Utah. But while Jet America was integrated into Alaska Airlines, Horizon Air to this day continues to operate as a separate company with its fleet of three Fokker F.28-1000 twinjets, 13 DHC Dash 8-100 and 32 Fairchild Metro III propjets. At the time of writing, six more Dash 8-100 were on order.

Alaska Airlines also has agreements with several small airlines. They include Bering Air of Nome, ERA Aviation of Anchorage, LAB Flying Service of Haines, MarkAir of Anchorage and Temco Airlines of Ketchikan. They operate feeder services for Alaska under the title Alaska Airlines Commuter Service with a variety of small single- and twin-engined aircraft.

The author wishes to thank Ron Suttell, Director of Facilities for Alaska Airlines, for his generous help in providing needed information for this history and for making photos and other material available from the Alaska Airlines archives and from his private collection.

Also acknowledged are the use of the following books: "The Alaska Airlines Story" by Archie Satterfield and "Airlines of the United States since 1914" by R.E.G. Davies.

Alaska Airlines Route System



ALASKA Lockheed 1649A Starliner

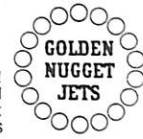
Alaska Airlines, the Seattle-based airline, operated three L-1049H Super Constellations and two of the longer L-1649A Starliners, as pictured. N7316C was acquired by AS from TWA on January 25, 1962 (originally leased) and was operated as a freighter plying the airways between Seattle and Alaska and a MATS contract. It was converted and sold as a bulk fuel carrier in 1968. Along with the L-1049Hs, the Starliners would also fly passenger routes (especially to Unalakleet, Kotzebue and Nome from Anchorage) on a regular basis until May 14, 1967 when they were replaced by the Boeing 727s. One was kept as a back-up until around September 1, 1968 wearing the "Golden Nugget" color scheme. N7316C is pictured in the original scheme.



ALASKA AIRLINES' GOLDEN NUGGET CONVAIR 880 M is the fastest jet in commercial service in the world. It cruises at 615 miles per hour, over ten miles per minute, at altitudes up to 41,000 feet and can fly over 3,000 miles without refueling. C-141 Ektachrome by Clifford B. Ellis

Postcards from Bill Demarest Col.

YOU'RE IN ALASKA THE MOMENT YOU STEP ABOARD! Alaska Airlines Golden Nugget Fan-Jets feature unique Gold Rush-Gay Nineties service and decor. This is the most Alaska airline of all... and the most fun. Daily flights between Seattle-Anchorage-Fairbanks and to the Arctic.



GOLDEN OLDIES

postcards from the Bill Demarest Collection (L-1649A, Golden Nugget 727, Happy face 727 left bottom) and Alaska Airlines' on Suttell (CV-880). The Happy face 727 at right bottom is one of two different sizes of this card: 7x5 in (18x13 cm) and 5x4 in (13x10.4 cm). All 727 cards shown are airline issues. (Starliner card by AeroGem)



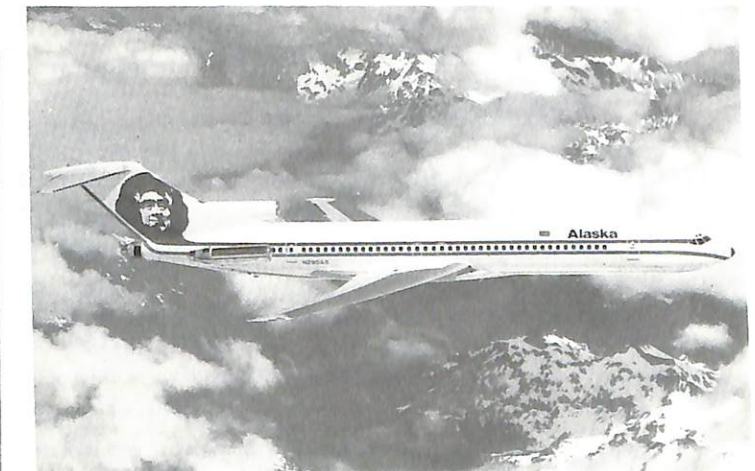
You're in Alaska the moment you step aboard one of our Alaska jets with the finest service in the sky!

727 card below left is artist's impression, card at bottom right is a real photo.

The sky's the limit. Alaska Airlines



Step aboard one of our Boeing 727-200 jets and enjoy our Gold Coast Service and the friendly spirit of our people. You'll know why we say-when you fly Alaska Airlines, you "fly with a happy face."



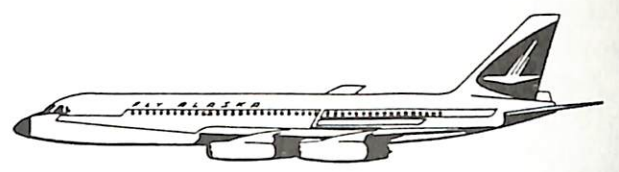
ALASKA AIRLINES

AROUND THE WORLD

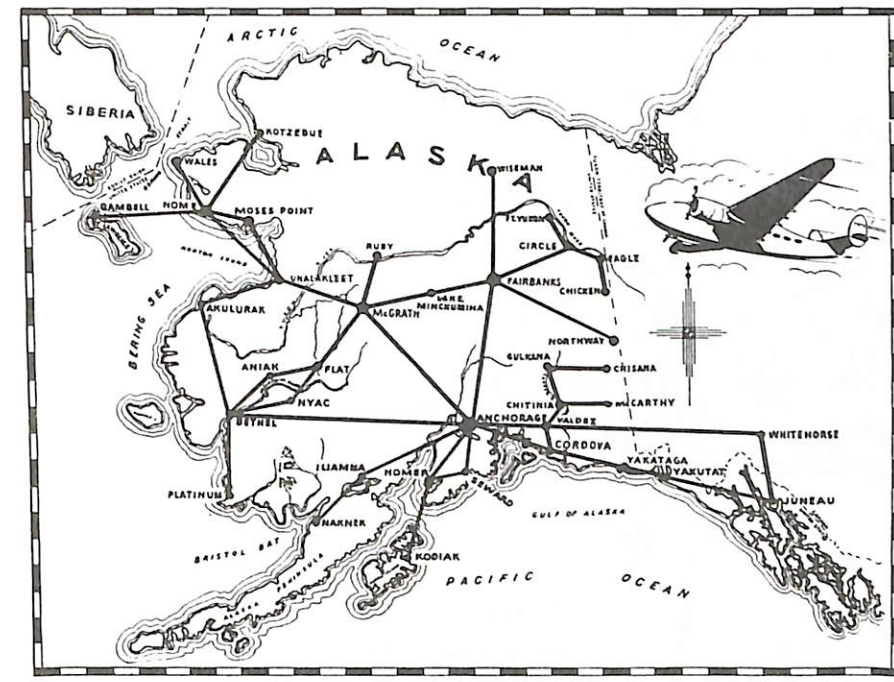
of Airline Schedules

Copyright 1990
George W. Cearley, Jr.

The entire schedule column is devoted to Alaska Airlines, the featured carrier in this issue of the *Captain's Log*.



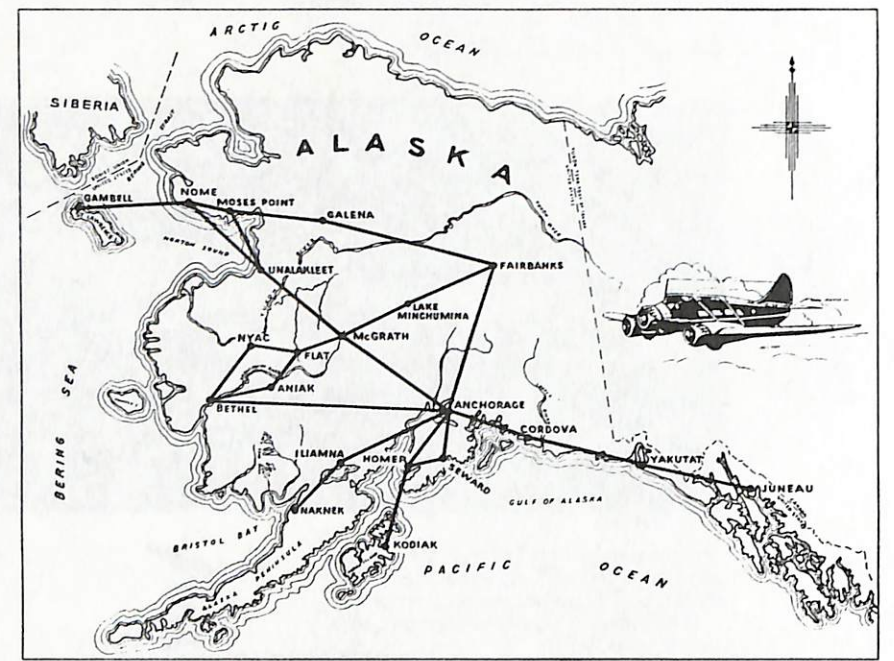
ALASKA AIRLINES Golden Nugget Jet



ANCHORAGE—HOMER—KODIAK						
Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00
PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30

ALASKA STAR AIRLINES

SERVING THE TOP OF THE WORLD



Anchorage-Fairbanks			
Daily	25	Daily	
AM 9:30	PM 4:00	AM 9:30	PM 4:00
PM 11:30	AM 9:30	PM 11:30	AM 9:30

Fairbanks-McGrath			
Wed. Sat.	26	Thur. Sun.	
AM 10:00	PM 4:00	AM 10:00	PM 4:00
PM 12:00	AM 10:00	PM 12:00	AM 10:00

Anchorage-Nome			
Sun. Thu.	27	Mon. Fri.	
AM 9:00	PM 2:45	AM 9:00	PM 2:45
PM 12:45	AM 9:00	PM 12:45	AM 9:00

Anchorage-Homer-Kodiak			
Mon. Wed. Fri.	28	Tue. Thu. Sat.	
AM 8:30	PM 4:00	AM 8:30	PM 4:00
PM 10:15	AM 8:30	PM 10:15	AM 8:30

Anchorage-Valdez			
Sun. Wed.	29	Sun. Wed.	
AM 10:00	PM 12:30	AM 10:00	PM 12:30
PM 11:00	AM 10:00	PM 11:00	AM 10:00

Anchorage-Naknek-Dillingham			
Mon. Thu.	33	Tue. Fri.	
AM 10:00	PM 12:30	AM 10:00	PM 12:30
PM 12:15	AM 10:00	PM 12:15	AM 10:00

Anchorage-Seward			
Mon. Wed. Fri.	34	Tue. Thu. Sat.	
AM 9:00	PM 4:00	AM 9:00	PM 4:00
PM 11:30	AM 9:00	PM 11:30	AM 9:00

Anchorage-McGrath-Bethel										
Sun.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Tue.	Wed.	Thu.	Fri.
AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00	AM 9:00
PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30	PM 12:30

Fairbanks-Nome									
Thu.	31	Fri.	Sun.	32	Fri.	Sun.	33	Fri.	Sun.
AM 9:00	PM 2:00	AM 9:00	PM 2:00	AM 9:00	PM 2:00	AM 9:00	PM 2:00	AM 9:00	PM 2:00
PM 12:30	AM 9:00	PM 12:30	AM 9:00	PM 12:30	AM 9:00	PM 12:30	AM 9:00	PM 12:30	AM 9:00

Anchorage-Juneau									
Thu. Sat.	32	Fri. Sun.							
AM 9:30	PM 1:00	AM 9:30	PM 1:00						
PM 11:30	AM 9:30	PM 11:30	AM 9:30						

Alaska Star Airlines, predecessor of Alaska Airlines, schedules and routes as of June 1943. The origin of Alaska Airlines dates to 1932, when McGee Airways inaugurated flights between Anchorage and Bristol Bay. Star Air Service started operations about this time and McGee was merged into Star in 1934. In 1937 Star Air Service became Alaska Airlines. The name was changed to Alaska Star Airlines (ASA) in 1942. That same year Alaska Star acquired Mirow Air Service, Lavery Airways and Pollack Airlines.

ALASKA AIRLINES

Serving the Top of the World

GENERAL OFFICES: ANCHORAGE, ALASKA
 R. W. MARSHALL, Chairman
 R. J. BARTOO, Treasurer
 M. C. HOPPIN, President
 G. N. PARKER, Secretary
 D. H. GOODMAN, Vice-President
 B. B. EDWARDS, General Traffic Manager

NOME—McGRATH—ANCHORAGE—JUNEAU—SEATTLE									
Te Th Su	Sa	Su Mo We	Th	Sa	Te Th Su	Sa	Su Mo We	Th	Sa
12:35		6:30		17:05	12:05		6:30		17:05
15:50		15:55		17:40	10:50		15:55		17:40

FAIRBANKS—ANCHORAGE									
Daily	2	Daily	1						
AM 18:15	PM 17:45	AM 18:15	PM 17:45						
PM 20:00	AM 18:15	PM 20:00	AM 18:15						

21 PASSENGER "STARLINERS" DOUGLAS DC-3

With the latest equipment for passenger comfort and safety—operate on all main routes affording more and faster schedules—Stewardess service and complimentary meals aloft.

Feeder Planes at Fairbanks, Nome, McGrath, Bethel and Naknek equipped with Floats, Skis or Wheels serve all transportation needs to 120 Feeder points.

Soon Douglas Cargo "Starliners" will augment the Fleet of Cargo Airplanes with which Alaska Airlines has been serving Alaska during the past fourteen years.

Alaska Airlines schedules as of March 1946. DC-3's were operated on major routes both during and after World War II.



ALASKA AIRLINES Inc.

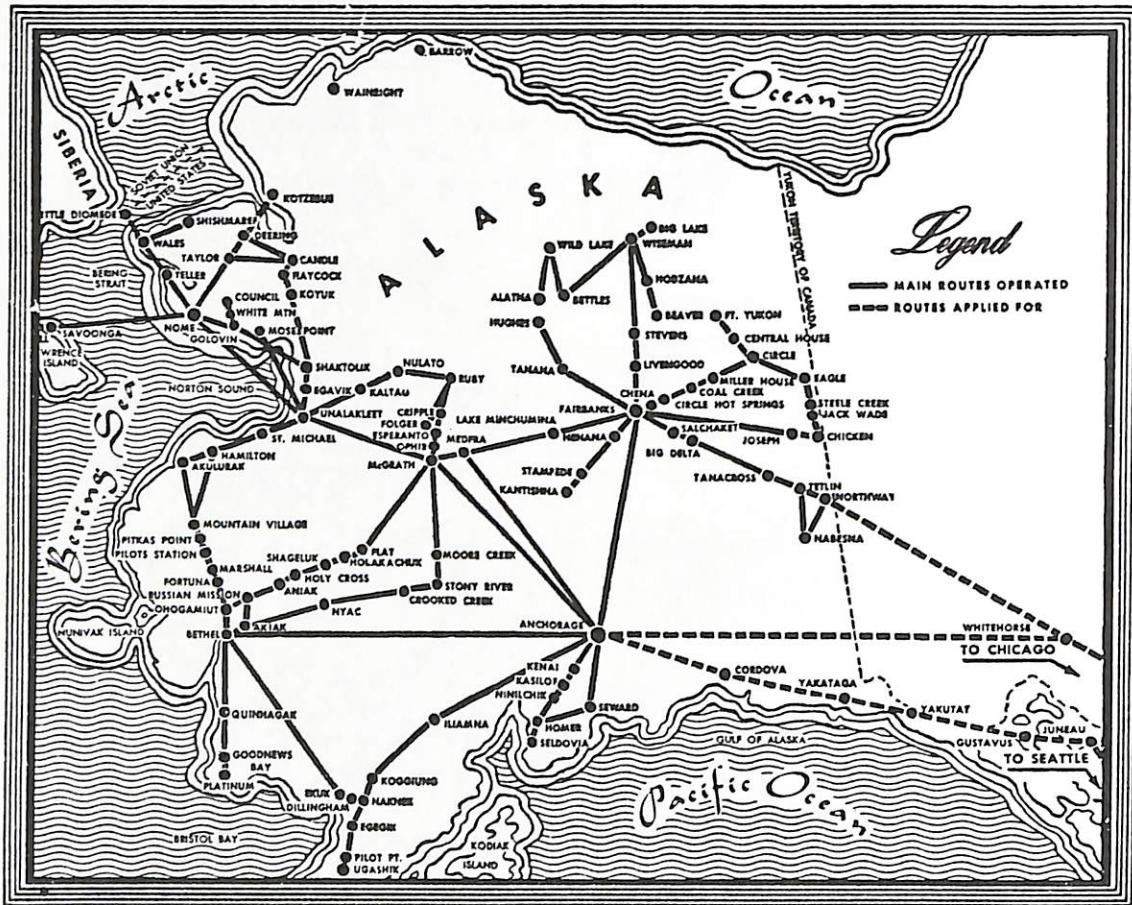
"Serving the top of the world"

ALASKA AIRLINES ANNOUNCES NEW SERVICE!!

PORTLAND • SEATTLE • FAIRBANKS
ANCHORAGE

PORTLAND—SEATTLE—FAIRBANKS—ANCHORAGE

100 Daily	Read Down	Read Up	101 Daily
AM 8:00	Lv PORTLAND	(PST) Ar	AM 9:50
8:50	Ar SEATTLE	Lv	9:00
9:50	Lv SEATTLE	(PST) Ar	8:30
3:50	Ar FAIRBANKS	(AST) Lv	10:30
4:30	Lv FAIRBANKS	Ar	9:30
6:00 PM	Ar ANCHORAGE	(AST) Lv	8:00 PM



On May 24, 1951, Alaska Airlines was granted a route from Portland to Seattle, Fairbanks, and Anchorage. Service was inaugurated on August 17th using DC-4's. Inaugural schedules are shown at top right. Routes at left are current as of Summer 1951.

ALASKA OVERSEAS SERVICE

PORTLAND—SEATTLE—FAIRBANKS
Direct Connections—East and South

Read Down				DC-4 "STARLINERS"												Read Up						
NWA	WAL	NWA	WAL	UAL	UAL	Alaska	Alaska	WAL	UAL	UAL	NWA	NWA	UAL	UAL	Alaska	Alaska	WAL	UAL	UAL	NWA	NWA	
316	316	107	628	505	679	629	101	741	506	458	10	500	510	510	101	101	305	506	452	10	500	510
303	330		2			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
411	Daily	Daily	Daily	Daily	Daily	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me	Ex. Su & Me
AM 9:00	AM 9:00	AM 11:00	AM 11:00	AM 11:00	AM 11:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
1:45	3:30	4:45	4:45	4:45	4:45	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00
6:33	6:02	7:25	9:05	7:05	9:50	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00
PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00	PM 6:00

Above and at right, schedules between the Pacific Northwest and Fairbanks as of Summer 1955 (using DC-4's). Alaska competed directly against Pan American on the Seattle-Fairbanks route, while Pacific Northern and Northwest offered nonstops in the Seattle-Anchorage market.

THE FIRST THE FINEST TO ALL ALASKA!

NOW! FASTEST SERVICE TO AND FROM FAIRBANKS!

ALASKA AIRLINES

DC-6C

Starliners

PRESSURIZED-CABIN

- ★ PORTLAND
- ★ SEATTLE
- ★ FAIRBANKS
- ★ ANCHORAGE

Now... Alaska Airlines offers the finest, fastest, most comfortable service NON-STOP between Seattle and Fairbanks, offers the ONLY luxury daily service between Anchorage and Fairbanks! Put your passengers aboard Alaska Airlines, serving 75 points in the Territory—charters anywhere.

Alaska

ALASKA AIRLINES

FALL AND WINTER 1960-61

	101 DC-6C		101 DC-4		200 DC-4		206 DC-4		208 DC-4		204 DC-4		210 DC-4		725/727 DC-6C	
	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th
PORTLAND (PST) Lv	7:30															
SEATTLE-TACOMA (PST) Lv	8:15															
FAIRBANKS (AST) Lv																
ANCHORAGE (AST) Lv																

At top left 1958 advertisement promotes new "DC-6C" service begun that year. They replaced DC-4's on the route from the Pacific Northwest to Alaska. Schedules at top right and at left from October 1, 1960, show DC-6C services, among others.

ALASKA AIRLINES

JETS SERVING ALASKA

IN SPEED AND SPLendor

Route of the Starliners

SEVING ALL ALASKA

ALASKA AIRLINES

JETS SERVING ALASKA

IN SPEED AND SPLendor

	881 CV-880 JET		206 DC-6C		210 DC-4		200 DC-4		301 DC-4		301 DC-4		212 DC-4		208 DC-4		103 DC-6C		105 DC-4	
	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th	Daily	Tu Th
PORTLAND (PST) Lv	6:15																			
SEATTLE-TACOMA (PST) Lv	6:50																			
FAIRBANKS (AST) Lv	7:30																			
ANCHORAGE (AST) Lv	8:20																			

FLY IN SPEED and SPLendor

ALASKA AIRLINES

880M JET SERVICE

SEATTLE • FAIRBANKS ANCHORAGE

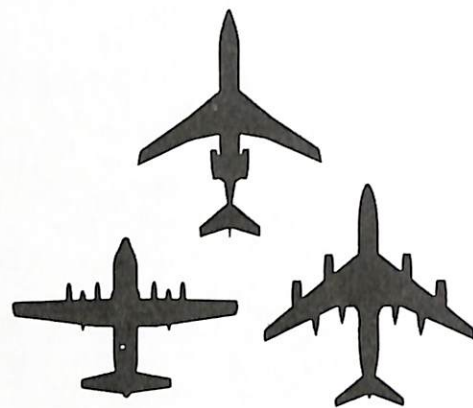
Alaska Airlines inaugurated its first pure jet service on August 20, 1961, with the Convair 880 Model 22M-21. The 880 replaced the "DC-6C" on the Seattle-Fairbanks-Anchorage route at this time. In 1965 Alaska lost its Seattle-Fairbanks route and a Seattle-Anchorage route was substituted.

ALASKA AIRLINES
SYSTEM SCHEDULE
EFFECTIVE JUNE 1, 1966

GOLDEN NUGGET JETS

THE OFFICIAL Alaska 67 CENTENNIAL AIRLINE

ALASKA is as near as your telephone



A modern varied fleet to service all the needs of a growing State.

Alaska Airlines operates:

Boeing 727 fan jets for medium range passenger requirements;

Convair's 990 fan jet long range passenger aircraft;

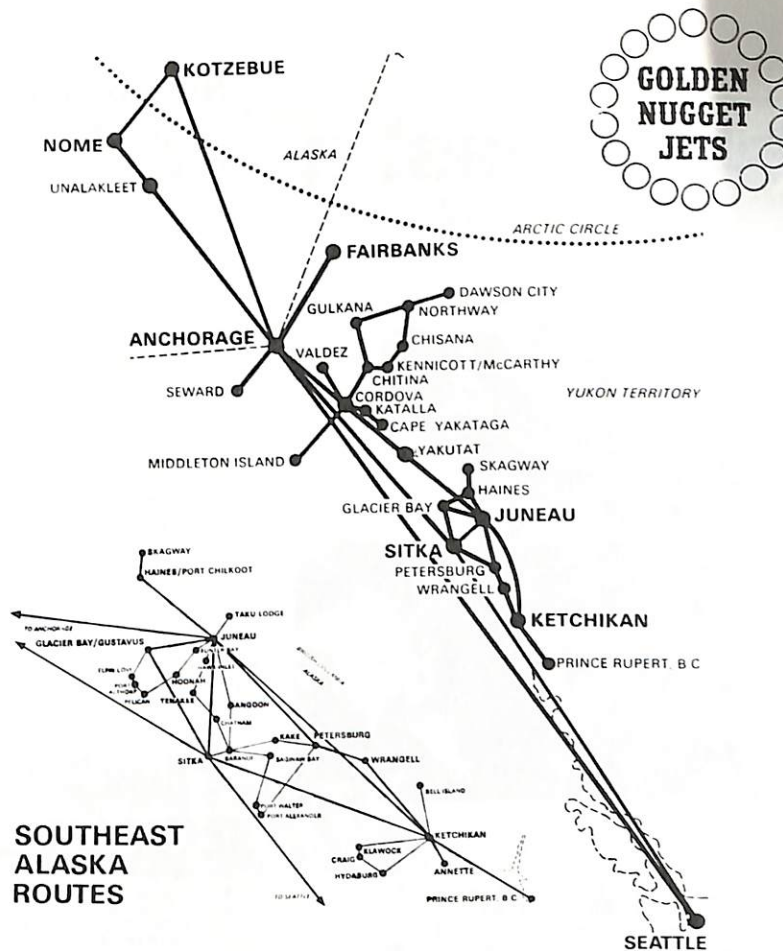
and all cargo prop-jet Lockheed 342's for oversized cargo or other special lift requirements.

Schedule at left from 1966 and advertisement at right from 1967. In 1965 Alaska became the world's first commercial airline to operate the Lockheed Hercules freighter. Two Boeing 727-90C's joined the Alaska system in 1966. That fall Alaska's Convair 880M was sold to Cathay Pacific Airways, then in May 1967 a former Varig Convair 990 Model 30-8 was acquired by Alaska.

ALASKA AIRLINES
SYSTEM TIMETABLE
WINTER • '69-'70

Take Alaska to Alaska

Routes and schedules of Alaska 1969-70 illustrate new services added in south central and southeast Alaska with Alaska Coastal and Cordova mergers.



SOUTHEAST ALASKA ROUTES

NORTH AND WESTBOUND		SEATTLE—SITKA JUNEAU—ANCHORAGE—FAIRBANKS NOME																
CARRIER	FLIGHT NO.	CD	AS	CD	CD	AS	AK	AK	AK	AK	AS	AS	AK	AK	AK	CD	AS	CITY CODE
AIRCRAFT		CV	FAN	CV	CV	FAN	CV	Z	Z	Z	CV	FAN	Z	Z	Z	CV	FAN	
FREQUENCY (Daily Unless Noted)		Mo	We	Fr	Sa	Ex	Su	Only			Tu	Th	Sa	Su	Ex	Su		
NATIE (PDT)	Lv	7:20																SEA
PRINCE RUPERT	Lv																	YPR
KETCHIKAN (PST)	Ar																	KTN
KETCHIKAN	Lv																	ANN
WRANGELL	Lv																	KTN
PETERSBURG	Lv																	PSG
PETERSBURG	Lv																	WRG
SKAGWAY	Lv																	WRG
HAINES	Lv																	PSG
JUNEAU	Lv																	PSG
SITKA	Lv																	SIT
JUNEAU	Lv																	SIT
HAINES	Lv																	JNU
HAINES	Lv																	JNU
SKAGWAY	Lv																	PSG
PETERSBURG	Lv																	PSG
PETERSBURG	Lv																	WRG
WRANGELL	Lv																	WRG
YAKUTAT (YST)	Ar																	HNS
YAKUTAT	Lv																	SGY
CORDOVA (AST)	Ar																	CDV
CORDOVA	Lv																	CDV
ANCHORAGE	Lv																	ANC
CORDOVA	Lv																	CDV
CORDOVA	Lv																	SKQ
SOLDOTNA	Lv																	SRD
SOLDOTNA	Lv																	FAI
SEWARD	Lv																	FAI
FAIRBANKS	Lv																	FAI
McGRATH	Lv																	MCG
UNALAKLEET	Lv																	UNK
UNALAKLEET	Lv																	UNK
YAKUTAT (YST)	Ar																	YAK
YAKUTAT	Lv																	YAK
DAWSON CITY	Lv																	YOA
NOME	Lv																	OME
NOME	Lv																	OME
KOTZEBUE	Lv																	OTZ

Left: June 1, 1967, Alaska north and westbound schedules. Jet aircraft were either Boeing 727's or the Convair 990. Schedule at right from 1968. Alaska-Coastal and Cordova Airlines were merged into Alaska Airlines in 1968.

ALASKA AIRLINES
SYSTEM TIMETABLE
SEPTEMBER 21-OCTOBER 26

Jet the Gay 90's way in Golden Nugget Jets

ALASKA AIRLINES
FALL TIMETABLE

GOLDEN SAMOVAR SERVICE

In 1970 Alaska introduced "Golden Samovar Service" offering beverage and meal service with a flavor of Czarist Russia.

SYSTEM FLIGHT SCHEDULE EFFECTIVE SEPT. 14, 1970

FLIGHT NUMBER	AIRCRAFT	NORTHBOUND																
		411	403	101	401	313	103	101	303	405	305	307	407	101	101	101	City	
CLASS OF SERVICE		Fan	Jet	F/Y	T	T	T	T	T	T	T	T	T	T	T	T	T	Code
SEATTLE TACOMA	PDT	Lv																SEA
Prince Rupert	Lv																	YPR
Annette Island	Lv																	ANN
Ketchikan	Lv																	KTN
Petersburg	Lv																	PSG
Wrangell	Lv																	WRG
Wangell	Lv																	WRG
Petersburg	Lv																	PSG
Petersburg	Lv																	PSG
SITKA	Lv																	SIT
SITKA	Lv																	SIT
Glacier Bay	Lv																	GLB
JUNEAU	Lv																	JNU
Petersburg	Lv																	PSG
Petersburg	Lv																	PSG
Wrangell	Lv																	WRG
Haines	Lv																	HNS
Skagway	Lv																	SGY
Skagway	Lv																	HNS
Haines	Lv																	YAK
Yakutat	YDT	Ar																YAK
Cordova	ADT	Ar																CDV
Cordova	Lv																	CDV
FAIRBANKS	Lv																	FAI
ANCHORAGE	Lv																	ANC
ANCHORAGE	Lv																	ANC
JAMBOKA	Lv																	FAI
Unalakleet	Lv																	UNK
Unalakleet	Lv																	UNK
Unalakleet	Lv																	UNK
NOME	Lv																	OME
Kotzebue	Lv																	OTZ

MEAL SERVICE
B - Breakfast D - Dinner
C - Complimentary Cocktails L - Lunch
and Hors d'Oeuvres S - Snack

GOLDEN SAMOVAR SERVICE
Passengers travelling on Alaska Airlines' GOLDEN SAMOVAR flights will enjoy elegant service in an atmosphere reminiscent of Czarist Russia. Sumptuous meals with a Russian flavor will be served by hostesses attired in Ukrainian tunics, to the music of the Balalaika. FIRST CLASS passengers will receive personalized service in an exclusive atmosphere with deluxe menus, complimentary champagne or wines, cocktails and liqueurs. Complete liquor service is available in coach. All passengers will be served BOLSHOI GOLDEN THOIKA, a special beverage created exclusively for Alaska Airlines and served from the GOLDEN SAMOVAR.

Alaska Alaska

ALASKA AIRLINES TIMETABLE ALASKA AIRLINES TIMETABLE
EFFECTIVE APRIL 29, 1973



In 1973 Alaska's aircraft each carried one of the four designs illustrated on this timetable - 1) the Russian-influenced Alaskan architecture, 2) the Indian totem pole, 3) the Eskimo, or 4) the Alaskan pioneer/pro prospector.

Northbound System Flight Schedule

FLIGHT NUMBER	AIRCRAFT	409	411	413	310	67	311	403	403	611	323	95	305	407	316	65	317	65	81	405	97
CLASS OF SERVICE	FREQUENCY	T	T	T	T	F/Y	T	T	T	F/Y	T	T	T	T	F/Y	T	F/Y	F	T	F/Y	
SEATTLE/TACOMA	409					8:00				10:15	2:20					2:00	2:50				8:45
ANCHORAGE	411																				
FAIRBANKS	413																				
JUNEAU	310																				
KETCHIKAN	67																				
SITKA	311																				
SEATTLE/TACOMA	403																				
ANCHORAGE	403																				
FAIRBANKS	611																				
JUNEAU	323																				
KETCHIKAN	95																				
SITKA	305																				
SEATTLE/TACOMA	407																				
ANCHORAGE	407																				
FAIRBANKS	316																				
JUNEAU	65																				
KETCHIKAN	317																				
SITKA	65																				
SEATTLE/TACOMA	81																				
ANCHORAGE	81																				
FAIRBANKS	81																				
JUNEAU	81																				
KETCHIKAN	81																				
SITKA	81																				
SEATTLE/TACOMA	405																				
ANCHORAGE	405																				
FAIRBANKS	405																				
JUNEAU	405																				
KETCHIKAN	405																				
SITKA	405																				
SEATTLE/TACOMA	97																				
ANCHORAGE	97																				
FAIRBANKS	97																				
JUNEAU	97																				
KETCHIKAN	97																				
SITKA	97																				

MEAL SERVICE

B - Breakfast
CB - Continental Breakfast
LB - Light Breakfast
LD - Light Dinner
D - Dinner
S - Lunch

A meal symbol preceded by an F or Y indicates the meal service in that compartment. Meal symbols by themselves indicate the same meal is served in both classes. Meal symbols enclosed in a circle indicate the meal is served to boarding passengers only.

New menus featuring great food and wine.



In 1973 Alaska's jet aircraft included the Boeing 727 and 707.

THE FOLLOWING SCHEDULE MATERIAL WAS MADE AVAILABLE BY RON SUTTELL OF ALASKA AIRLINES FROM HIS PERSONAL COLLECTION

It shows Alaska Airlines' rapid expansion south along the West Coast in the 1980s.

SEATTLE PORTLAND ONTARIO BURBANK

Alaska Airlines entered the California market on 08 JUN 81 with service to Burbank.

ALASKA AIRLINES' SOUTHERN CALIFORNIA SERVICE!

NORTHBOUND (All Flights Daily)
(effective June 8, 1981)

FLIGHT 87		FLIGHT 49	
Ontario	lv. 11:30 am	Burbank	lv. 6:35 pm
Burbank	arr. 11:55 am	Ontario	arr. 7:00 pm
Burbank	lv. 12:40 pm	Ontario	lv. 7:45 pm
Portland	arr. 2:35 pm	Portland	arr. 9:40 pm
Portland	lv. 3:10 pm	Portland	lv. 10:15 pm
Seattle	arr. 3:45 pm	Seattle	arr. 10:50 pm
FLIGHT 41			
Seattle	lv. 4:30 pm	Ontario	lv. 7:40 am
Anchorage	arr. 5:45 pm	Burbank	arr. 8:05 am
Anchorage	lv. 6:25 pm	Burbank	lv. 8:45 am
Fairbanks	arr. 7:15 pm	Seattle	arr. 10:55 am

SOUTHBOUND (All Flights Daily)
(effective June 8, 1981)

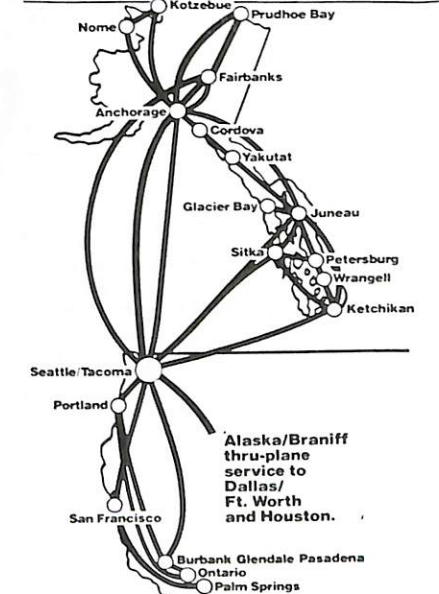
FLIGHT 92		FLIGHT 40	
Fairbanks	lv. 7:00 am	Seattle	lv. 7:45 am
Anchorage	arr. 7:50 am	Portland	arr. 8:20 am
Anchorage	lv. 8:30 am	Portland	lv. 8:55 am
Seattle	arr. 1:30 pm	Ontario	arr. 10:50 am
Seattle	lv. 2:50 pm	Ontario	lv. 11:30 am
Portland	arr. 3:25 pm	Burbank	arr. 11:55 am
FLIGHT 46			
Portland	lv. 4:00 pm	Seattle	lv. 5:35 pm
Burbank	arr. 5:55 pm	Burbank	arr. 7:45 pm
Burbank	lv. 6:35 pm	Burbank	lv. 8:25 pm
Ontario	arr. 7:00 pm	Ontario	arr. 8:50 pm



WE'VE PUT PRUDHOE BAY ON THE MAP OF ALASKA.

PRUDHOE BAY/SAG. RIVER To:
☎ 800-426-7464

ANCHORAGE				
A-ANC (ANCHORAGE INTERNATIONAL)				
Daily	11:10a	12:50p	AS 66	0 L
Daily	4:30p	6:10p	AS 56	0 D
X6	8:55p	11:15p	AS 98	1
BURBANK				
X6	*8:55p	11:30a	AS 98	5 SB
CORDOVA				
Daily	11:10a	2:20p	AS 66	1 L
DALLAS/FT. WORTH				
Daily	4:30p	6:02a	AS 56/AS 96	ANC DDS
FAIRBANKS				
F-FAI (INTERNATIONAL)				
X6	8:55p	9:50p	AS 98	0
HOUSTON				
I-IAH (INTERCONTINENTAL)				
Daily	4:30p	7:50a	AS 56/AS 96	ANC DDS
JUNEAU				
Daily	11:10a	6:45p	AS 66	3 L
ONTARIO				
X6	*8:55p	10:25a	AS 98	4 SB
PORTLAND				
X6	*8:55p	7:55a	AS 98	3 S
SEATTLE/TACOMA				
S-SEA (SEATTLE/TACOMA)				
2467	11:10a	9:30p	AS 66	4 LS
135	11:10a	10:30p	AS 66	5 LS
Daily	4:30p	11:45p	AS 56/AS 96	ANC DD
X6	*8:55p	5:50a	AS 98	2 S
SITKA				
135	11:10a	7:50p	AS 66	4 L
YAKUTAT				
Daily	11:10a	4:30p	AS 66	2 L



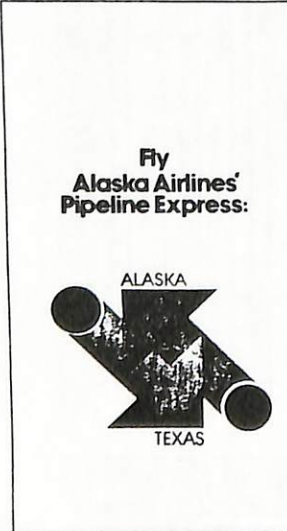
Alaska Airlines now serves Alaska's oil capital with daily non-stop Gold Coast™ service from Fairbanks and Anchorage. Plus convenient thru and connecting service from the balance of our system.

Alaska Airlines

Alaska Airlines
Fly with a happy face.

Alaska Airlines Timetable

Effective June 1, 1974



DALLAS TO:

Leave	Arrive	Flt/Class	Meals	Stops	Remarks
ANCHORAGE	11:35a	3:15p	95F	Y	1
FAIRBANKS	11:35a	4:40p	95F	Y	2
JUNEAU	11:35a	6:40p	95/67F	Y	Sea 1
KETCHIKAN	11:35a	4:20p	95/67F	Y	Sea 1
SITKA	11:35a	5:40p	95/67F	Y	Sea 1



HOUSTON TO:

Leave	Arrive	Flt/Class	Meals	Stops	Remarks
ANCHORAGE	10:00a	3:15p	95F	Y	2
FAIRBANKS	10:00a	4:40p	95F	Y	3
JUNEAU	10:00a	6:40p	95/67F	Y	Sea 1
KETCHIKAN	10:00a	4:20p	95/67F	Y	Sea 1
SITKA	10:00a	5:40p	95/67F	Y	Sea 1

BRANIFF & ALASKA AIRLINES BRING ALASKA A LITTLE CLOSER TO HOME

TO ALASKA The only daily thru-plane service to both Anchorage and Fairbanks.

Braniff Airways and Alaska Airlines on July 30, 1973, announced the filing with the CAB for an aircraft interchange from Houston and Dallas/Ft. Worth to Fairbanks and Anchorage with Seattle as the point of interchange, and change from Braniff to Alaska crews. The service was inaugurated June 1, 1974, with one daily round trip using Boeing 727 equipment. The Alaska-Braniff interchange was terminated in 1982 prior to the Braniff bankruptcy. The interchange later operated between American Airlines and Alaska Airlines.

Freq Leave Arrive Flight Stops MI
Via

LONG BEACH To: ☎ 800-426-0333

ANCHORAGE
A-ANC (ANCHORAGE INTERNATIONAL)

X7	8:00a	1:45p	AS 43/AS 93	SEA	BL
Daily	9:55a	3:25p	AS 45/AS 395	SEA	S
Daily	9:55a	3:55p	AS 45/AS 341	PDX	SS

FAIRBANKS
F-FAI (INTERNATIONAL)

X7	8:00a	3:10p	AS 43/AS 93	SEA	BL
Daily	9:55a	4:50p	AS 45/AS 395	SEA	S
Daily	9:55a	5:35p	AS 45/AS 341	PDX	SS

JUNEAU

X7	8:00a	5:05p	AS 43/AS 67	SEA	BS
Daily	9:55a	4:45p	AS 45/AS 71	SEA	BS

Discontinued after Sep22

KETCHIKAN

X7	8:00a	2:45p	AS 43/AS 67	SEA	BS
----	-------	-------	-------------	-----	----

PORTLAND

Daily	9:55a	12:50p	AS 45	1	B
Daily	6:35p	8:30p	AS 49	0	D

PRUDHOE BAY/SAG. RIVER

Daily	9:55a	7:05p	AS 45/AS 341	PDX	SS
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SEATTLE/TACOMA
S-SEA (SEATTLE/TACOMA)

X7	8:00a	10:10a	AS 43	0	B
Daily	9:55a	1:55p	AS 45	2	B
Daily	6:35p	9:35p	AS 49	1	D

SITKA

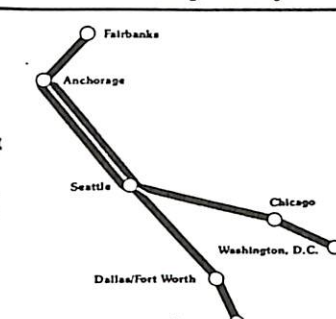
X7	8:00a	4:00p	AS 43/AS 67	SEA	BS
----	-------	-------	-------------	-----	----

<
Two more steps in the expansion along the West Coast and into California: Long Beach was added on 07 SEP 82 ...



SPOKANE, SPOKANE, SPOKANE, SPOKANE.

No Change Interchange
New No Change Interchange



SPOKANE To: 858-6278			SEATTLE/TACOMA To: 433-2188		
Freq	Leave	Arrive	Freq	Leave	Arrive
X7	8:00a	10:10a	X7	8:00a	10:10a
Daily	9:55a	1:55p	Daily	9:55a	1:55p
Daily	6:35p	9:35p	Daily	6:35p	9:35p

Alaska Airlines
Fly with a happy face.

Alaska Airlines and American Airlines announce the addition of a second interchange effective May 15 with single plane service from Anchorage, through Seattle, to Chicago and Washington, D.C. Alaska Airlines will continue to offer single plane service from Fairbanks and Anchorage, through Seattle, to Dallas/Fort Worth and Houston on the Alaska Airlines/American Airlines Interchange.

- Full inflight service First Class and Coach
- No change of plane
- Convenient Schedule
- Wide choice of connections to other Alaska and American cities

Call Alaska Airlines or your travel agent when your travel plans include one of our interchange cities.

... followed by Spokane, Washington on 24 APR 83. Timetable cover shows the characteristic clock tower at Spokane. On 15 MAY Alaska and American added a second "no change interchange", from Anchorage to Washington, D.C. to their existing interchange between Fairbanks and Houston.

TIMETABLE
Effective April 24, 1983

Alaska Airlines




Clock Tower, Spokane, Washington

TIMETABLE
Effective May 15, 1982

Alaska Airlines

Introducing Service to San Jose

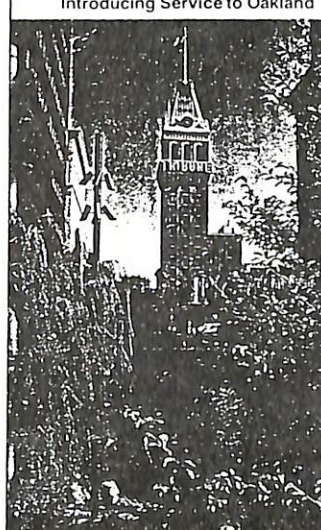



Service to San Jose started on 06 SEP 83 and to Oakland the following 15 DEC.


TIMETABLE
Effective May 15, 1982

Alaska Airlines


Introducing Service to Oakland


UNALAKLEET ANIAK GALENA McGRATH
ST. MARY'S ILIAMNA ANCHORAGE



ANCHORAGE VALDEZ
KENAI



DILLINGHAM KING SALMON ANCHORAGE
ADAK DUTCH HARBOR KODIAK SAND POINT



L.A.B. FLYING SERVICE, INC.

HAINES SKAGWAY
GUSTAVUS JUNEAU
EXCURSION INLET HOONAH

Alaska Airlines and the 4 contract air carriers shown above are working together cooperatively to provide convenient passenger and cargo service throughout Alaska. Together we provide convenient flight schedules, making connections quick and simple with competitive passenger fares and cargo rates to more Alaska destinations. Flight numbers and airline codes have been merged and listed in this timetable to offer easier reservations and ticketing capabilities. The Alaska commuter service makes an additional 20 communities available for the convenience of Alaska Airlines travelers flying to/from or within Alaska.

For reservations on any or all of the Alaska commuters contact Alaska Airlines Reservations. Alaska commuter flights are designated by Alaska Airlines flight numbers AS500 through AS999.

Alaska Airlines contract carriers also serve village communities throughout western Alaska. For exact flight information, refer to the Alaska Airlines Village Service Timetable.

In the early 1980s Alaska turned to a number of smaller airlines to feed its trunk routes. These feeders operate under the name "Alaska Airlines Commuter Service".

When service to Los Angeles began on 28 APR 85, Alaska used the familiar "LA" symbol in red within its name. The other letters are in black.

LOS ANGELES To: ☎ 213-628-2100
LAX (L. A. INTERNATIONAL)

ANCHORAGE

Daily	7:00a	1:40p	AS 91/AS 93	SEA	BL
Effective May 20					
Daily	10:00a	3:00p	AS 173/AS 85	SEA	BL
Effective May 20					
Daily	1:15p	6:55p	AS 175/AS 87	SEA	LD
Effective May 20					
X6	6:10p	11:25p	AS 99	1	DS
Effective May 20					

BOISE

Daily	10:00a	5:10p	AS 173/AS 105	SEA	BS
Effective May 20					

FAIRBANKS

Daily	7:00a	3:05p	AS 91/AS 93	SEA	BL
Effective May 20					
Daily	10:00a	5:40p	AS 173/AS 395	SEA	BL
Effective May 20					
Daily	1:15p	8:30p	AS 175/AS 87	SEA	LD
Effective May 20					
X6	6:10p	12:50a	AS 99	2	DS
Effective May 20					

JUNEAU

Daily	10:00a	4:15p	AS 173/AS 71	SEA	BS
Effective May 24					
Daily	1:15p	9:40p	AS 175/AS 69	SEA	LS
Effective May 20					

KETCHIKAN

Daily	10:00a	2:30p	AS 173/AS 67	SEA	BS
Effective May 20					
Daily	1:15p	8:25p	AS 175/AS 69	SEA	LS
Effective May 20					

PHOENIX

Daily	2:45p	3:50p	AS 84	0	S
Effective May 20					

PRUDHOE/DEADHORSE

Daily	10:00a	5:00p	AS 173/AS 85	SEA	BLS
Effective May 20			AS 57	ANC	

SEATTLE/TACOMA INTL.

Daily	7:00a	9:25a	AS 91	0	B
Effective May 20					
Daily	10:00a	12:25p	AS 173	0	B
Effective May 20					
Daily	1:15p	3:40p	AS 175	0	L
Effective May 20					
Daily	6:10p	8:35p	AS 99	0	D
Effective May 20					

SITKA

Daily	10:00a	3:50p	AS 173/AS 67	SEA	BS
Effective May 20					

SPOKANE

Daily	7:00a	11:45a	AS 91/AS 101	SEA	B
Effective May 20					
Daily	10:00a	3:35p	AS 173/AS 134	SEA	B
Effective May 20					
X6	1:15p	7:20p	AS 175/AS 157	SEA	LS
Effective May 20					

ALASKA

Now L.A. is a big part of Alaska. Starting May 20, Alaska Airlines will fly non-stop to and from LAX.

TO LOS ANGELES FROM SEATTLE/TACOMA:

Leave: 7:00 AM	Leave: 10:15 AM
Leave: 11:15 AM	Leave: 6:30 PM

TO SEATTLE/TACOMA FROM LOS ANGELES:

Leave: 7:00 AM	Leave: 10:00 AM
Leave: 1:15 PM	Leave: 6:10 PM

Also thru and connecting service to Alaska and Phoenix.



Alaska Airlines
Fly with a happy face.



ROUTE MAP

Timetable includes single plane schedule via:

- Alaska Airlines/American Airlines Interchange
- Alaska Airlines/Continental Airlines Interchange
- Alaska Airlines Authorized Routes

ANNOUNCING NEW SERVICE TO:

- Spokane, Washington with daily flights to/from Seattle connecting to other Alaska Airlines flights to cities in California, Oregon, and Alaska.
- Chicago, Illinois and Washington, D.C. from Anchorage, thru Seattle, on the second Alaska Airlines/American Airlines Interchange.
- Kodiak, Alaska with daily flights to/from Anchorage, Seattle, Burbank, Ontario.
- Valdez, Alaska with daily flights to/from Anchorage.
- San Francisco with daily flights to/from Burbank and Ontario.

Call ALASKA AIRLINES or your travel agent when your travel plans call for one of our new destinations.

ALASKA REGIONAL HEADQUARTERS
4750 International Airport Road, Anchorage, AK 99502
CORPORATE HEADQUARTERS
PO Box 69900, Seattle, WA 98168

AIRLINE HAPPY HOUR

by AL S. TASCA

I don't have many sticks from Alaska Airlines. But those that I have or have seen, show some interesting variations. They are as follows:

Fig. 1
This is a stick from their Gold Coast service. It is all-white and one-sided. Naturally the writing is hot-stamped gold, as is the name on the shank. The stick is 5.5 in (13.4 cm) long with the manufacturer's name, spir-it usa on the front just forward of the pointed end.

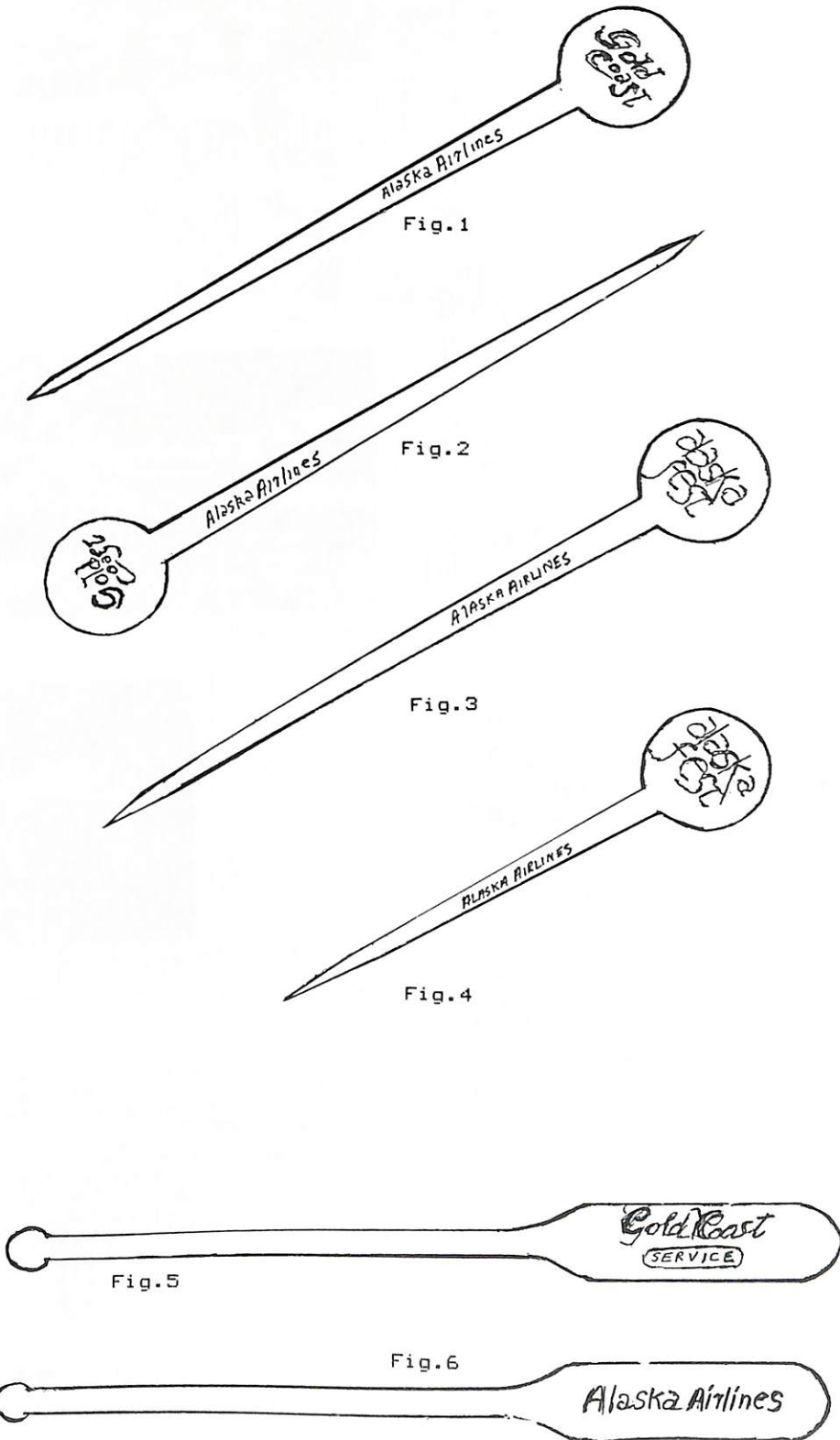
Fig. 2
This stick is nearly identical to the one in Fig. 1. The differences are that the airline name is higher on the shank and it faces in the opposite direction. As with many other sticks, it seems that during manufacture the name is not always in the same spot. Also, unlike the stick in Fig. 1, the manufacturer's name on this stick is in the same spot, but on the reverse side.

Fig. 3
This one-sided, 5.5 in (13.4 cm) is also all-white, but the writing and name are in hot-stamped brownish red. This stick also comes in a two same-sided variety and as on the sticks in Fig. 1 and 2, the name is not always in the same spot on the shank. Both varieties also have spir-it usa just forward of the pointed end and this can also be on either side.

Fig. 4
This is the matching pick to the two-sided stick in Fig. 3. It includes the same manufacturer's name in the same area. This pick is 4 1/8 in (10 cm) long.

Fig. 5
Another all-white Gold Coast service stick in hot-stamped gold. This two-sided stick is 6 in (14.7 cm) long with the manufacturer's name spir-it just forward of the round end on the other side.

Fig. 6
This shows the other side side of the stick in Fig. 5. It is also all-white with hot-stamped writing. This writing is upside down, compared to the front side and can be read by holding the stick facing you and then turning it over top to bottom.



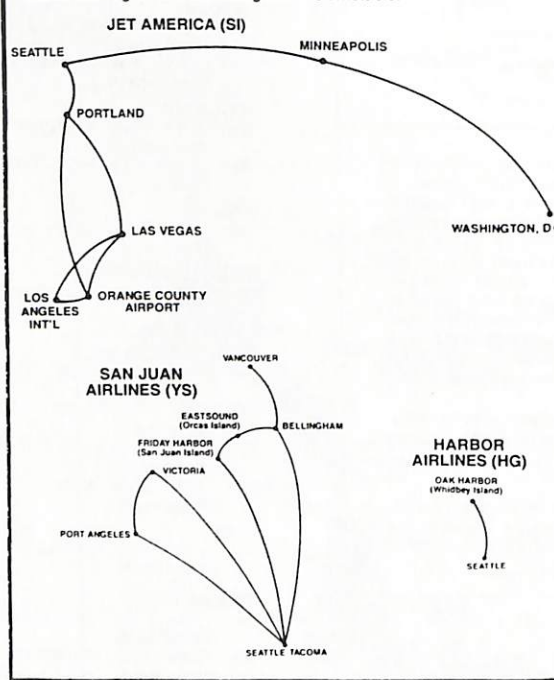
ALASKA AIRLINES COMMUTER SERVICE ©



Alaska Airlines and the 6 commuter carriers shown above cooperatively provide passenger and cargo service within Alaska. Together we offer convenient flight schedules, making easy connections with competitive passenger fares and cargo rates to over 60 communities in Alaska. Reservations with these commuters can be obtained by calling Alaska Airlines toll free at (800) 426-0333. Alaska commuter flights are designated in black in this timetable. Alaska Airlines commuter carriers also serve additional village communities throughout western Alaska. Please refer to Alaska Airlines' Village Service Timetable for flight information.

CONNECTING CARRIERS

Alaska Airlines now makes air travel easier. Convenient connections are now provided between Alaska Airlines' cities and the destinations served by the carriers shown below. Reservations for flights to any of these cities can be obtained by calling Alaska Airlines toll free (800) 426-0333. Each carrier's airline code precedes their flight numbers throughout this timetable.



01 DEC 86 timetable shows inauguration of service to San Diego, CA, but also connecting service agreements with Jet America, San Juan Airlines and Harbor Airlines. Jet America would be completely taken over and its services integrated into the Alaska network on 01 OCT 87. There also has been a change in the line-up of commuter carriers working with Alaska Airlines.

T I M E T A B L E

Alaska Airlines

EFFECTIVE OCTOBER 1, 1987

INCLUDES HORIZON AIR

- New Service Between Orange County, Portland and Seattle.
- Added Service Between Los Angeles Area and San Francisco Bay Area.

Joint timetables were issued for Alaska Airlines and Horizon Air after Alaska Air Group, parent company of Alaska Airlines, had acquired Horizon Air in 1986, even though both carriers remained independent.

DIRECT FLIGHT TIMETABLE

Alaska Airlines

EFFECTIVE APRIL 1, 1990

INCLUDES HORIZON AIR

GOODWILL GAMES™

The Official Airline of the Seattle Organizing Committee

- The Goodwill Games Come To Seattle July 1990
- For Brochure Information Call 1-800-359-9494
- 19 Flights Each Business Day Between Seattle And The San Francisco Bay Area

01 APR 90 timetable promotes the JUL 1990 Goodwill Games, held in Seattle right after the 1990 Airliners International Convention.

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

New playing cards have been scarce again, with only one new (is it?) card in sight. Should you see something new, please let me know so we can inform the rest of the membership. With only the one new (?) card to report, let's first look at our featured airline this month, Alaska Airlines.

The earliest issue I have of this airline is from the early 1960s, when they were flying the Convair CV-880 on their jet service to Seattle. This card has a white background and Alaska Airlines in dark-blue print. The "Golden Nugget jet service" text and the eagle are in gold. The aircraft is shown against a dark-blue sky.

Alaska Airlines issued a series of different color decks that I believe went along with the totem pole and other logos they used from 1973 to 1976. There were four different tail logos in the beginning: the totem pole head in green, an eskimo face in blue (without a smile at first), a goldminer/pro prospector in red and the dome of a Russian Orthodox church tower in purple. The designs all represented aspects of the heritage and history of the State of Alaska. These four decks were plain cards in green, blue, red and purple, all with gold printing for the name and a border. It is a shame that the different tail logos were not shown on these cards. They would have made for a great series of cards.

In the late 1970s came the slogan "The sky's the limit", which led to a card showing a 727-200 flying above snow-capped mountains. The border and the printing are in white. A new slogan, "Fly with a happy face", came into use in the early 1980s. This led to a revision to the card mentioned above. Apart from the different slogan, the blue of this card is darker. There is another small difference: the earlier card does not show a registration number on the aircraft, while the newer version does (although it is illegible).

As far as I know, this latter card is still in use.

++++



I won't pass up the opportunity to show you a new card, at least new to me and to the CAPTAIN'S LOG:

Thanks to Randy, one of my colleagues at Federal Express, I can illustrate this card issued by Midway Airlines. The logo is white on an all-black background. I don't know how new this deck really is (Comments, anyone?) but it is a new one for the CAPTAIN'S LOG.

Until the next time and Happy collecting.



STICKER CHATTER

by DON THOMAS

To start, I want to show some Alaska Airlines labels. Alaska, the featured airline in this issue of the CAPTAIN'S LOG, was formed in 1944 by combining Star, Mirow, Lavery and Pollack Airlines. The line was awarded a Seattle-Fairbanks route in 1951 and inaugurated it with DC-4s. In 1958 the DC-6 inaugurated Seattle - Fairbanks - Anchorage Golden Nugget Service. In 1967 Cordova Airlines merged into Alaska Airlines and in 1968 Alaska Coastal Airlines joined.

One of the more-colorful labels of Alaska Airlines, complete with totem pole, is illustrated (#1). Its background shows a blue sky. The triangular label (#2) has a gold border and "bird", red text and dark-blue inside triangle. It probably dates back to the airline's "Fly Alaska" period of the Convair CV-240, CV-880 and the Super Constellations. The next three labels for freight are self-explanatory (#3a,b,c). They have "Alaska Airlines" in red and the other text in blue, on white. The Alaska Coastal Airlines label (#4) has a wide yellow circle with concentric narrow black circles and black text. The Alaska flag has white stars on a black background.

As usual, I have many more new labels than I can illustrate on three or four pages. I will therefore show only the most-attractive and most-important ones at hand.

The most-important one in June should be the sticker for AIRLINERS INTERNATIONAL 90 at Seattle (#5). It is already familiar to us as it has been illustrated in the CAPTAIN'S LOG for the past year. It shows one of the old Boeing 307 Stratoliners. These were used by both TWA and Pan American Airways.

Remember Chalks's Airlines, which had been flying to Nassau, Bimini and Cat Cay since 1919? It is now called Paradise Island Airways and is owned by television entertainer, talk show host and producer Merv Griffin. The green and white stickers shown (#6) were used on wrapped birthday cakes which were given to passengers in MAR 90 to celebrate the airline's first birthday. Stickers are courtesy of RICK ARANHA, who has been flying



#1



#2

(Facsimile drawn by hand. (Red, gold and dark-blue colors don't reproduce well-JG)

#3



#4



#5



#6

for Chalk's and Paradise Island for the past many years.

Incidentally, when I was radio officer on a Munson Line cruise ship back in 1928, we used to go over to Paradise Island in the Bahamas for a swim when we were in Nassau. At that time it was called Hog Island and the only sign of habitation was an open-air lean-to used to change into bathing suits. Now there are many million-dollar hotels and gambling palaces on the island.

JAIME LaTORRE of Chile, who has attended the past eight AI conventions, sent in some nice new labels. The most-beautiful is one from Ladeco (#7) for best airline of 1986. It is in dark blue on an orange background, with a white airplane and yellow border. The Jet BAe 146-200 of LAN Chile (#8) is a new one - blue, red, light blue on white. The "Good Morning, Calama" sticker (#9) refers to a city in Northern Chile. Thanks, Jaime.

All new labels are useful and will be described in the Air Transport Label Catalogue.

HERMAN VAN DYK sent a Chalk's International label for Bimini (#10). It is blue on white and now obsolete. There should be others for MIA, NAS and CC. The new US Air BIL in black on white with the airline name in red and blue (#11), also from Herman. It was issued in 10/89. Another BIL from Herman is this cardboard BIL for KeyAir in blue and red on white (#12) and a cardboard BIL with a plain US Air in black in white (#13).

PETER RENTZCH of West-Germany sent in two Atlantic Airways labels. This is a Danish airline flying from the Faroe Islands to Copenhagen. The bird is black, with a blue cap. The border is red (#14). The other label (not illustrated) has a red border and a jet aircraft outlined in blue.

Delta's "Do not disturb" label came from MICHAEL GERKE. It is blue on white with a red border (#15). He also sent in the Paris inaugural service label of 1985 in black on gold (#16).

BILL GAWCHIK found some nice labels, among them a few new ones: Monarch Airlines flies out of Luton Airport in England with a fleet of Boeings and A300s. Their triangle is in yellow and gray, with a black center (#17). Wideroe's four-engined Dash 7 is shown on a blue background (#18)



#7



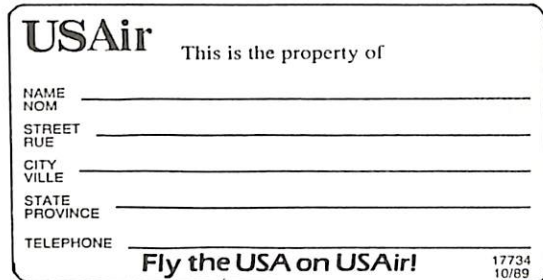
#8



#9



#10



#11



#12



#13



#14



#15



#16



#17



#18

92

La Tur is a Mexican charter airline operating MD-83 and Airbus A300-600 (#19) aircraft from the U.S. east and west coasts to Mexican holiday resorts. This A300-600 label has a light green background with a silver border. Mexicana's Compliments label is black on white (#20) and the smaller label from the same airline is in blue and brown on white (#21).

TED KOCH contributed labels from Spanair (#22) and Viva Air (#23). Both are based in Palma de Majorca. The Viva label is printed in five colors: yellow, black, red, blue and green, on white. These are the same as the colors of the Olympic flag. The Iraqi Airways 44th anniversary label (#24) is green, red and yellow, with a gold and green border.

ALLAN VAN WICKLER came up with a new Canadair label, among a lot of others. It shows the company's new Regional Jet (now under development) and comes in shiny silver and red on white and gray (#25). He also contributed the American Airlines Super 80 Luxury Jet label (#26). It shows an aluminum airplane on a white background, decorated with American's usual red and blue house colors. The border is in red.

From LEN WALLIS of Ontario, Canada, came this Canadian Helicopters label (#27) in dark blue and white, with a red hummingbird. The company flies from Vancouver to the winter resort of Whistler.

DAVE ROWE in England as usual sent in some new items. Air Columbus (#28) flies from Madeira and is connected with Sterling Airways of Denmark. The aircraft on the label is in blue and orange on white, against a background of mountain tops peeking through the clouds. The Inter-



#19



#20



#21



#22



#23



#24



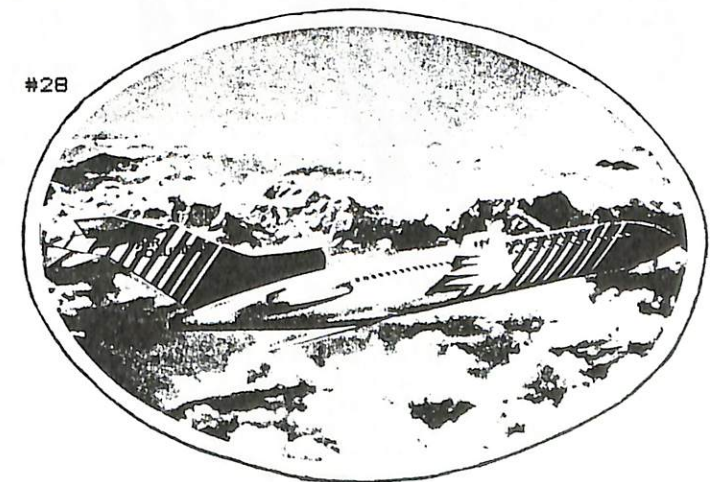
#25



#26



#27



#28

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flug (East-Germany) label (#29) is in black on red and shows one of the airline's new Airbus A310 taking off. Federal Express advertised the 1989 football games with this red-background label (#30). Lauda Air of Austria's man poses with two big stuffed animals (#31). Or are they people in animal suits? This label comes in the form of a postcard that can be sent through the mail. The explanatory text on the back is also shown. The familiar bee mascot of Busy Bee of Norway is now on skis, in yellow and black on a blue and white background (#32). The label of Slov Air of Yugoslavia (#33) shows a LET Z-37 Cmelak (Bumble bee) agricultural crop duster airplane in blue and lettering in red on a white background. Like so many airlines in the East Bloc, Slov Air not only operates air services, but is also involved in a host of other flying activities, including agricultural aviation.

The StatesWest BIL (34) was liberated by PAT MCCOLLAM. It is in light green on white cardboard.

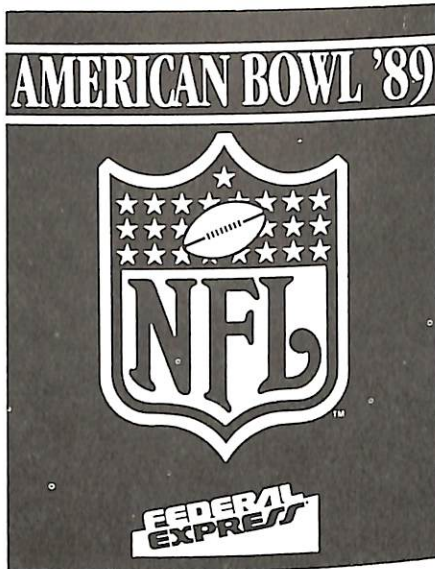
That's it for this time. See you in Seattle, where I will have lots of 50-cent airline baggage labels from the 1920s to the 1960s, and lots of time tables from the 1930s and 1940s.

ENJOY THE FAMILY FUN OF >>>

#29



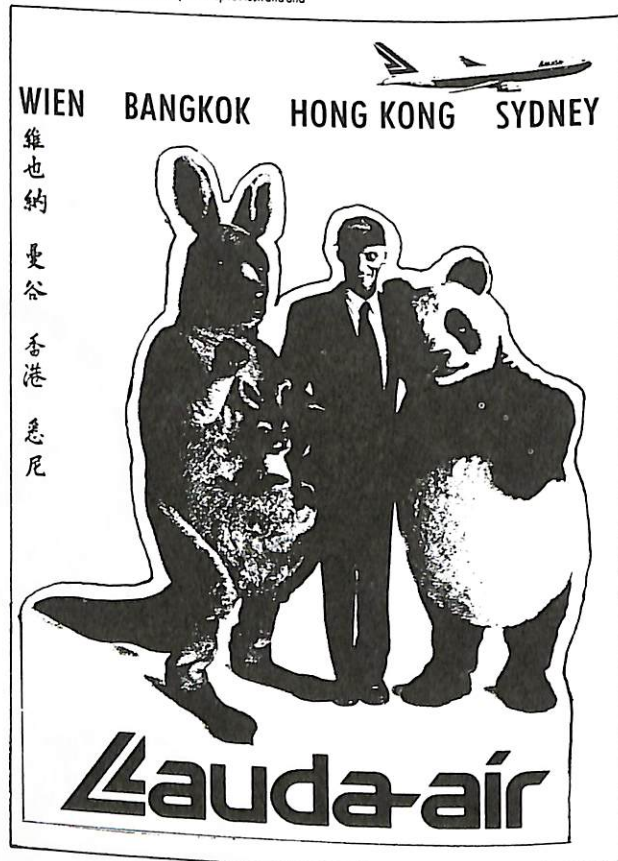
#30



#33

Neue Liniendienste der Lauda Air ab Mai 1988: Mit Boeing 767-300ER nonstop nach Bangkok und mit nur einem Stop nach Australien und Hong Kong.
Niki Lauda and his friends. Lauda Air's new scheduled services begin in May, 1988: Boeing 767-300ER non-stop flights to Bangkok and with only one stop to Australia and Hong Kong.

#31



#34

Name _____
 Address _____
 City _____
 State _____ Zip _____
 Phone (Area Code) _____ Number _____

STATESWEST
 AIR MAIL SERVICE

**BAGGAGE IDENTIFICATION
 ATTACH TO LUGGAGE**

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WINGS & THINGS

by RICHARD KORAN



(LEFT) This Alaska Star Airlines hat badge was first one to be worn after ASA changed their name from Star Airlines in 1942. The badge is silver with deep-red enamel in the sky, a small silver star, silver land mass and blue ocean. The band around the center logo is in dark-blue enamel with silver letters. A silver band surrounds the whole badge.

R.W. Stevens photo
 +++



(ABOVE) First Alaska Airlines hat badge, wing and employee lapel pin. All the wings on these badges are silver with a blue enamel band surrounding the center piece. "Alaska Airlines" is in silver. The center has a deep-red sky with a silver star. The Alaskan land mass is in silver with a blue enamel ocean. There is a small chip in the sky enamel of the hat badge and this shows up as a white spot in the middle.

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R.W. Stevens photo

As most of you know, if you have been reading my column for a while, I like to pull information from other sources, in the form of direct quotes, mostly, as a means to give you a story of aviation that perhaps has been told before ... and better than I could tell it. Why not? Why sit in front of a typewriter trying to get my thoughts together when they are before me anyway? It happens all the time.

THE BUSH PILOTS

It happened again when I began thinking of Seattle and the up-and-coming convention ... remembering my visit to the Museum of Flight on a layover ... looking at the airplanes on the exhibit ... especially the older ones like the sturdy Stinson SR Reliant suspended in the museum's "upper air" ... bringing back memories of Oshkosh EAA Fly-Ins and all the old airplanes, parked in the "antique" section, that may have been carried aloft with skis, wheels or floats, to a rugged destination ... like Alaska ... in the "old days".

So, when I read sections of Archie Satterfield's "The Alaska Airlines Story", I found a few paragraphs that tell the story best: "No era in aviation was more romantic than those golden years between World War I, which introduced serious aviation to the world, and World War II, which made aviation legitimate. It was in the era of the bush pilots, knights errant in the wilderness, paladins astride their Stinsons, Bellancas, Vegas, Robins, Fairchilds, Hamiltons, Fokkers, Pilgrims, Fords, Ryans, Standardts and Stearmans. Some wore knee britches, leather lace boots, flying jackets, and, yes, some wore silk scarves. They cut romantic figures in the small towns and it is no wonder that these young, healthy and daring young men were so popular wit local belles. One young woman who grew up with miners and fishermen, said that when the pilots arrived in force during the early 1930s, the local boys didn't stand a chance -- unless they became pilots, too."

"Like the great cowboy years of the American West, the real bush pilot era did not last very long. While there are still charter pilots in the north who are called bush pilots,

(RIGHT) Gold Alaska hat badge is above a gold embroidered wing variation. The upward swept wings of this hat badge are gold with red, dark-blue and light-blue enamel and silver highlights and lettering. The embroidered pilot wing is gold on black backing, embroidered letters in gold and red and blue thread in the center with a small silver star. It is thought this style wing was worn by aircrews in flying contract trips to Japan from Alaska, in DC-4s.



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R.W. Stevens photo

the true bush flying lasted only about fifteen years, from the arrival of Carl Eielson and Noel Wien in the mid-1920s until the federal government stepped into Alaska around 1940 and established routes, regulations and certificates for the airlines.

"Flying continued to be a hazardous occupation, but after the Federal regulations were imposed, flying was different; there were

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rules to follow, laws to obey, flight plans to file and follow, control towers to talk to, dozens of new instruments to operate and complex airplanes to fly.

"Those bush years have produced a folklore of the North that has been handed down from generation to generation. Part of this unchanging folklore is due to the longevity of the participants; bush pilots who survived their trade, live long lives, and their memories are strong and firm. They do not tolerate vivid embellishments; to have done what they did is enough."

ALASKA AIRLINES WINGS

Some years ago I went into the Western Airlines Sea-Tac flight operations hoping to find someone who could help me locate some wings .. what else? A captain in the room suggested I contact retired Western Air Lines Captain R.W. "Bob" Stevens, as he, too, is a wing collector and history buff. Little did I know the extent of his interest in Alaska as he'd flown for Pacific Northern Airlines before his affiliation with Western ... his wing collection ... his history background ... and his extensive photography and writing skills!

When it comes to his wing collection, Bob Stevens has some of the best! He began collecting many years ago and discovered his best sources were the pilots who flew the routes of the pioneer air carriers in the 49th state. His ongoing relationship with Alaska itself continues to this day as he has been writing a definitive history of aviation in and around the Pacific Northwest. His photography has taken him around the world as well, taking pictures of Alaskan and African wildlife, the Norwegian Arctic, the Pribilof Islands, Nuni-vak Island eskimos, Nelson Island eskimos and other interesting subjects. Wings, too!

The Stevens collection includes wings and badges of Alaska Star Airlines, the early Alaska Airlines in both metal/enamel and em-

(BELOW) The current Alaska Airlines wings and badges all have gold wings with red and medium blue centers and a dark-blue enamel band surrounding the center piece and gold eagle. "Alaska Air-

lines" is in gold, as well as the fine detailing. As you can see, the older F/A half wing has the earlier ocean, sky and star details with gold and appropriate enamel. F/A badge at bottom left is current with the outstretched head, wings and tail in gold on the enameled badge. R.W. Stevens photo

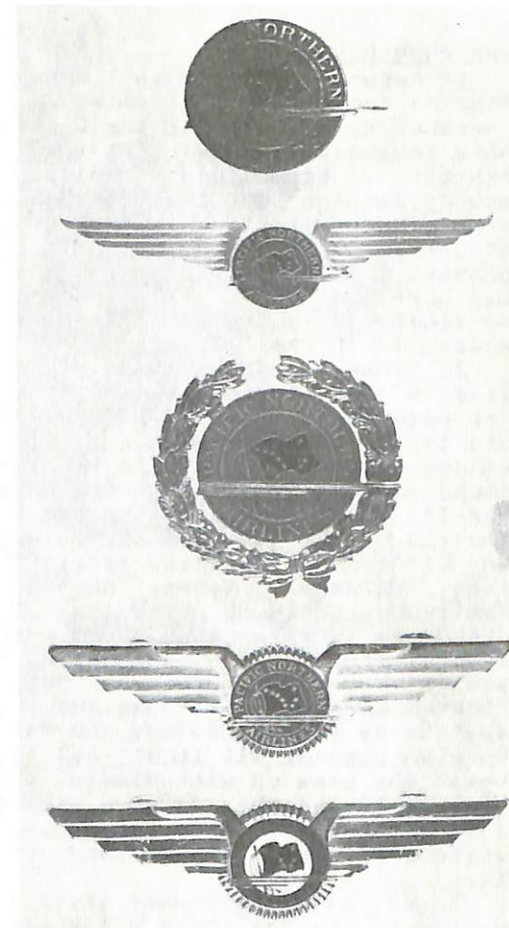
(RIGHT) These Pacific Northern Airlines pilot wings and badges show progression in the insignia from DEC 45 to the merger with Western Airlines in 1967. Both badges are red enamel with silver details and blue enamel "flag". A silver wreath accents the second hat badge. The first and second wings are silver with red, blue and silver in the centers. Bottom wing is silver with red and white enamel in the center with a blue enamel flag. Silver used for the accents of these beauties. R.W. Stevens photo



Silver embroidered Alaska Airlines pilot wing with red and blue center and a small silver star. The surrounding border is dark blue with letters in silver. This striking variation is beautiful in color. R.W. Stevens photo



The current Alaska Airlines pilot wing is in gold with red, blue and gold in the center. The blue enamel border has gold letters and a gold eagle surmounts the center. Enamel at upper left is red, with a gold star, and blue enamel forms the lower right of the wing's centerpiece.



broidered variations, and the current Alaska Airlines uniform insignia. Just to titillate you, his Alaskan collection also includes wings and badges from Pacific Northern Airlines, Wien Alaska Airlines (including five or more variations of F/A wings made in remote locations by native artisans), Northern Consolidated Airlines, Reeve Aleutian Airlines, Cordova Airlines, Alaska Coastal Airlines, Ellis Airlines, Alaska Coastal-Ellis, and numerous others.

I hope I will have an opportunity to see some of Bob's collection as he plans on being at Airliners International 1990 in Seattle.

During one of my infrequent visits with him on lay-overs (which are too infrequent as far as I am concerned, because I like the Seattle area very much), Bob let me photograph some of his collection and these pictures will come in handy when I try to describe the various wings and enameling for the photos. I have included a photo of my current Alaska Airlines pilot wing and Bob came through with "flying colors" and some very nice B&W photos of his wings for us to drool over(!) ... including one grouping showing his Pacific Northern Airlines wings and badges, too.

The older Alaska Airlines wing is silver with deep red and blue enameling in the center. A blue enamel band surrounds the center with the name in silver letters. In the middle, the land surfaces are silver and the ocean blue. The sky is red with a silver star in the upper left. The Alaska Star wing is identical as far as the enameling is concerned, except the silver star is almost at the top of the center, and the wings are silver, too.

Capt. Stevens has an embroidered Alaska Airlines wing which is silver "wire" and has a center consisting of red thread at the top and blue at the bottom half. A small silver star is in the upper half of the center. Black threads accent the wing pattern. A blue band surrounds the center wing with silver wire "Alaska Airlines". He has a similar wing with gold embroidering, but there is no band around the center, just large gold lettering.

The current Alaska Airlines wing is gold with the blue enamel band around the center with gold lettering. A gold eagle separates the red sky at the upper left of the center, and the blue earth at the right and bottom. There is a gold star in the upper-left sky. The current Flight Attendant badge is similar to the center of the pilot wing except that it is somewhat larger. The eagle is also larger and its wings extend above the badge, whereas the head and tail extend out each side.

Bob also has an Alaska Airlines gold half-wing with red and blue enameling as in the earlier Alaska Airlines wing in silver. Four hat badges round out the Stevens Alaska Airlines collection:

- a large, round Alaska Star silver badge with the same deep-red and blue enamel;
- a silver Alaska Airlines with wings spread upward with appropriate red and blue enamel;
- a gold Alaska Airlines with wings swept upward with red and blue enamel, and,
- the current Alaska Airlines badge, wings swept up and the eagle in the center of red and blue enamel.



(LEFT) This All American Airways badge has green enamel over all surfaces, with gold trim, AAA logo and edging. I found it at a local military show.



(ABOVE) Braniff Airways hat badge acquired at the D/FW mini-convention. It was the "catch of the show" for me. This 1939-era hat badge is in overall gold with red and black enamel in the center.

(BELOW) I acquired this Braniff International Airways hat badge at last year's D/FW mini-convention. This beautiful piece of aviation jewelry is in gold with blue enamel border, gold letters and red enamel behind "International". The upper surfaces are polished and the lower ones are matte finished.



Mesaba Aviation, operating as Northwest Airlink with Northwest Airlines, now provides connecting service between Detroit and 12 cities in the states of Michigan, Ohio, Pennsylvania and Wisconsin. Their wing is all-silver with a red, white and blue center. This badge comes in two sizes, one for the hat and the other for the jacket.

Many of you may have noted some improvement in my photographs in my attempts to eliminate as much reflection as possible to enhance the wing pattern. I have been able to do quite a bit, but I still can't rid myself of the black spot in the center if that center is a polished surface. The "spot" is in my camera lens! Any suggestions, Dick Luckin???

AIRLINE INDUSTRY AWARDS

Readers ask me from time to time where I get my source material. Much of it comes from the many airline magazines, with my favorite being Air Transport World (ATW). The FEB 90 issue included their 16th annual airline industry awards program, a creation of the magazine's editorial staff, so I thought that perhaps I would include some of the winners' wings.

Singapore Airlines was selected as the Airline of the Year for 1989, recognizing their singular achievements in passenger service and its enviable financial performance in the industry. The new Singapore Airlines wing did appear in the CAPTAIN'S LOG, 16/1 of MAR 90. Crossair of Switzerland was a repeat winner for 1989 as the commuter/regional airline of the year. Crossair "has become one of the largest, most-profitable, most-service conscious and highly-regarded regional airlines in the world despite early government protectionist policies and battles with giants Swissair and Lufthansa over route authority that threatened its very existence," says ATW.

Thai Airways International received the Passenger Service Award for 1989, recognizing the friendliness and hospitality that is a hallmark of Thai culture. Thailand's flag carrier won out in the intense competition of the Pacific rim airlines.

Alaska Airlines won the Financial Management Award for 1989.

"Any U.S. airline that has been profitable in each of the past 17 years - a period that includes the first 11 years of airline deregulation, an oil crisis, the air traffic controllers strike and a major recession - deserves to be recognized for superior financial management," says ATW.

No wonder there are so many Happy Faces on the tails of Alaska's fleet. By the way, has anyone seen the Happy Face with sunglasses that flies into Palm Springs?



This rare Chicago & Southern captain's wing appeared in my mailbox some months ago. I was more than happy to make a trade that would add such a fine wing to my collection. The wing has a gold finish and large pinback for wear.



Early 1950s United Air Lines flight engineer's wing in cloth for wear on the shirt. It has light blue thread overall and dark-blue thread for accenting the wing pattern. The shield in the middle has three yellow propellers and the red-white-blue United logo. Thanks to retired United Air Lines Captain Lee Goodwin.



Air Toronto, an Air Canada Connector, flies out of Toronto's Lester B. Pearson International Airport, close to American's gates. This variation of the AC Connector patterns is the best one yet. It has a red enamel logo at the top, polished edges at top and bottom and matte finish in between. "Air Toronto" is also polished.



Canada 3000 pilot wing worn by Toronto-based crew members for charter work. These folks are related to the Air 2000 airline in England, flying out of Manchester. The wing is in gold with white in the globe behind the red maple leaf and red "3000".



Odyssey International flew charters out of Toronto until it filed for bankruptcy in April. Its 757s and 737s were seen at YYZ, Tampa (Florida) and many other sunspot destinations, as well as in Europe. The airline's logo can be seen on the cover of "Airliners" Winter 89, as well as in John Wegg's article "From Backwoods to Boeings, A Canadian Odyssey" story in that issue. There is a great photo of an Air Toronto Jetstream Super 31 as well.

THE DEATH OF AN AIRLINE LEGEND

"I'm not interested in aviation," he protested, in what may have been the most-inaccurate appraisal of one's future ever uttered," says Robert Serling in "Eagle, The Story of American Airlines". C.R. Smith, an accountant happy in his job with a power company, had been handed the reigns of an airline his boss had bought on a gambler's whim and was asked "to keep the airline's books and generally oversee its operations." That was in 1928.

Today, the people of American Airlines are mourning a legend!

A special edition of the Flagship News was published for all employees at American and I'd like to quote some of what was expressed:

"C.R. Smith, the native Texan who helped build American into one of the largest and most-successful airlines in the world, died in a Washington, D.C. hospital. He was 90.

"Except for military service during World War II, Smith was chief executive of American from 1934 until his appointment by then-President Lyndon B. Johnson as secretary of commerce in 1968.

"Mr. C.R., as he was known to all, was a giant in an era of aviation pioneers", said

Robert L. Crandall, American's chairman and president. 'The nation has lost a great businessman, the industry has lost a great pioneer and we at American have lost part of our soul'."

During World War 2, C.R. was selected by General Hap Arnold, commander of the U.S. Army Air Corps, to help develop the Air Transport Command (ATC), the military airline formed to handle the air transportation needs in all theaters. He once said the experience provided him with additional perspectives when he went from major-general to American's chief executive after the war.

I'd like to close this column with one of Bob Stevens' poems:

"Contrails race across the sky
To show where jets are passing by,
Lengthy clouds of curving grace
Soon dissolve and leave not a trace;
Whither he who made this track,
Going where; or coming back
from far off place around the Earth,
Katmandu, Patee' or Perth,
Where others look up to the sky
And see the contrails same as I."

Thai Airways International wings are similar to the SAS wings and a result of the financial backing of the former by the latter. These wings, however, are older and are also silver. In fact, the wing, back plate and screwback are ALL silver and are marked as such. The current Thai wings are gold, but with a different gold content as they appear somewhat darker.



Crossair of Switzerland is an expanding regional, operating flights in its home country as well as to surrounding nations. The wing is in gold with polished letters and tail markings. The background is matte gold.



This JU 52 crew wing was acquired by Dr. Charles Quarles at a military auction. As best as we can tell at this time, it is worn by crew members who fly a restored JU 52 for Lufthansa, touring airports and air shows in West Germany and elsewhere in Europe. Photos of a model of the airplane appeared in the CAPTAIN'S LOG, 15/4, thanks to Hector Cabezas. This wing is overall silver with a blue center. The LH crane is polished silver.



Thai Airways International wings for wear on the shirt. These wings are goldplated and mounted on a blue background with a pinback. These shirt wings are about 2/3 the size of the full wings.



Mexicana's new wing is a departure from their previous "modern" wing pattern. All the upper surfaces of this all-gold wing show quite well in this photograph. The Mexicana logo is in black enamel. The new hat badge is similar to the wing except for a large, detailed wreath that surrounds a bigger shield and logo.

REPORT FROM THE FIELD

by JIM "JET"
THOMPSON

Since this is the annual pre-convention issue and this year's convention is held in Seattle, I have been asked to cover the host airport, Seattle-Tacoma International Airport (SEA), to the locals better known as SEA-TAC.

It is the largest commercial airport in the Northwest and a very lovely and interesting one. I have been very interested in it since my first flight in there on 28 JUL 82 on Eastern Air Lines from St. Louis. I'll go back now and bring you up to date and try to cover the highlights of the airport's history.

The airport first opened in 1941 as a small field to handle General Aviation aircraft and was known as Galvin Airport. It gained a lot of business late in 1941 when many Fixed Base Operators (FBOs) and other civilian operators were forced off Boeing Field because of increased military operations. War clouds were gathering and Boeing was building B-17s at a very fast rate. The military had taken over a large portion of Boeing Field.

In 1942 the Port of Seattle voted to build and operate a major new commercial airport in the area. The site chosen was Galvin Airport, 12 mi (18 km) south of Seattle. Ground was officially broken for airport construction in 1943 and a year later United Air Lines made the first official landing there with a commercial airliner. The airport did not officially open though until 1947.

Sadly, the first year was marked by a fatal accident. On 30 NOV 47 an Alaska Airlines DC-4 landed too far down the 5,600 ft (1,700 m) runway and ran off the end. The airplane crashed into some obstructions, resulting in the deaths of eight people. Twenty-four others were injured. The two pilots survived the crash and the official cause of the accident was listed as "pilot error" because of the landing too far down the runway.

1947 was the year that most of the major airlines began moving their operations from Boeing Field down the road to SEA-TAC. Northwest Airlines and Western Air Lines were among the first carriers to do so.

Northwest Airlines had become the nation's fourth trans-conti-

mental airline when it inaugurated New York - Seattle service on 01 JUN 45. The first flight from Seattle eastward - with a DC-3 - carried 20 returning servicemen and one civilian. The original schedule was three flights per day, operating out of Boeing Field. On 01 SEP 46 Northwest began service from Seattle-Tacoma to Anchorage.

Western Air Lines was granted a route extension northward from San Francisco to Portland and Seattle-Tacoma by the CAB on 10 MAY 47 and the airline inaugura-

Seattle - Tacoma

(Washington)

ted DC-4 service on 01 AUG of that year. This was the first direct service between Southern California and the Pacific Northwest.

Other airlines soon also moved to the new airport and in 1948, its first year of operations, SEA-TAC handled 130,549 passengers.

In the years to come, Northwest would make Seattle the main hub for its Pacific services to Alaska, Hawaii and the Orient. Service to Tokyo, Seoul, Shanghai and Manila started on 15 JUL 47 via the USAAF base on

Shemya at the far tip of the Aleutians, the most-western point of the USA On 02 DEC 48 service was inaugurated from Seattle via Portland to Honolulu. In JUN 50 Taipei, the capital of Taiwan, took the place of Shanghai after the Communists had come to power on mainland China.

Initially operating these services with the C-54/DC-4, Northwest later put the Boeing 377 Stratocruiser on its Pacific network.

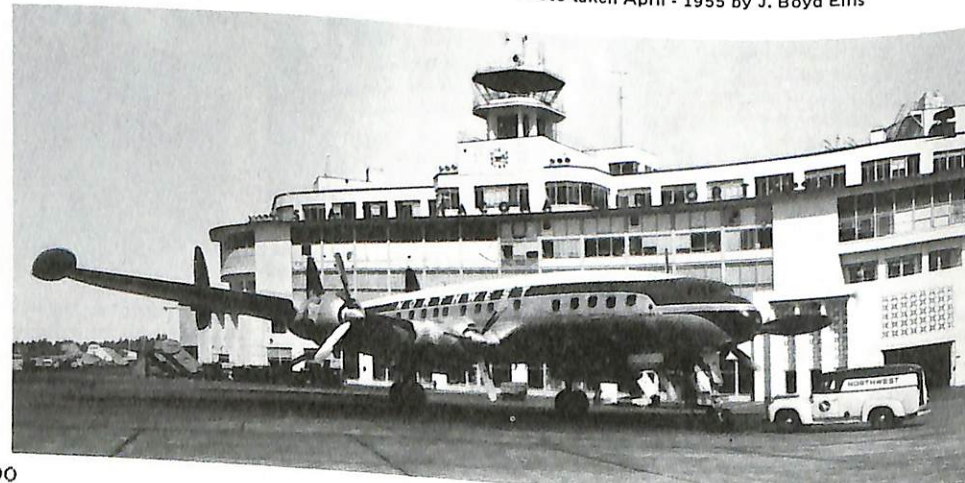
A new administration building was dedicated in 1949 and the first on-site fire department was established, operated by the airlines.

In 1951 Alaska Airlines (see this issue of the CAPTAIN'S LOG) moved down to SEA-TAC. Up to then Alaska had been operating primarily out of Paine Field up in Everett.

United Air Lines and Continental Airlines started an interchange service from Seattle to Tulsa, Oklahoma on 15 SEP 53 with the DC-6B. UAL operated the Seattle - Denver portion of the route via Portland and Salt Lake City, and Continental the portion from Denver to Tulsa via Wichita.

This United-Continental interchange lasted until 01 JUL 67, when Braniff was granted a direct route to Seattle. Continental returned to Seattle on

Northwest Orient Airlines Lockheed L-1049 "Super G" Constellation. Powered by 4 Curtiss-Wright R-3350 DA-3 Turbo Compound Engines. Shown here at Seattle-Tacoma Int'l Airport with optional wing tip fuel tanks of 600 U.S. Gallons each. Northwest used its "Connies" for service from Seattle to Hawaii and to the Orient via Anchorage, Alaska. Photo taken April - 1955 by J. Boyd Ellis



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its own after Deregulation in 1978.

Braniff Airways and United Air Lines started a once-daily DC-6 interchange service from Houston to Seattle-Tacoma on 27 SEP 53. The route was from Houston to Dallas, Oklahoma City, Denver, Salt Lake City, Boise, Portland and Seattle. Braniff crews operated between Houston and Denver and United crews between Denver and Seattle. DC-6Bs took over the service on 01 JUL 59. Twice-daily Boeing 720 service started on 10 JAN 65 and the last interchange service was operated on 12 JUN 67. After that date, both airlines went their own ways.

In 1954 the annual passenger count at SEA-TAC passed the one-million mark, with 1,048,383 travellers passing through the airport. The following year the Port of Seattle took over responsibility for the fire department.

In the late 1950s the terminal building was quickly being outgrown. Plans were drawn up to build a new North Concourse, to be designated the D-concourse. Construction was completed and the concourse opened in 1959. SEA-TAC also had its first foreign, overseas airline begin scheduled service when Japan Airlines started services to Tokyo with the DC-7C.

Even with the completion of D-concourse, the terminal was too small. Therefore, shortly after the opening of this concourse, construction was started on the South concourse, to become known as the A-concourse and completed in 1961.

Scheduled jet service came to SEA-TAC on 01 JUN 60. On that date, Western Airlines began 707 service to Los Angeles. The aircraft was leased from Boeing and made way for the airline's own 720s from JUN 61 on. Other airlines soon followed:

- * Northwest with twice-weekly DC-8-32 on the Pacific services on 08 JUL 60, increased to four per week from 31 JUL. The same airline with the Boeing 707 on New York - Seattle, 16 SEP 60;
- * Japan Air Lines with DC-8-32 on the Tokyo-Anchorage-Seattle service on 02 NOV 60.
- * Alaska Airlines with Convair CV-880 on its "Golden Nugget" service to Fairbanks and Anchorage in Alaska, 30 AUG 61;
- * Pacific Northern Airlines with Boeing 720 on the Seattle - Anchorage service, 27 APR 62;
- * Pan American was granted non



stop Seattle-Fairbanks authority on 29 MAR 65 and placed its Boeing 707-321 on the route.

The jets reduced the travel time between Seattle and Anchorage from the six to seven hours for the DC-6A and Constellation, to just three hours.

The introduction of the jets made the completion of the new A-concourse even more of a necessity. The new concourse, opened in 1961 also helped accommodate the crowds traveling to Seattle for the 1962 World's Fair. SEA-TAC handled 2,000,299 passengers that year.

Things remained pretty much the same until 1966 when construction started on what was to become B-concourse. The number of passengers had continued to grow and the additional facilities were needed. Construction was completed in 1967 and the airport saw 3,853,607 passengers pass through that year.

With all the additional passengers passing through and more gates being added to handle more flights, it was only natural more runway capacity became the next priority for expansion. In 1968 a new runway was built. Known as 16R-34L, it runs parallel to and to the west of the existing runway 16-34. It is 9,450 ft (2,880 m) long. The old runway now became 16L-34R. B-concourse was also completed in 1968.

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As if this wasn't enough, construction started in the same year on the initial phase of a \$90-million expansion program that would take several years to compete.

By 1970 the Airport Freeway link was completed. This road connects SEA-TAC with Interstate 5. Part of the \$90-million expansion plan called for the construction of two satellite gate facilities. These were dedicated in 1973 and are connected to the main terminal by an underground transit system. One of these two satellites is to the north of the ramp area and is used by United Air Lines, the other is to the south for use by Northwest Airlines (see map and photograph).

During 1973, approximately 5.2 million passengers used the airport.

In 1975 SEA-TAC was presented with the FAA's National Beautification Award and in 1976 the Port of Seattle Commission and King County, in which the airport is located, adopted the recommendations of the SEA-TAC/Communities Plan to acquire land surrounding the airport to reduce the impact of aircraft noise on the community. This was the first airport planning effort in the country to succeed with such a plan. For this

achievement, the airport was awarded the American Planning Association Honor in 1978. Finally, in 1980 the FAA presented SEA-TAC with the Aviation Environment Award for the SEA-TAC Park Plan. Under this plan, 420 acres of land at the airport's north end are designated as park land.

Meanwhile, more and more international services were added. An enlarged U.S. Customs area was completed in 1982 at a cost of \$1.7 million. A \$7-million expansion of the south satellite gate facility was completed in 1983, offering an in-transit lounge, duty-free shop and four new international arrival gates. In 1983, 10,141,737 passengers were handled.

The year 1984 saw 26 major airlines serving SEA-TAC. This was a tremendous increase from the 12 that were serving the airport before airline deregulation in 1978. New carriers (some now gone because of deregulation!) included Pacific Southwest, AirCal, TWA, Frontier, Delta and American, among others.

The following year the Port of Seattle Commission adopted a master plan update for the airport, which would guide the long-term development. In the same year the commission also adopted an updated Noise Remedy Program, costing \$140 million. It would expand the land surrounding the airport and help pay for noise insulation of nearby houses. The plan also helps those in the most-affected areas to sell their houses if they so desire.

Another terminal expansion, at the north end, was completed in 1987. It added more ticket counter space, offices and baggage handling facilities, public waiting areas and concessions. 14,445,282 passengers used the airport that year. But since the present facilities are designed to handle 20 million passengers, there is still a way to go before the saturation point is reached.

At the end of 1989, SEA-TAC was rated the 23rd airport in the USA in terms of passenger volume. It is 14th in the USA and 25th in the world in terms of air cargo and handled 277,000 metric tons of cargo in 1988.

At the time of writing (early 1989) 21 airlines are serving SEA-TAC. Included are eight international passenger carriers and six commuters, plus several charter airlines.

Foreign carriers serving SEA-

TAC are: Air BC, British Airways, Finnair, Japan Air Lines, Mexicana, Canadian Airlines International, SAS and Thai Airways International.

The airport has 65 aircraft gates, of which 60 are equipped with loading bridges.



Seattle-Tacoma is the largest and busiest airport in the Pacific Northwest.

(Above) Majestic Mount Rainier in the background of this ramp and terminal view of SEA-TAC is real, but the prototype of the Boeing 747 in this card is obviously a montage.

(Below) View looking west, with Puget Sound in the background. The airport's two satellite terminals are linked to the main terminal by an automated underground rail system running every two minutes. (These and the NW Super Constellation postcard from the JET Thompson collection.)

Seattle - Tacoma International Airport



For PHOTOGRAPHY at and location map of SEA-TAC, see next page

PHOTOGRAPHY AT SEA-TAC

Photography at SEA-TAC is good from several locations. The view from the parking garage is very limited and of little use, except for overall views of the airport.

From inside the terminal, the best location is in the B-concourse. Gates B5 and B7 are the better ones to photograph from. This location puts you out next to the taxiway for aircraft going down to take off from runway 34R. From this point you can usually get the United and Alaska aircraft as they taxi past. If they are landing on 16L or 16R you quite often get them as they exit the runway to taxi back to the gate. If landings are on 34R you can get the Northwest, Delta, American, USAir, Horizon and some commuter aircraft as they taxi past you to their gates. If they are taking off from 16L or 16R you can get them as they taxi out.

The one big drawback about this area is that most of the windows are tinted, so you must allow for this. There are a few that are not and they will be available subject to aircraft parked at that particular gate or not.

C-concourse is almost as good but there are fewer good windows to shoot from. Both these locations are good only for morning photography.

There is one other location on this side of the airport to photograph from and that is by walking north to the end of the terminal and down an embankment onto one of the approach roads. This puts you near an apron and you can get some shots of the United fleet and some of the Alaska aircraft taxiing nearby.

If the aircraft are using runways 16L and 16R for landing, you can get some nice approach shots of aircraft on runway 16L from the following location: Take the N.E. Perimeter Way north to South 156th Way. Turn left and after passing under the elevated approach lights for runway 16L there is a small service road off to the right just before you get to the approach lights for runway 16R. You can turn off here, park and get some good approach shots for aircraft on 16L.

For another location, continue on down the road passing under the approach lights for runway 16R. Turn left at the first permissible location, 121st Avenue South. Travel down this hilly road about a mile and at the top of a dip you will find a gate on the left side, marked

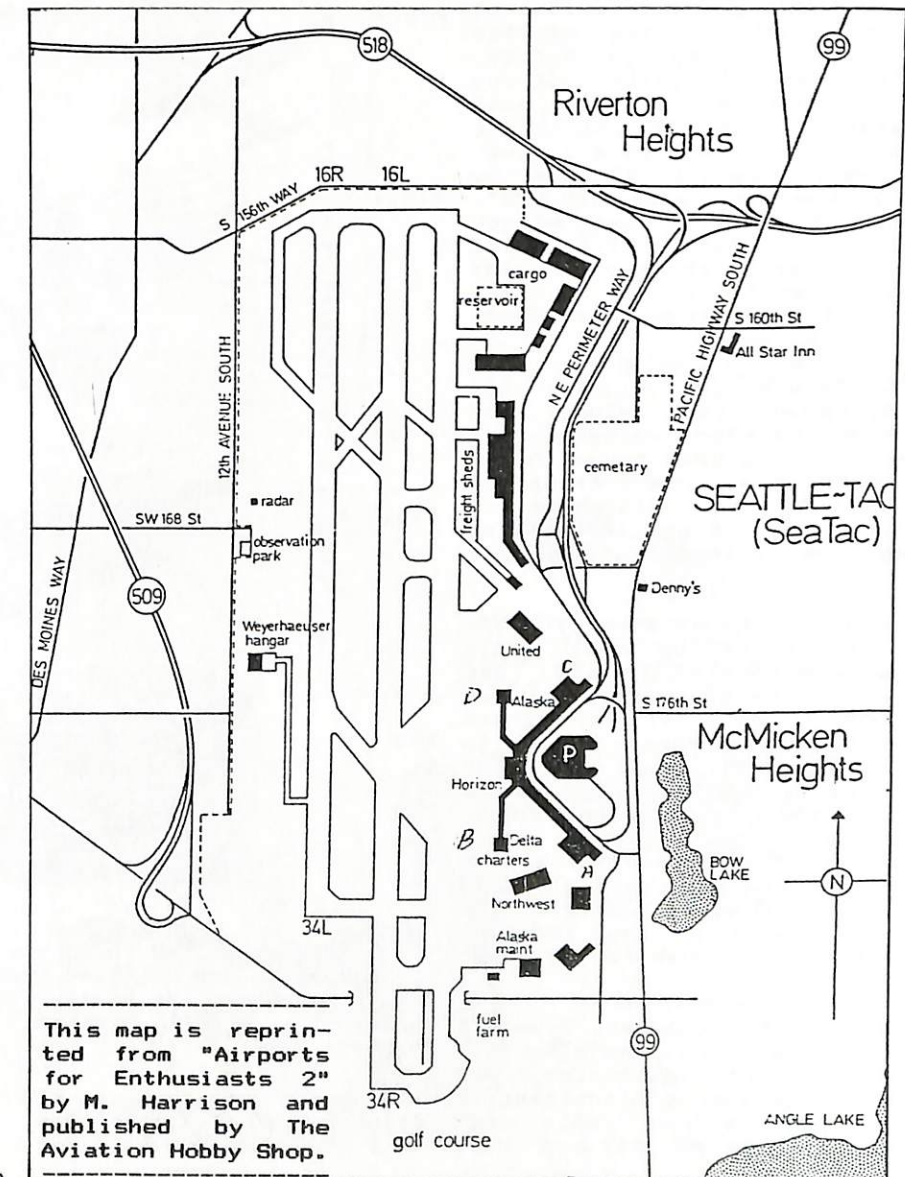
Viewpoint Park. This leads to a parking lot against the western edge of the field. From here it is possible to photograph aircraft taking off from runway 16R/34L, but you will need a telephoto lens in the range of 200-300 mm to obtain any good photos. This location is best in the afternoon. Aircraft on runway 16L/34R are a bit too far away for any good photos.

I hope these directions will help you get some great photos at SEA-TAC during your stay at the convention.

I would like to thank the following people and publications for their help in putting together the information for this report:

Marlys St. Laurent, Airport Communications Officer for Sea-

title-Tacoma Int'l Airport; Joop Gerritsma, Editor of the "Captain's Log"; the airline history books on Braniff, United and Western Air Lines by George W. Cearley, Jr.; "The Douglas DC-6 and DC-7 Series" by John A. Whittle; "The McDonnell Douglas DC-8" by John A. Whittle, H.J. Nash and Harry Sievers; "A Pictorial History of Pan American World Airways" by P. St. John Turner; "The Alaska Airlines Story" by Archie Satterfield; Piedmont Airlines Takeoff and Landing Performance Data Manual; "Airports for Enthusiasts - 2" by M. Harrison; "Continental Airlines, The first fifty years 1934-1984" by R.E.G. Davies; "Flight to the Top" by Kenneth D. Ruble; Northwest Orient" by Bill Yenne; and finally, "Report from the Field, Boeing Field" by Jim "JET" Thompson in the CAPTAIN'S LOG, Vol.12 No.2, SEP 86.



This map is reprinted from "Airports for Enthusiasts 2" by M. Harrison and published by The Aviation Hobby Shop.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

Slim pickings this time, folks. I keep hearing about all the new kiddie wings that are out there, but it must be just a rumor. I have only two airline wings to report and one of these is a year old.

BARBARA FREEMAN sent this copy of a paper stick-on (#1). The color is off-white with the wing outlined in dark green. It is from bankrupt Emerald Air. Barbara said they started out as a freight carrier and went back and forth between operating charters and scheduled services.

The LTU kiddie wing (#2) came from Hector Cabezas of Frankfurt, West-Germany. The small letters "LTU" make it different from the others of this airline that I have in my collection. The difference is quite noticeable. The airline had its name in large letters on the first issue. The second issue's letters were smaller because by then it used the name "LTU LTS". Now the third issue comes along, without the "LTS", but still with the small letters. An interesting evolution of the three different types from this West-German airline.

KEN TAYLOR of Calgary, Alberta, Canada, sent along this promo of Pacific Western Airlines. It is a cute badge, given out to children, but I think it is outside our definition of kiddie wings. Thanks for sending along the information anyway, Ken.

Then I found an item in the top drawer of my desk. This "Wings and Wheels" pin (#3) has the city name of Santee, S.C. on the bottom. As I remember, there was a Wings and Wheels museum in the Orlando, Florida area that went out of business some years ago. If one of our members in or near Santee could please check the local telephone book and check out the existence of this particular Wings and Wheels for us, I can pass on the information about this pin in the next issue.

Last, but not least, I made a trade with BILL GAWCHIK, our erstwhile PanAm collector, who sent me these four miscellaneous wings. Two are from radio stations: KZEW 98 FM (#4) and KOGO

Fig.1 >

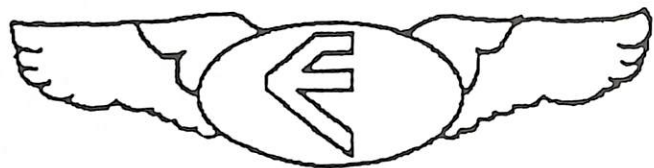


Fig.2 >



Fig.3 >



Fig.4 >



Fig.5 >



Fig.6 >



Traffic/Copter. The third one is in the form of a stylized branding iron which is really "Sky 11" (#5), a TV station in upstate New York.

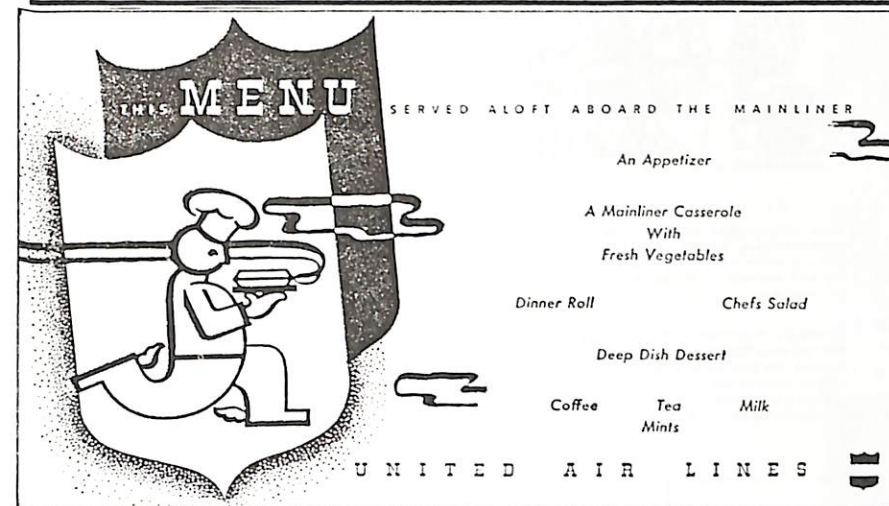
The last one took a bit of doing to get it in the LOG. It is a COKE kiddie wing. I got it

from Bill, but the young fifteen-year-old who lives in this house collects Coke items. Guess what - it took a threat of life or death before I got my kiddie wing back.

That's it folks. See you in Seattle and Happy Collecting.

POST CARD CORNER

by WILLIAM DEMAREST



With its constantly expanding fleet of four-engined Mainliners, United Air Lines is providing increasingly frequent inter-city and coast-to-coast schedules for the convenience of air travelers.



Once again it is time for us to gather from all corners of the earth and talk our common language - Airline - at the 1990 Airliners International Convention. This year we are fortunate to be meeting in Seattle because most of the new postcards out today are of Boeing's finest - the 737, 747, 757 and 767.

I urge you all to drop me a note or send me a photocopy of any new airline-issue postcards you find. Please note my new address as shown on the inside front cover. If we all work together, I can inform the world about any new postcard issues in our midst.

This issue's "Golden Oldies" section contains a mixture of everything. I am also showing three Alaska Airlines cards, in keeping with the theme of this issue. Enjoy!

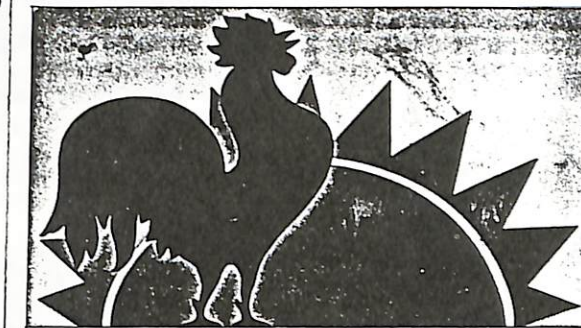
Do you realize that not all airline-issue postcards feature aircraft? Over the years, United Air Lines has published a number of colorful menu postcards. A few are shown here. Wardair issued a combination menu and inaugural flight postcard for their second DC-10. In future issues I intend to feature art postcards from the airlines and a selection of Pan American flying boat postcards. If you have

any interesting examples to add, please send me a photocopy.

I'm off searching for more postcards. You never know what you might find at flea markets and antique shows.

Happy Hunting!

UNITED AIR LINES Copper Skillet breakfast, served aloft, is an exclusive feature of United Air Lines, the "extra care" airline.



YOUR BREAKFAST MENU

FROM THE *Copper Skillet*

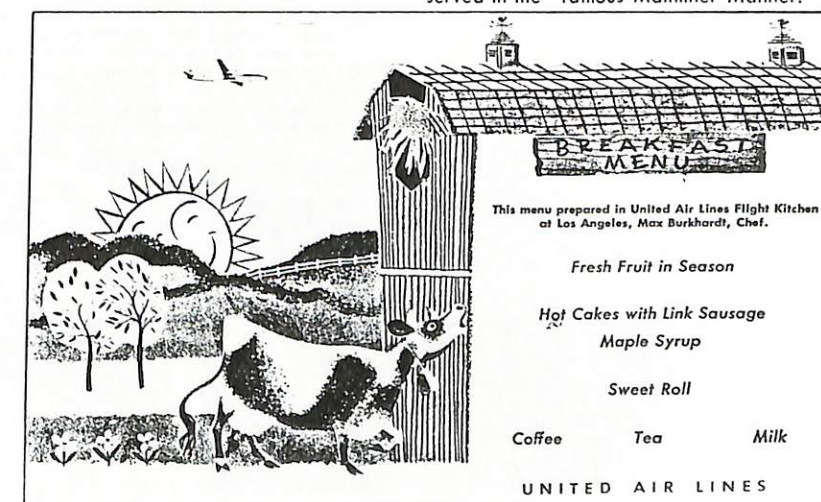
This menu prepared in United Air Lines Flight Kitchen at Los Angeles, Carl Stuebinger, Chef.

- Chilled Fruit in Season
- Cheese Omelette
- Broiled Tenderloin Steak, Ham or Link Sausage
- Crescent Roll Sweet Roll
- Jelly
- Coffee Tea Milk

UNITED AIR LINES

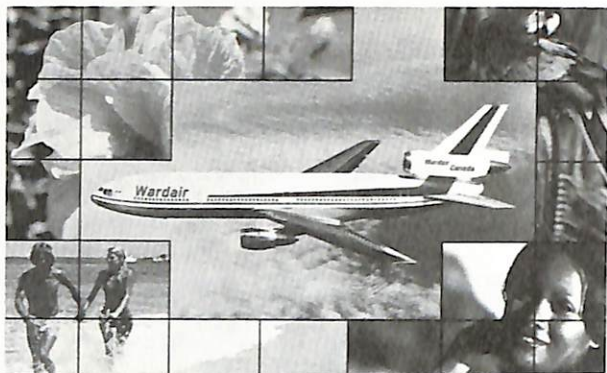


One of the many reasons why so many experienced travellers prefer to fly United is the finest meals aloft, prepared and served in the "famous Mainliner Manner."



UNITED AIR LINES - ROUTE OF THE MAINLINERS

UNITED AIR LINES - THE RADAR LINE



(Above): Front of Wardair menu card. This part can be torn off and mailed as a regular postcard. (Right): Explanation in two languages on outside of the other part of the card. (Far right): Menu as printed inside. Note aircraft registration CG-XRB. This is wrong and should have been C-GXR8.



The preparation of Wardair's inflight meals is carefully supervised by our own highly trained catering staff. This is to ensure that all inflight meals meet Wardair's standard of excellence. Pictured above is just one of these delicious meals.

La préparation des repas servis à bord des avions Wardair se fait l'étriquette surveillance de nos propres traiteurs, des spécialistes en la matière. Ainsi, nous sommes certains que tous les repas sont conformes aux normes d'excellence de Wardair. La photo ci-dessus représente l'un de ces repas de choix.

Friday December 15, 1978
Inaugural Flight
over
Beautiful British Columbia
Wardair's Second DC-10
"The Punch Dickins"
Canadian Registration CG-XRB

Champagne Breakfast

Champagne
Broiled Beef Tenderloin
Cheese Omelette set on Ham Slices
Grilled Tomato
Melba Toast Round
Coffee Tea



Fragrant Japanese cherry blossoms frame the Jefferson Memorial in Washington, D.C. Whether you are going for sight-seeing or business, you will enjoy flying United to the Capital.

SPEED
YOUR MAIL
THIS CARD
BY AIR
ONLY 4c

Jefferson Memorial card is one of a series of United menu cards. Other scenes include:

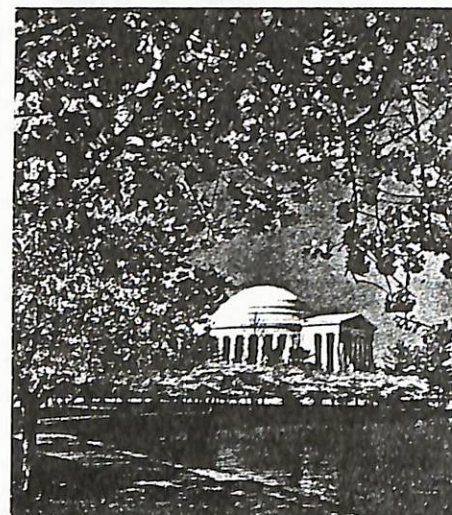


Nothing is more beautiful than fall in New England. United Air Lines links this section of the country with the Midwest, the West, All the Pacific Coast and Hawaii.



Scenic Maroon Bells, near Aspen, Colorado. United offers frequent daily Mainliner service between Denver, gateway to the Rockies, and all the Pacific Coast, Hawaii, Chicago and all the East.

PLEASE
AFFIX
STAMP
STEWARDESS
WILL MAIL



Menu

This menu prepared in United Air Lines Flight Kitchen at Chicago Midway Airport, Eugene Erlie, Chef.

Genoa Cone and Ripe Olive
Wafers

Filet Mignon à la Bouchère
Duchesse Potato
French Cut String Beans

Poppy Seed Roll
Salad Marguerite
Curry Dressing

Profiterole au Chocolat

Coffee Tea Milk

UNITED AIR LINES

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

xxxx

AIRLINE ISSUES

Aer Lingus 737-400 above coast, co fr if
Fokker 50 fr if, w/Aer Lingus
Air France A320 co fl if on front
Air Safaris Cessna 207A in front of
mountain, co fr if
Nomad co fl if
AirSur MD-83 co fl gr
America West 747-200B co fl if
Ansett 737-300 with flight data on
reverse, co fl if

Avianca 747+767+707+727-100 cc co
Braathens SAFE 737-400 above mountains
Cargosur DC-8-62F co fl il co fr if
China Airlines A300 fl if ls
A300+747-200+747SP gr fr ls
747-200 fr if ls
747-400 fl if ls
Condor 737-300 co fr if
DC-10-30 above clouds, fl if nc
Delta L-1011, fr if (Same shot as ear-
lier issue, but enhanced photograph
and new Delta letters on reverse)
DLT Fokker 50 nose view with control
tower, co fl gr lv
Fok 50 nose view in sunset, co fr gr
Finnair MD-11, MD-83, DC-9-50, ATR 42
airline combi card, co
German Wings MD-83 (D-AGWA) co fr if
MD-83 nose view with truck
Hapag-Lloyd A310 co fl if ab co fr gr
Isles of Scilly Skybus B-N Islander co
fr if
Korean Air 747-400 head on, ab co fr if
Lloyd Aero Boliviano 727-200 fl if
LTE 757-200 bl fl if to
757-200 nose of aircr. on beach co
757-200 co fl gr
757-200 cockpit view, co
757-200 left engine+3 flight att. co
LTU 757-200 over mountains, co fl if wb
Malev 737-200 co fl if
737-200 co fr to
TU-134 co fr nc to
TU-154 co nc fr gr
Nortjet 737-400 co fl if il

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COMMERCIAL PUBLISHERS

AVIMAGE
80 Kar-Air ATR-72 (also airline issue)
81 Northwest Airlines A320-211
82 JAT Yugoslav RomBac One-Eleven 561RC
83 Key Air DC-10-10
84 Skystar International 707-321B
85 Asiana Airlines 737-4Y0
86 Nortjet 737-4Y0
87 Air Seychelles 707-324C

DENNIS PRODUCTIONS
C.079663L Manx Airlines ATP
C.079664L Air UK Fokker F.27-200
C.079665L Novair DC-10-10 201
C.079666L AeroSpacelines 3776GT Guppy
C.079667L Air Europe Fokker 100.

The Odyssey begins from the moment you step aboard one of our new advanced Boeing 757s, with twin Rolls-Royce engines for the quietest ride in the skies. And it continues with our commitment to a high level of personalized in-flight service. With an All-Canadian team of experienced airline professionals. With the finest food. With total consistency. And with a dedication to getting our passengers to their destinations safe, relaxed and on time, every time.

Begin the Odyssey with Canada's "soon-to-be" premiere holiday airline... Odyssey International.

The Odyssey has ended and Odyssey International is now a "has been" rather than a "soon-to-be" airline. It declared bankruptcy in the Spring.

++++

Photos:
Odyssey
C-FNBO
Ansett
VH-CZ
Cargosur
EC-21
AirSur
EC-EC
Malev
HA-LCI

The Odyssey begins here.



Ansett.

Boeing 737-300.

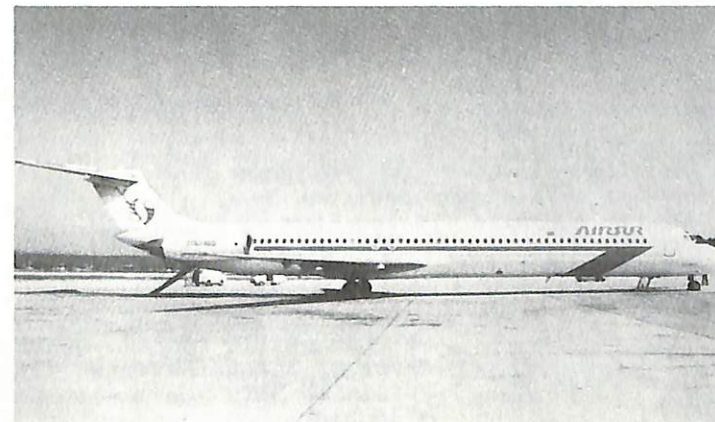
Range	About 3834 km 2400 mi
Cruising Speed	815 km/hr depending on altitude
Typical altitude	10,000 m
Maximum altitude	11,278 m
Overall Length	33.4 m
Wingspan	28.8 m
Max take-off weight	61,235 kg
Fuel Capacity	20,235 litres — depending on fuel temperature
Take-off speed	230-290 km/hr depending on all up weight
Cruising Speed (typical)	240 km/hr average
Maximum Passengers	Up to 114
Engines	2 General Electric CFM56-3B-2 88.96 kN each

Foto: Foti Baki

A MALEV TU-154 típusú repülőgépe
MALEV's TU-154 aircraft



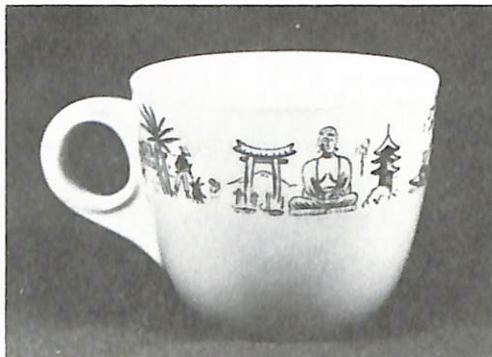
AIRSUR MD-83



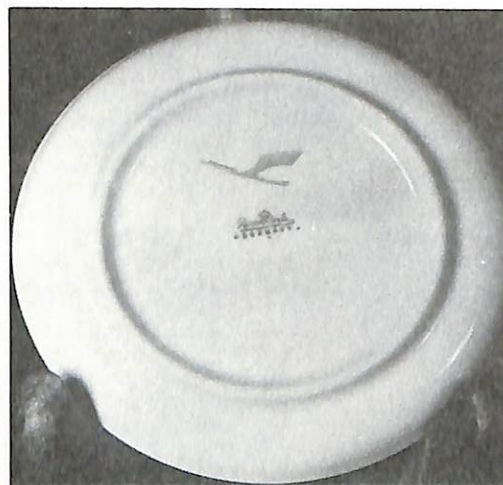
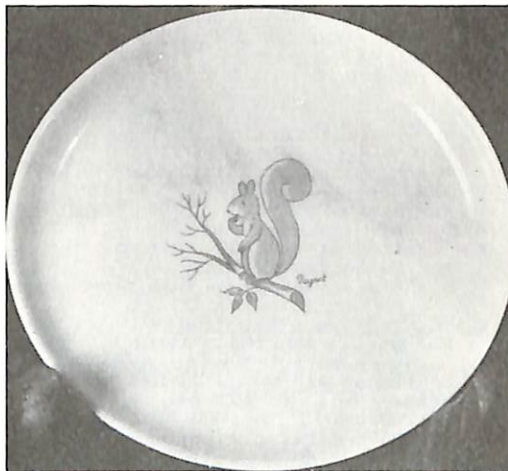
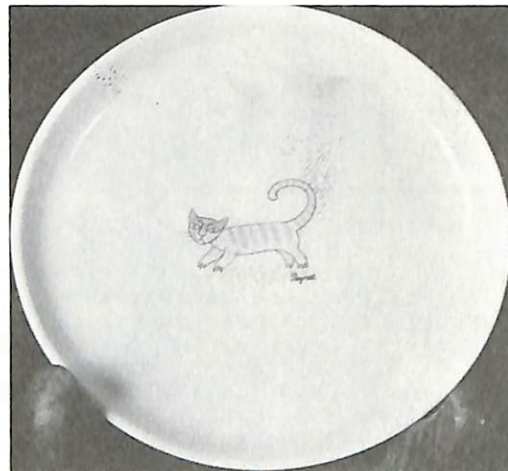
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AIRLINE DINNERWARE

by RICHARD W. LUCKIN



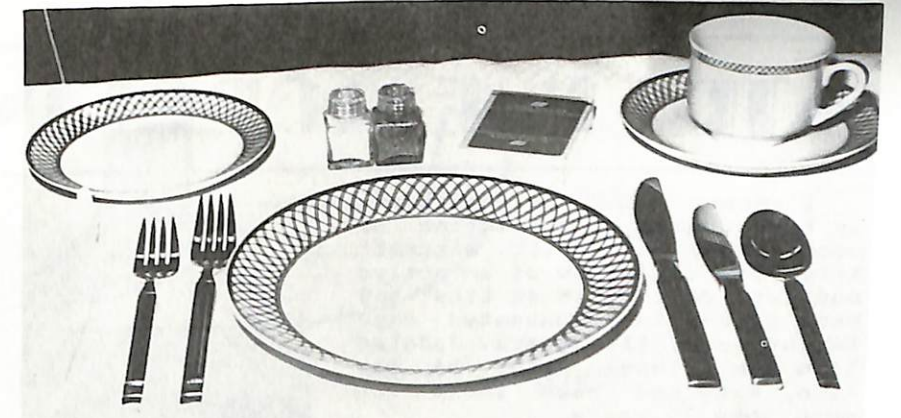
THIS COLUMN: This Northwest Airlines cup goes back a few years. The design is in brown and wraps around the cup.



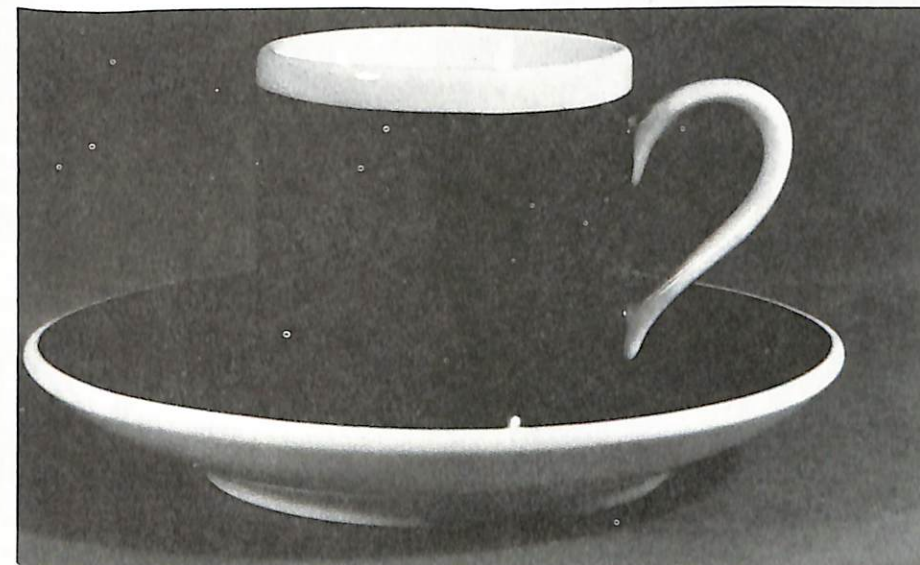
(ABOVE) Lufthansa has a series of small plates featuring a different animal on each plate. Does anyone know how and where these plates were used. Or, were they perhaps sold as gift items? Comments anyone?



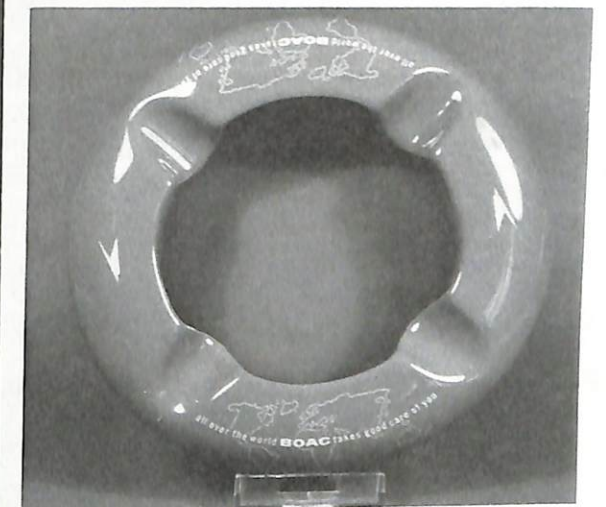
Hall China of East Liverpool, Ohio, in 1989 supplied china to USAir. The logo is in gold and the back of each piece has "US AIR" depressed into the ware itself. It is rumored the airline will be ordering china with their new logo on it. I will keep you posted.



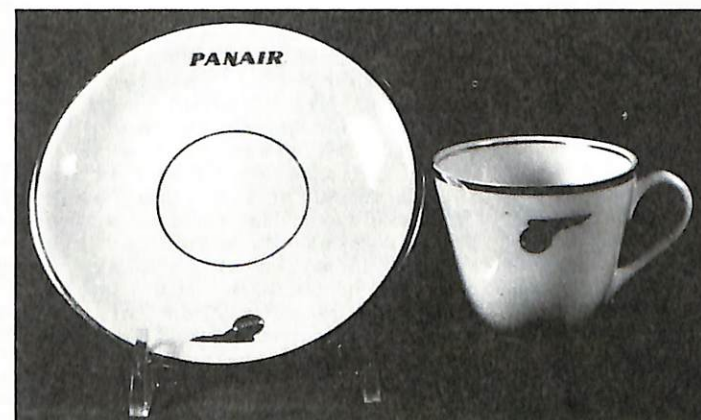
United Airlines has been using a special china for their First Class passengers on the Pacific service. Delicate and light in weight, it has a silver design. A raised United logo decorates the flatware, which is similar in weight to the heavy silver used on the railroads.



Most people have seen only the tall black and white cups marked Braniff, but there might have been an entire china service in this design. This photo may be evidence of this. The cup and saucer, marked Braniff, were supplied by ABCO of New York.



Here is a little different design of the BOAC ashtray. This one was made in England by Wade Regitor. The world on the rim is outlined in yellow while the lettering is white.



Panair china has a logo similar to that used years ago on PAA. China design is cobalt blue. I would really appreciate some information on this pattern, such as when and where it was used, and any other details you may be able to share.



I know the U.S. Army Air Forces are not an airline, but I still thought this is an interesting set. This demi cup-and-saucer set is decorated in bright gold on an ivory china. It was made by GRACE China - USA.

AIRLINE MODELING

by GERRY COLE

I recently had the opportunity to purchase a collection of more than 700 unbuilt aircraft kits from the widow of an active modeler. Most of these kits had been stored in an unheated barn for at least five years. Judging from the release dates of the kits, many had been there for more than 20 years.

Here in the Northeast of the USA, where I live, yearly temperature extremes in the barn probably ranged from below 0 to above 90 degrees Fahrenheit (-20 to +35 degrees Celsius). Some kits had been resting directly on the bare ground, which is usually very damp in the Spring. Some of these boxes were covered with a black film of mildew and most kits had been stored without any shrink wrap or other protection from the elements.

This raises some questions, the answers to which are of interest to all modelers: Were these kits still buildable? What was the condition of the decals? If a modeler invests in kits today, even though they won't be built for years to come, will they survive extended storage?

They say a plastic bag survives from 25 to 30 years in a landfill, causing concern among environmentalists. Even the kits in my purchased collection, that had been stored in harsh conditions, looked like new once the mildew had been removed.

The decals, on the other hand, were in sad shape. They had needed much more care if they had been meant to survive.

Fluctuations in moisture and temperatures cause decals to crack, something you may not notice until you place the sheet in water.

The solution to this problem is to apply a coat of Micro Superfilm. Brushed over the clear decal film area, this thin and flexible coating holds the cracked decal pieces together.

Decals will yellow over time, more so with some than with others. Exposure to sunlight will often eliminate this problem. I place the yellowed decal in a plastic bag and tape it to the inside of a window that faces the sun. A couple of weeks of exposure, even during our dark Northeastern winters, is usually sufficient. Once applied to the model and sealed from the outside air by a clear topcoat, the yellowing doesn't usually reappear.



Aspen CV-589 (N5815) has black tail titles and "815" fleet number in front of forward passenger door. (Gerry Cole photo)

There is one decal storage problem, however, that I have not been able to solve. This is a discoloration that starts at the edge of the decal and advances toward the center. I have seen it primarily on the old Rareliners Frontier and Scale Master BWIA and Air West decals. The mystery process makes it almost impossible to remove the decal from its paper.

For storage, I suggest you keep your models at a constant temperature. If you are comfortable, they will be too. If extended storage is likely, place decals in an airtight freezer bag to minimize humidity fluctuations. I have been placing boxed kits inside large corrugated cardboard boxes to keep them free of dust, using a computer filing system to keep track of the contents of each box. If I don't build them, I am confident my grandchildren will.

NEW DECALS

Flight Designs, 1075 SW Murray Road, Suite 205, Portland, OR 97229-5501, have been very busy producing decals for the 1/72 scale models of Canadian bush and commuter aircraft, and just in time for modelers to see the real thing while at the Airlines International 1990 convention in Seattle. The latest sheets include a DHC-2 Beaver with Trans Provincial markings, a Beaver with Pacific Western colors, a PWA Noorduyn Norseman and a Trans-Provincial DHC-3 Otter. All these aircraft have floats. These red, white and

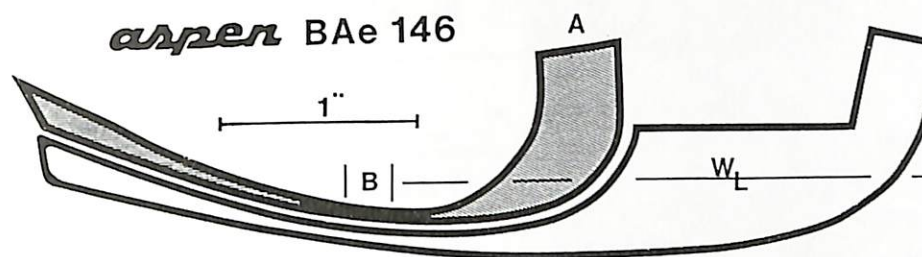
blue decals will provide the modeler with alternative liveries for the excellent Matchbox, Airfix and Hobby Craft kits.

The modeler of smaller scales has not been forgotten by Flight Designs. They have started to do the new colors of the USAir fleet. First to come are sheets for the Boeing 737-200 to -400 models and available in both 1/144 and 1/200 scales. Vertical tail and fuselage stripes are provided, along with titles, flags and door frame decals. You can make your favorite registration from the number block provided. Cabin and cockpit windows are available from AA/ATP.

The second pair of decals features the new Northwest livery applied to the DC-9 and MD-80. The sheets allow you to build a DC-9-14, -15, -30 and -50 or an MD-80. Sample registrations are listed on the instruction sheet for each type. The blue fuselage stripe is provided for the MD-80 and it must be cut down to fit the shorter DC-9 models. Jim Childs suggests Model Master Gunship Gray lightened with white or lighter gray for the fuselage mid section. Your choice of 1/144 or 1/200 scale sheets are available at \$5 and \$4 respectively.

MY FAVORITE AIRLINE

I suppose every modeler has his or her favorite airline and possibly each of us makes that choice for different reasons. As a lover of Colorado, its mountains, football team and narrow-



© G.Cole 4/21/90

gauge railroads, my favorite airline is Aspen. It has taken some time, but Aspen Airlines has arrived in its multi-color glory in 1/144 scale. Flight Designs have now four Aspen decals available, featuring the Convair 580 in green/light green, blue/light blue, brown/tan & orange/yellow markings. The first three sheets sell for \$4, the larger orange/yellow sheet for \$4.50. Black cabin and cockpit windows are provided, along with door edge markings. The decal sheets are available direct from Flight Designs. Both the decals and the matching CV-580 kit may be ordered from Sasquatch Scale Models, Box 68735, Portland, OR 97267. The CV-580 kit, without decals, sells for \$14. When ordering from Sasquatch, include \$1.60 postage for the kit. No decal postage is charged when they are ordered with their kits.

The Flight Designs orange/yellow Aspen sheet also contains extra titles, tail and nose logos to allow somewhat more-adventurous modelers to make an Aspen BAe 146-100 from the Welsh or Sasquatch kits. The modeler may modify the Convair stripes, using blocks of solid-color decal provided on the sheet, or mask and paint the BAe 146 stripes. To aid in either approach, I have included a template for the markings. These are reproduced here in their full-size scale. To aid in positioning, I have indicated the center of the window line (WL) and the edges of the right-side door (B). The shaded area is yellow, the unshaded portion is orange. I suggest making four copies of the artwork and gluing each of them to a piece of thin cardboard. Carefully cut half way around the outside of each color section, top of the yellow on one sheet, bottom of the yellow on the second sheet, etc. These four templates may then be used to cut the stripe areas from either the decals provided

Template for applying the Aspen colors to the Welch or Sasquatch BAe 146 kits. Template is printed here at 100% size. (Below) "the real thing", an Aspen BAe 146 (N461AP) taxis for takeoff. (Gerry Cole photo)



by Flight Designs or from clear decal sheet to airbrush the appropriate colors. The template may also help you cut tape or Frisket paper masking prior to painting your own stripes.

Please note that these templates are intended only as a guide. Depending on the thickness of the dorsal fin, the template may need to be extended in area (A). In addition, the entire top center section of the wing will need to be painted or decaled orange, leaving a white stripe across the fuselage at the trailing edge of the wing. Aspen's 146s featured white wing and horizontal stabilizer sections with bare metal leading edges, elevators and ailerons. Additional painting instructions are included in the Flight Designs instruction sheet. If you should need some inspiration to

model the Aspen fleet, look up Ronald C. Hill's July photo in the 1987 "Those Magnificent Planes" calendar. Note that by 1985 even the blue and orange/yellow Aspen Convairs with the "older" gray and white fuselage color scheme were sporting black Aspen titles on their tail aspen leaves. Wasn't it nice of Flight Designs to include that extra title on the decal sheet? Many thanks, Jim and Dean. By the way, AA/ATP now offer black BAe 146 window decals as sheet AD5075 for \$1.

What is next for Flight Designs? More USAir sheets, probably for the DC-9/MD-80, and more decals for the Shorts 360 or DHC Dash-8. There is even the possibility of decals for the Alaska Airlines Boeing 737 and MD-80, perhaps even Seahawk I.



Gene Jacobi's A300 in 1/200 scale. Note pylon and nose details in the lower photo



EASTERN AIRBUS PROJECT

Eugene Jacobi of Tuscaloosa, AL, built the 1/200 scale A300 from the Hasegawa TDA kit, and has been kind enough to share the details of this decal project with us. He wanted to finish an Eastern A300 model in the all-gray fuselage scheme with white outlines around the Eastern titles. ATP sheet 200AD16, designed for the Lockheed L-1011 and DC-10, supplied the narrow hockey stick stripes, titles, flags, registration numbers and fleet numbers. Decals for the windshield, windows, doors and the small A300 fuselage logos came from the ATP200AD07 sheet for A300 windows. Bare metal scrubpanels where the stabilizer meets the fuselage were from the kit decals. GE engine decals came from the Hasegawa Delta 767 sheet, with the nose anti-glare panel from the Hasegawa Thai A300 decal sheet.

After painting the fuselage pearl gray, Gene started decal application from the black windshield. It was necessary to cut it into four pieces to make it fit. The same procedure was necessary for the silver frames. The blue stripes for the fuselage were applied starting at the tail, using the L-1011 fin stripes and curved sections. He then applied the ATP L-1011 & DC-10 fuselage cheat line. The nose presented a special problem due to differences in aircraft shapes. The L-1011 nose decal was first applied to the approx-

imate position, slicing with a sharp knife as required to get the dark blue/white pinstripe downward slope correct. The lighter blue area was cut from the DC-10 nose decal, aligning the top edge with the lower windshield edge. The remainder of the nose was decaled like a jigsaw puzzle with about 30 pieces of scrapdecal, using a sharp knife and lots of decal setting solution. The black radome tip was punched from a black decal with a Waldron punch, likewise applied with lots of setting solution and decal slicing.

Once the stripes were dry, windows and gray door frames from the ATP window sheet were applied. When dry, portions of the gray door frames were covered with white ones from a MicroScale 707 decal sheet. Door information placards were made from rectangles of light-blue decal sheet, with words supplied by tiny, unreadable text from a MicroScale 1/72 scale Panther/Cougar data sheet. The registration numbers were pieced together from the blocks supplied on the ATP Eastern sheet.

Gene has also used decals to detail the A300 engine pylons. He placed frosted tape over the pylons of a spare kit, burnishing with a soft pencil to transfer the raised panel lines to the tape. The tape was then removed, placed on clear decals sheet and the pylon panels cut

through the tape and the decal film (not the paper, just the clear film). With the frosted tape still in place, the circular access panels were punched from the decal with a Waldron punch set. The tape was then removed, and the decal sheet sprayed with Testor Metalizer dark anodic gray. The custom pylon decals were buffed slightly, coated with Future floor wax to seal the finish, and applied to the pylons. Additional circular panels were punched from clear decal sheet sprayed with Metalizer aluminum plate, sealed and applied. This process is much easier than trying to mask the pylons. When all the decals were dry, the pylons were given a final coat of Future to seal the decals into place.

Gene notes that the Waldron punch set is a marvelous tool. He uses it to cut masking circles in tape by first applying the tape to a sheet of scrap styrene sheet. The punches may also be used to eliminate the clear decal film around the GE logo engine decals, film that would otherwise show on the polished metal finished surface.

NEW MODELS FOR 1990

Clint Groves notes in the AA/ATP catalog that pressure from the "B" company has forced Welsh Models to drop plans for a 1/144 scale 737-300 and -400. Revell's 1990 catalog shows a 1/144 scale 747 in Thai markings and photos have appeared in Japanese magazines of the Hasegawa 1/200 scale DC-10 in both Japan Air Services and new-colors Japan Air Lines markings.

At the Earl's Court 1990 show in the U.K., Matchbox announced a 1/200 scale 737-300 with American and Iberia markings, along with a 747 in the same scale with British Airways and Aer Lingus decals. A built-up BA 747 was on display, so that seems like a fairly sure thing. Matchbox also announced a 1/390 scale 747 with BA/Air Canada decals and 1/320 scale DC-10 in Iberia/KLM livery.

Revell should re-release the FW-200 Condor sometime in 1990, with markings for Lufthansa and Danish Air Lines. I hope the molds will be revised to correct the errors in the original kit.

On the quickie-built front, Wooster plans to introduce 1/200 scale A320, DC-10, BAe 146 and Saab 340 models.

DEPARTURE LOUNGE

The next column will hopefully include the photos from the AI 90 model contest in Seattle. Keep your model photos and letters coming.

MEETINGS & CONVENTIONS

The CAPTAIN'S LOG has been advised of the following airline hobby events taking place:



21-23 JUN 90 (Thurs-Sat)

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



14-15 JUL 90 (Sat-Sun)

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

17-22 JUL 90 (Tue-Sun)

MIAMI, FL. IPMS/USA National convention at the Miami Convention Center, Hyatt Regency Hotel downtown. Room rates \$70/night for up to four people per room. Tours of Homestead AFB. Other aviation/convention attractions: Weeks Air Museum (military aircraft WW1 to WW2 period, Orange Blossom Hobbies shop, Convention beer blast sponsored by Canadian IPMS. For more details: IPMS Nationals 1990 Committee, 13211 SW 44th Street, Miami, FL 33175.

Midwest Airline Expo Minneapolis

Saturday, August 11, 1990
9:00 a.m. to 4:00 p.m.



* TRADING/BUYING/SELLING OF AIRLINE MEMORABILIA *

- Slides
- Pilot Wings
- Children's Wings
- Dining Service Items
- Books
- Posters
- Timetables
- Photos
- Playing Cards
- Models
- Postcards

11 AUG 90 (Saturday)

MINNEAPOLIS, MN. Midwest Airline Expo, 0900 - 1400 hrs. Trading, buying, selling of Airline memorabilia. Comfort Inn, 1321 East 78th

St., Bloomington, MN 55425, Ph. (612) 854-3400, Rooms \$34/day + tax, for room reserv. (800) 228-2000. Hotel shuttle to airport. As a show feature, Jack Butz will be displaying a portion of his personal collection of airline memorabilia. Adm. \$3 at the door, Ch. under 12 free. Display tables (incl. 2 adult adm.) \$18. Table reserv. Rita Runyon, 901 Main St., Hopkins, MN 55343, Ph. (612) 435-8927, Info. Bill Rosenbloom, (612) 372-5411 (days only).

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

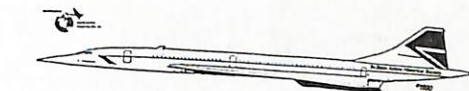
For JAN-MAR meetings - 15 OCT
APR-JUN meetings - 01 FEB
JUL-SEP meetings - 01 MAY
OCT-DEC meetings - 01 AUG

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

Items will be included in all issues of the LOG expected to be published before the event date. The earlier we receive your notice, the more issues it will appear in and the more exposure it will get.

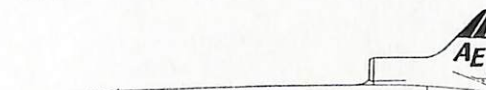
Send your M&C items to the Editor, Joop Gerritsma, P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5, or if time is short, call him at (416) 735-1036.

For inclusion of flyers in the LOG, contact Paul Collins.



08 SEP 90 (Saturday)

NEWARK, NJ. Tri-State Airline Historical Society Airliners Northeast convention. 0900 - 1700 hrs at Vista Newark Airport Vista Hotel, 1170 Spring St., Elizabeth NJ 07201, Ph. (201)-351-3900. Rooms \$65 s/d weekend rate. Free shuttle bus between terminal and hotel. Adm. \$4 at door (ch. under 12 free), tables \$20, wall tables \$25 (2 adult adm, with each table rental). Info: Bill Gauthier (914) 965-3010 or Bill Hough (212) 689-3936. Table reservations: Bill Gauthier, 88 Clarendon Avenue, Yonkers, NY 10701



15 SEP 90 (Saturday)

ATLANTA, GA. Airliner Expo Atlanta '90, North America's largest one-day airliner show, 0900 - 1700 hrs. Model contest; trading, buy-

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

Los Angeles Airliner Xpo

Now, North America's Largest One-Day Airline Show and Sale

22 SEP 90 (Saturday)

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



BAY AREA AIRLINE HISTORICAL SOCIETY

14 OCT 90 (TENTATIVE DATE)

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

JUN or JUL 91

(dates to be confirmed)
ORLANDO, FL. Airliners International Convention AI'90 Don and Linda Levine & Southern Florida Airline Historical Society are hosts. More details at AI'90 in Seattle, WA.

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

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



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

by
Paul F. Collins

Here it is July and Airliners Int'l 90 is now history. I hope that each and everyone one of you that attended had a super time. I will look forward to seeing all of you again next year in sunny Florida. A real BIG hand to Jon and Jay for all the work and effort that they put forth for our enjoyment. Also a BIG hand for those working on the various committees that made everything work so smoothly. Fine job all around!

A number of things have been going on since the last issue of the LOG. By now most of you should have received a letter from me with regards to the financial standing of the Society due to the fact that several hundred 1989 subscribers decided not to renew their subscriptions in 1990. This means that we lost approximately 25% of our operating revenue for 1990. We had two different directions that we could go. One way was to reduce the size of the next three issues of the LOG down to about 40 pages each. I didn't want to do this and neither did our Editor. The next option was to increase the cash flow before the last issue of the LOG was printed. How could we increase the cash flow? The first option was to offer life memberships in the Society for \$120.00. This would equal about 8 years of membership at the current rate of \$15 per year. With postage rates going up in 1991, you can almost rest assured that the renewal fee for the Society will be increased somewhat. Also, over an eight year period, you could expect the rates to be increased at least one more time. So at \$120.00 the thinking was that it would be a good bargain for those planning on staying with us for a "few" more years. Also with a life membership you would not have to worry anymore about getting your renewal in on time to be listed in the annual membership roster--it would be automatic! A second suggestion was for members of the Society to purchase subscriptions of the LOG for local public and school libraries at the reduced rate of \$12.00 per subscription. This would be a great way to let the public know about the Society and possibly generate a number of new members for the organization. If you did not receive a copy of this letter, please let us know at Society HQ and we will gladly forward a copy to you.

We certainly would like to see many of you take advantage of the life membership offer as well as the library program. With the library offer, when you send in your check for a subscription for a local library, a card will be sent to the library indicating that

you have provided the library with a gift subscription to the CAPTAIN'S LOG. At this time, the life membership offer is limited to Society members in the U.S. This is necessary because something will have to be worked out with regards to the postage that most members living outside the U.S. must pay to receive their LOGs. If you have any questions on this matter, please contact Society HQ.

In the last issue of the LOG, in this column, I ask for your opinion on the roster and was it worth the effort and cost to print. I was somewhat surprised by the number of you that took the time to express your thoughts on the subject. Of the some 30 letters received, all indicated that the roster was a very important part of their membership in the Society. This was the way it was intended to be. Several of those writing in did suggest that a list be made of those that actually wanted and used the roster to somewhat cut down on the overhead. I believe that all members are entitled to a copy of the roster. However, if a number of members do not want to receive a copy of the roster, some type of reduced mailing could be set up. Perhaps on the renewal sheets that you send in with your check a box could be provided for you to check off yes or no on receiving the roster. Will have more on this as it develops. Thanks to all that took the time to write in, your opinions do count!

You will note that there is some additional advertisements in this issue of the LOG. I was impressed by the number of full page ads sent in for this issue. I have been sending out a number of letters to potential advertisers and the results are now coming in. If you see a product or service that you believe would be of interest to Society members, let me know about it and I will try to get that company or individual to advertise in the LOG. Eventually I would like to see the revenue generated from advertising pay for the color cover that Mr. Gerritsma wants so badly!

The deal with the magazine distributor in New York has not come about as planned but things of this type take time to establish. I will continue with my efforts to have copies of the LOG distributed to various areas of the country. The overhead on such a project as this will be high, so we don't want to go to far to fast until we can see what the overall cost will be to the Society. More on this as things progress.

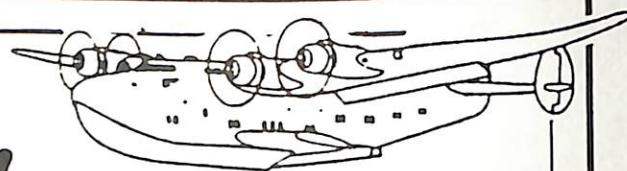
Since I am writing this editorial prior to going to Airliners Int'l 90, I am sure that there will be several topics talked about at our annual Society business meeting as well as the convention business meeting also. As mentioned in the last issue of the LOG there needs to be something done about the number of mini-conventions now being held. This topic might best be handled at the Society business meeting. We also need to decide once and for all, if the WAHS should become an "active society" or continue as a publication only. All topics that are presented at the Society and convention business meetings will be presented in the next issue of the LOG.

This just about covers what I had since the last issue of the LOG. If you have any questions or suggestions about the Society, please feel free to call or write. Until next time...happy collecting!

Paul

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

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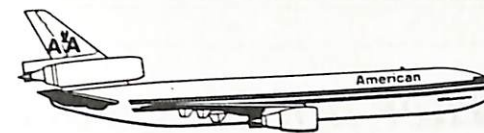
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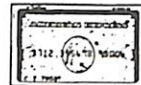
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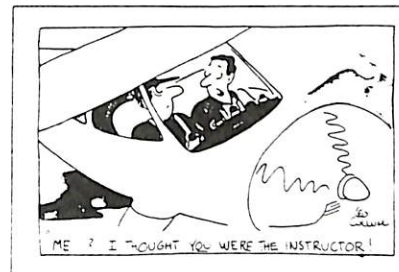
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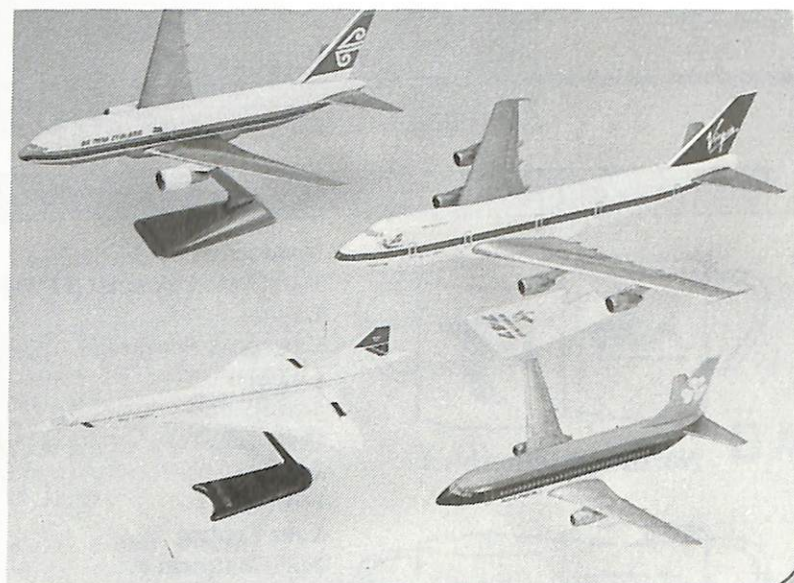
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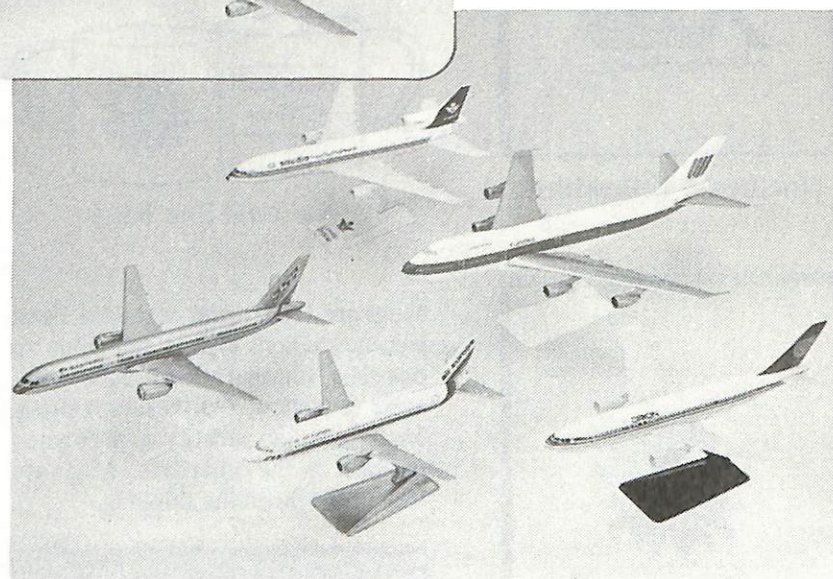
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