



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Fall 2006 - Issue 31-2



*Japan Air Lines Douglas DC8-50
Photograph From The Collection Of Dacre Watson*

The Airlines of Japan



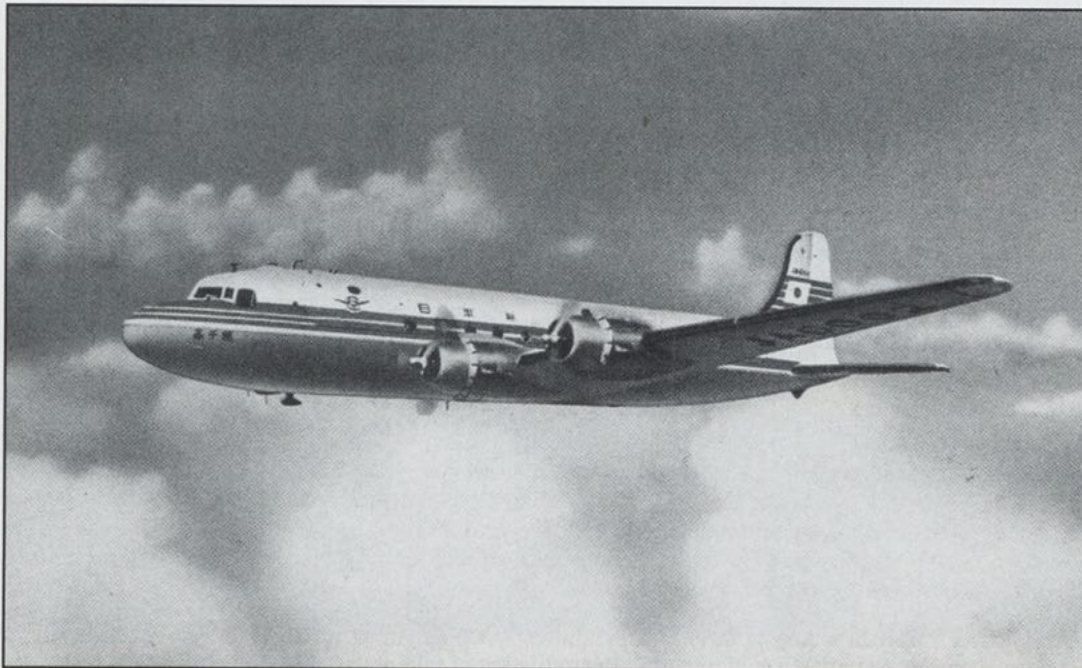


*All Nippon Airways Boeing 737-200 JA8412
Photographs via the Aviation Photography of Miami Collection
RAC DHC-6 Twin Otter JA8808*



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Japan Air Lines Douglas DC-4 ~ Airline Issued Postcard

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The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to *The Captain's Log* (the Society's educational journal published in July, October, January, and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in *The Captain's Log*.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of *The Captain's Log* from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to *The Captain's Log*:

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From The Flight Deck

Welcome Aboard!

These are exciting times at the World Airline Historical Society. We just had a very successful Airliners International in our nation's capital, we are having more member interest in running AI conventions, we had another board election, and we have a new publishing process for *The Captain's Log*.

For the first time in many years, we had competing cities bid for AI 2008. Both Dallas/Ft. Worth and Minneapolis. Just in case you have been at 36,000 feet, you the membership, voted to go to Dallas/Ft. Worth. We also had competition for some of our open board positions. All of this competition in different aspects of what we do, is generating much needed excitement within the Society. I am happy to report that this has also resulted in an increase in our membership.

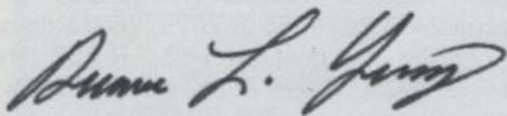
With this issue, we have changed our long-standing practice of how we prepare and mail *The Captains Log*. We have contracted with Dynacolor Graphics of Miami, which is familiar with the aviation hobby. They have been the printers of Plane Views post cards (owned by our treasurer, Mr. Jay Prall) since 2000. From the number of options we looked at, we believe they are capable of printing and preparing the mailing for the same price that we had been paying for printing alone. While the process will not save us any money, it relieves our long time volunteer Don Levine of a time consuming task. If you have ever been part of preparing a bulk mailing, you know that the process is as complex as any government system can be. *Thanks to Don, his wife Linda and the many others for volunteering their time and skill in ensuring The Captains Log was mailed out issue after issue for many years.* Have no fear, we will find a new duty for them to fulfill!

I also want to thank all who have sent contributions to the Society. As most of you know, these are now tax deductible with our non-profit status. We will happily provide you with an official letter for any donations sent to show the "Tax Man".

Take a look at our website www.wahsonline.com. It has been updated quite a bit lately. While there, also check out our show listings page, now one of the foremost authorities on what shows are happening when and where, WORLDWIDE!

I spoke with Chris Slimmer about AI 2007 a few days ago. He assures me that everything is on track for a memorable convention in Kansas City next year. He did ask me to remind everyone who plans to stay at the convention hotel that they need to make their reservation ASAP. The room block is nearly filled up, When that happens, your room will be in the overflow hotel at \$10.00 more per night.

As always, I appreciate all the work that everyone does to help make the World Airline Historical Society, the premier Society in our field of expertise.



Flying Ahead.... With The Log

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Issue 31-4 ~ The Lockheed Constellation
Issue 32-1 ~ The EL AL Story
Issue 32-2 ~ The Douglas DC-10



JAPAN – A Look At The Airlines From The Land Of The Rising Sun

By Joop Gerritsma

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While airlines in the U.S. and Europe are retrenching in the face of escalating costs, those in many Asian countries are experiencing air traffic growth at an unprecedented rate. Japanese carriers, the subject of this feature article, are among them. Today, Japan Air Lines and All Nippon Airways are among the 10 largest airlines in the world.



Japan Air Lines started in 1951 with two leased Martin 2-O-2

One way to judge their operations is by their fleets. In the spring of this year, in its international division alone, Japan Air Lines operated 69 Boeing 747s (the largest 747 fleet in the world), 36 B 767 and 27 B 777s. Two more 767s and nine 777s were on order. The domestic division had 26 Airbus A300, nine B 777s and 37 MD-81s/87s/90s. On order were 30 B 737, six 767, one 777 and 13 787 Dreamliners. In the summer vacation period of Aug. 11 to Aug. 20 of this year, JAL carried 416,227 passengers and another 42,832 on its Japan Asia Airways division. The total average load factor was 82.8%.

All Nippon had 35 Airbus A320/321s in the spring, plus 24 B 747s, 55 B 767s/767ERs and 30 B 777s/777ERs. On order were 50 B 787 Dreamliners, 14 B 777s, three 767s, 43 737-500s and five A320s.

The current (2006-2007) edition of "JP Airlines Fleets International" lists 60 large and small Japanese air carriers. And that in a country of four main islands and many smaller ones with a total land mass slightly smaller than the State of Montana, but with a population of more than 127 million. (Montana has nearly one million.) It is impossible to describe all current and now-defunct carri-

ers in a single issue of the Captain's Log. Therefore I will focus on the development of the three largest, Japan Air Lines International, All Nippon Airways and Japan Air Lines Domestic.

Before World War 2 several small airlines were operating mainly domestic mail and passenger services and during the war an extensive network was maintained in China and other occupied territories. For this I refer you to Marvin Goldman's postcard column in this issue and to the book "Airlines of Asia since 1920" by Ron Davies. The latter contains a goldmine of information and it makes no sense to repeat it here. Suffice to say that the largest airline, Nippon Koku Yuso K.K. (Japan Air Transport Co.) had a fleet of 35 aircraft in 1931 and carried 6,300 passengers over a distance of more than one million miles. In the six months from Oct. 1, 1937 the same carrier flew 2.2 million miles on more than a dozen routes with a fleet of Fokker trimotors, DC-2s, Lockheed L-14s and smaller types.

JAPAN AIR LINES INTERNATIONAL

At the end of the war, the Supreme Commander for the Allied Powers, Gen. Douglas MacArthur, imposed a total ban on aviation activities in Japan. The ban was partially lifted on June 26, 1950 to permit domestic airline operations and on Aug. 1, 1951 Japan Airlines (2) was formed. It began service on Oct. 25, 1951 on two domestic routes with two Martin 2-O-2s, leased from Transocean Airlines. They were crewed by Northwest Airlines pilots because Japanese citizens were not yet allowed to operate aircraft.



The Martins gave way to five DC-4 in 1952. (JAL)

One flight left Tokyo's Haneda Airport for Osaka and Fukuoka, the other for Sapporo. In November a Transocean DC-4 was leased to meet demand on the Tokyo and Sapporo route and four more arrived in the next two years. On Nov. 18, 1952 JAL ordered two deHavilland Comet Series 2 jetliners for a proposed twice-weekly San Francisco service

to begin in 1953, but they were never delivered. Instead, JAL used DC-6Bs, flying via Wake Island and Honolulu. The journey took 23 hours. In the next four years Okinawa, Hong Kong, Bangkok and Singapore were added. The DC-6B fleet grew to nine, including two new from Douglas and seven bought from other airlines. They were replaced on the Pacific route by four new DC-7C delivered in 1957/58. The San Francisco service now became daily. A Los Angeles service was inaugurated in May 1958 and to Seattle in 1961. An ex-Swissair DC-7C was added in 1962.



The DC-7C made daily transpacific service possible. (JAL)

ALL NIPPON AIRWAYS

Meanwhile, in 1958 All Nippon Airways (ANA) began domestic services with a DC-3 on Aug. 12 from Osaka to Fukuoka via Iwakuni. In the fall of 1959 the carrier took delivery of its first Convair CV-440. DeHavilland Herons for 17 passengers were introduced on feeder routes.

In 1960 ANA ordered Fokker F27 Friendships and Vickers Viscounts. The first Viscount (ex-Capital Airlines) went into service in June and the first three F27s entered service from Osaka to Okayama and Fukuyama on July 10, 1961. In mid-1962 the fleet included three F27, five Viscounts, 11 DC-3, five CV-440 and six Herons. Within the next few years, ANA took over most small domestic airlines and signed co-operation agreements with others.

THE JET AGE

The jet age started when JAL took delivery of its first DC-8 on July 16, 1960. Four had been ordered for the trans-Pacific services in 1955. Also that year Japanese crews began flying domestic routes, followed by international routes in 1957. On March 19, 1960 JAL ordered three Convair CV-880M for its Hong Kong service. Five more were acquired over the next two years, plus a leased example. They operated the Silk Road as far as

London. Joint service with Air France with the latter's Boeing 707 to London and Paris over the Polar route began in March 1960. JAL thereby was the only airline to operate all three first-generation long-range jetliners. In early 1962 the fleet included five DC-8-32s, five CV-880Ms, four DC-7Cs, seven DC-6Bs and 10 DC-4s. The DC-4 and DC-7C were withdrawn as more jets were delivered.



Stretched DC-8-61 seen at Osaka.



Boeing 727-46 operated domestic services. (JAL)

As more DC-8s and six Boeing 727s were delivered in the 1960s, JAL gradually expanded its domestic, regional and intercontinental networks. The fleet grew to 10 DC-8s, seven CV-880s, two Boeing 727s and eight DC-6Bs. On order were three more DC-8s and four B 727s. Serving as trainers and occasional air taxis were three tri-gear Beech Super H18s, the last ones produced by Beech.



Convair CV-880M operated the Silk Route to Hong Kong (JAL)

On Sept. 15, 1965 JAL paid deposits on three Concorde SSTs. They were never delivered and the deposits were refunded in 1973. But fleet expansion continued, with four more DC-8-32s joining in 1966. That year orders were placed for six B 747-100s and for 10 DC-8-62s the following year. In 1966 JAL carried just over two million passengers.

In an agreement with Aeroflot, JAL began trans-Siberian service with the former's giant TU-114 propjets to Moscow and Western Europe in 1970. Aeroflot aircraft and cockpit crews were used because the Soviets refused JAL to use its own aircraft and crews.

Slow network expansion took place in the late 1960s, but frequencies were increased and at the beginning of 1972 the fleet stood at 17 B 747s, 48 DC-8-32/50/55F/61/62/ and -62Fs and six B 727s. Eight more 747s "Garden Jets" were added that year. Their upper decks were called "Tea houses of the Sky." The world's first B 747SR (Short Range) for 498 passengers went into service between Tokyo and Okinawa, followed by four more. They also operated the high-density route from Tokyo to Sapporo and Fukuoka.



JAL CARGO 747-146F

JAL formed a wholly-owned subsidiary, Japan Asia Airways, on Aug. 8, 1975 to operate services to Taipei in Taiwan. This was done because the Chinese government refused landing rights to airlines serving what it considers to be a "renegade province" (Taiwan). Two more DC-10-40 were ordered to add to the four ordered earlier. A total of more than 13.5 million passengers were carried in 1979.

Throughout the 1980s JAL saw steady growth and the first 747-346SUD (Stretched Upper Deck) for 563 passengers went into service in 1986. The first of 10 Boeing 777-246s arrived on Feb. 16, 1996. JAL had also built up a large cargo division and at the beginning of 1998 it was the seventh-largest cargo carrier in the world.

Today, JAL (International) operates to 49 destinations on all six continents.

RETURN TO ANA

Let us now return to ANA. On May 25, 1964 the carrier inaugurated Boeing 727 service between Tokyo and Sapporo. The last CV-440 was retired on Nov. 30, 1964 and the 25th and final Fokker F27 was delivered the following week. More 727s



B 747-146 in delivery colors. (JAL)

were added too that year. In June of 1965 ANA took delivery of its first Nihon YS-11, the first post-war airliner designed and built in Japan. In May 1969 the first two new Boeing 737s were delivered and on July 15, 1970 ANA flew its first international service, a charter, to Pusan, South Korea.

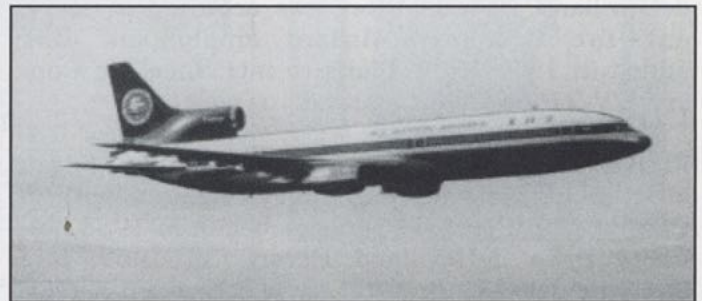


Fleet modernization at All Nippon saw introduction of Fokker F27s. (Peter Keating)

Demand for domestic air travel was so great, ANA introduced the 500-passenger Boeing 747SR on its Tokyo-Sapporo service in January 1979. (It makes one wonder how many passengers the airline could put into an Airbus A380.) In 1980 the fleet numbered 11 Boeing 747SR, 21 Lockheed L-1011, 22 B 727, 15 B 737 and 28 YS-11As. 25 B 767 were on order. 22.8 million passengers were carried on a network in which the longest route was only 1,275 miles long, between Sendai and Okinawa. In July 1981 ANA carried its 200-millionth passenger since operations started.

By 1984 ANA started replacing its L-1011s with more B 767s, making a fleet of 13 of the latter. Nippon Cargo Airlines, a division founded in 1978, started B 747F San Francisco operations in 1984.

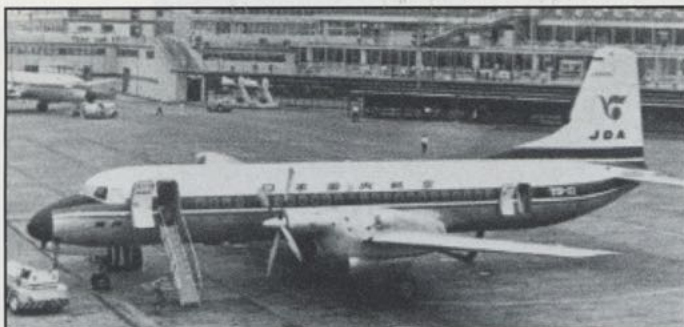
December 1985 was a watershed month for Japanese air transport when the government allowed all of the country's airlines to operate international services. ANA, already the world's sixth largest airline in passengers carried, took advantage of it during the next few years by opening services to Guam, Los Angeles, Washington (D.C.), New York City, Sydney, Hong Kong, Beijing, Seoul, Bangkok and several European destinations, most non-stop several times a week. In the summer of 1989 the airline was offering 468 flights per day. In 1991 it carried nearly 354 million passengers and some 200 million pounds of cargo.



ANA flew Lockheed TriStars on high-density routes in the 1970s and 1980s

Boeing 777s were introduced in early 1996 and two years later a wide-ranging code sharing agreement was signed with United Air Lines, followed by agreements with several other carriers in the Western Hemisphere, Europe and Asia and ANA joined the Star Alliance in October 1999. Today, ANA operates 49 domestic and 22 international routes. In 2004 it became the launch customer for the Boeing 787 Dreamliner.

JAPAN DOMESTIC AIR LINES



Nihon YS-11A of Japan Domestic Airlines at Tokyo.

Japan Domestic Air Lines (JDA) was established in April 1964 through the merger of three smaller carriers. They were Nitto Airlines, Fuji Airlines and North Japan Airlines. In 1971 JDA and Toa Airways merged to create Japan Domestic Airlines. It changed its name to Japan Air System in 1988 and became Japan Airlines Domestic when it merged with Japan Air Lines in 2004. Today the carrier operates 26 Airbus A300, nine Boeing 777, 13 MD-81 and eight MD-87. On order as of the spring of this year were 30 B 737-800, three B 767-300ER, three B 767 freighters, one B 777-200 and 13 B 787 Dreamliners. It serves 39 scheduled domestic destinations.

NITTO AIRLINES was formed on July 5, 1952 to operate taxi and charter air services over regional routes on Shikoku Island with small aircraft. A deHavilland Canada Otter was acquired in 1954, and five Grumman Mallard amphibians were added in 1959-1962. Plans to introduce the Convair CV-240 were not realized.

FUJI AIRLINES, formed on Sept. 12, 1952, began sight-seeing and aerial survey flights with a Cessna 170. Beech 18 services began in 1958, followed by a deHavilland Heron in 1959. Fuji bought a CV-240 in 1963 for a scheduled service between Tokyo and Kagoshima via Takamatsu and Oita.

NORTH JAPAN AIRLINES was formed at Sapporo on June 30, 1950 for air taxi and charter services. Using DC-3s, the airline started scheduled services in July 1957. Convair CV-240s joined in 1960 for the Sapporo - Hakodate service beginning in August. Sapporo - Kushiro service started later that year and in 1962 a new service to Akita was inaugurated.

TOA AIRWAYS was founded Nov. 30, 1953 and began charter service from Hiroshima with deHavilland Doves. DH Herons were added in 1958 when scheduled route authority was granted. Convair CV-240s took over a number of

thin routes from ANA. In 1965 the Nihon YS-11 entered service with TOA and operations continue until 1971, when TOA merged with JDA to form TOA Domestic Airlines.

Sources: R.E.G. Davies, *Airlines of Asia since 1920* (Paladwer Press, 1997); Myron J. Smith, *The Airline Encyclopedia 1909-2000 Vol.1-3* (Scarecrow Press, 2002); Jane's *All The World's Aircraft* (Sampson Low, Marston 1938); *Airline Companies of the World 1939* (Flight International, London).



Japan Transocean Air YS-11. (Photo Akihiko Sawada for JTA)



ANA B747-400 in on of the airline's colorful schemes. (ANA)



ANA flies with the Airbus A-321. (Airbus)

Flying Stamps

By Jim Edwards

Postal Views of the Airlines of Japan



This Japan Air Lines Cargo Boeing 747-400F is shown on a stamp issued by Viet Nam in 1996 as part of a series of stamps featuring different types of aircraft.



The Democratic Republic of Madagascar issued this stamp with an All Nippon Airways Boeing 767 in 1964.



The Government of Antigua and Barbuda issued this stamp with a Japan Air Lines Boeing 747 as part of a set to celebrate the 50th anniversary of jet flight.



A Japan Air Lines DC-8 is featured on these two stamps issued by Umm Al Qiwain and Ajman State to honor the world's airlines.



Japan Air Lines inaugurated 'Round The World' service in 1967 with DC-8 aircraft. The Government of Japan issued this first day cover and stamp to celebrate the event.

Playing Cards

By Fred Chan

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Playing Cards from the Airlines of Japan

Airline playing cards from Japan were non-existent prior to World War Two. It was only after Japan Air Lines started to become a major carrier in the 1950s that playing cards began to appear, the first being a rather classic design by JAL (Fig. 1). JAL continued to issue many different cards through the years but its later designs became somewhat plain (Fig. 2) and even plainer (Fig. 3). Its more recent issues have adopted cartoon characters (Fig. 4).

Japan Asia Airlines, a subsidiary of JAL, generally followed the card design philosophy of its parent company except for a few decks showing its Boeing 747 fleet (Fig. 5).

The other major Japanese international carrier, All Nippon Airways, has also issued many different decks. Unfortunately, it must have used the same graphic designers as JAL and JAA. For many years, its cards also had rather plain designs - Fig. 6 is only one example. In recent years, it did switch to more attractive cards showing a flight attendant and its aircraft. See Fig. 7 and Fig. 8.

Before it became Japan Air System, Toa Domestic Airlines issued a deck showing its Douglas DC-9 in flight (Fig. 9). Found by a collector only two years ago, this is a very rare deck. The decks issued by JAS are probably the most attractive airline decks coming out of Japan. They show off the carrier's rainbow livery (Fig. 10) as well as color pictures of its aircraft (Fig. 11 and Fig. 12) and its flight attendants (Fig. 13).

Japan's Southwest Air Lines, a regional carrier, issued a number of decks (Fig. 14 is one example) before it became Japan Transocean Air. Fig. 15 is the only deck issued under the new name.

With the exception of JAS, the other Japanese carriers are not noted for their generosity in providing cards to collectors. However, they are available onboard their flights and usually find their way to online auctions and collectible shows.



Fig. 1

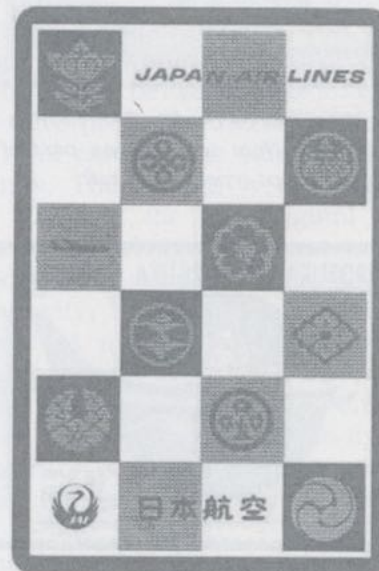


Fig. 2

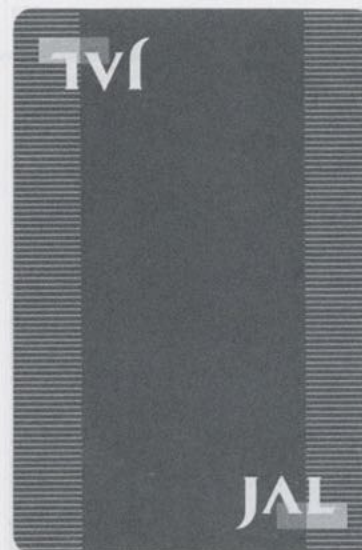


Fig. 4

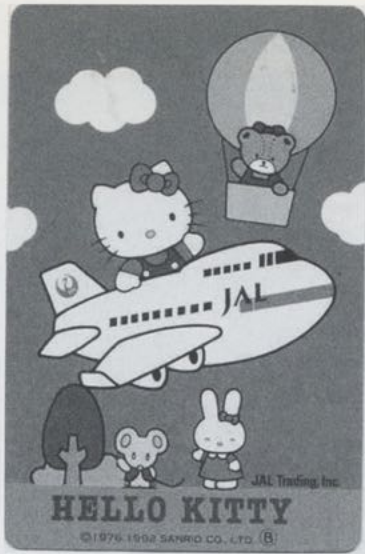


Fig. 4

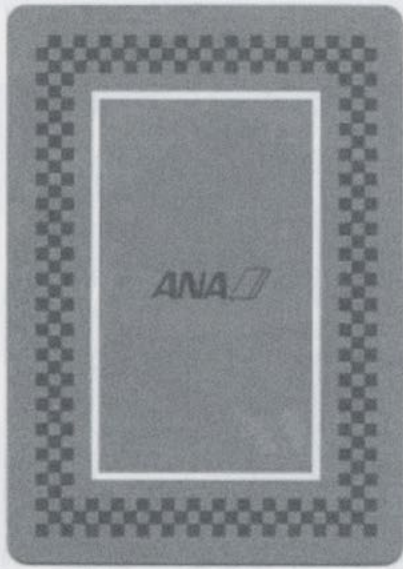


Fig. 6



Fig. 7



Fig. 5



Fig. 8



Fig. 9



Fig. 10



Fig. 13



Fig. 11



Fig. 14



Fig. 12

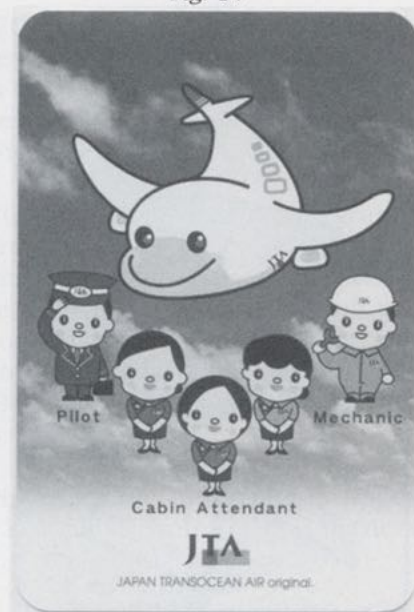


Fig. 15

Timetables

By David Keller

dkeller@airlinetimetables.com

Airlines of Japan

Quite honestly, both my knowledge of Japanese airline history and my selection of Japanese timetables have proven to be somewhat lacking. Dacre Watson was able to solve one of those problems by graciously providing most of the images used in this article!

Other than the United States, Japan is the only other nation in the world that can boast top 10 rankings in both population and per capita income. These statistics, combined with the fact that Japan is an island nation, are the primary reasons that it boasts one of the largest air travel markets on earth.

Prior to World War II, Japan was a closed society and did not welcome Western influences. For much of this period, Japan Air Transport was one of the dominant carriers in that country. Since timetables from this carrier are not often seen, and as I have access to a number of very attractive timetable scans for this airline, I have included illustrations of 4 different issues. The first three are undated, but appear to be from the late 1920's or early 1930's (Fig. 1, Fig. 2, Fig. 3). The 4th timetable depicted is dated April 1, 1933 (Fig. 4). A scan of the inside of this issue shows both do-

mestic services and flights within Manchuria. The final issue is dated October 1, 1936 (Fig. 5). A scan of the interior shows the flights in "network" format, sort of a combined timetable and route map. Interestingly, the German carrier Lufthansa also favored such a format during the 30's, and since there was obviously some interaction between the two nations during this period, it is possible that the Japanese adopted Lufthansa's format.

With the conclusion of World War II in 1945, Japan was left with much rebuilding to do, including its airlines. Japan Air Lines (JAL) was formed in 1951, and the illustrated timetable dated November 1, 1951 is an early issue for the carrier. This schedule finds Martin Skyliners and Douglas Sky-masters in service on a rather limited domestic network.



Fig. 3

All images on this page via Dacre Watson.



Fig. 1

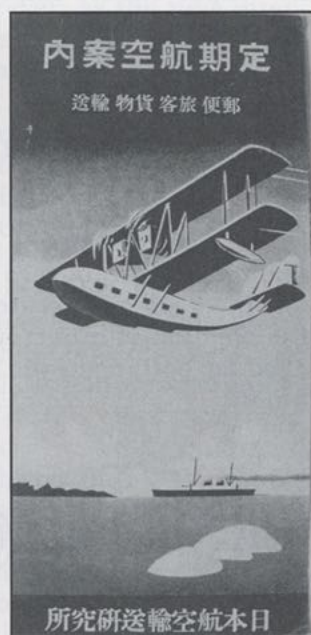


Fig. 2



Fig. 4

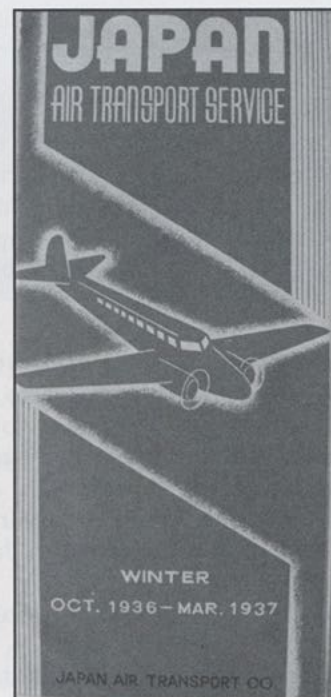


Fig. 5

Allegiances changed quickly in the post-war years, as illustrated by the fact that JAL's first international service was to the US. The timetable dated February 2, 1954 (Fig. 6) shows the inauguration of service between Tokyo and San Francisco with DC-6's, which called at Wake Island and Honolulu on the Trans-Pacific services.

As many airlines have done, JAL often treated its international and domestic services as distinct operations, issuing separate timetables for each. Domestic timetables were often printed in Japanese, so the timetable dated April 1, 1959 (Fig. 7) is a bit unusual in the fact that it is entirely in English.

In the 1970's, Japan Air Lines wanted to serve Mainland China as part of its normalization of relations with that country. The Communist government wanted to force Japan's hand by refusing to allow it to serve both the mainland and Taiwan. In a move that has since been copied by a number of other airlines, JAL created a subsidiary company, Japan Asia Airways, to provide service between Japan and Taiwan. In the timetable dated February, 1978, Japan Asia is operating DC-8's from Japan to Taiwan, with continuing service to Hong Kong and Manila (Fig. 8).

While Japan Air Lines was becoming the dominant international airline, All Nippon Airways was establishing itself as the major domestic player. The carrier was formed in 1952, and was able to tap into the growing domestic travel market to become one of the largest airlines in the world. The first illustrated timetable from this carrier is undated, but should be from 1964 or 65 based on the lease dates of the 727 shown in the cover photo (Fig. 9). The second timetable is dated December 27, 1979 and has several characteristics common to many Japanese timetables: First, it is in the smaller "square" format, which has become favored by a number of Japanese carriers. Secondly, it was in effect for only 16 days, another common trait, as I have seen many Japanese timetables issued for periods of similar duration (Fig. 10).

All Nippon would later "rebrand" itself using its acronym, "ANA", and would be granted international routes in order to compete with JAL. This competitive struggle would eventually result in both carriers establishing or acquiring smaller companies. Currently, JAL and ANA with their respective families of airlines dominate the commercial airline scene in Japan.

A number of smaller carriers came and went in Japan over the years. Tokyo Aviation was one such airline. Unfortunately, I am unable to find a date on the illustrated timetable, nor find anything on the history of this carrier.

Another such airline was Nitto Air Lines. Although the effective date of the illustrated timetable shows as "37.10.20", this is not a timetable from 1937 (Fig. 11). Some Japanese timetables use the year of the current emperor's reign rather than the Western-style A.D. year. In this case, the timetable would be from 1962, which was the 37th year of the reign of the emperor Hirohito. (Thanks to Philip Chuang for that bit of info.)

The undated Fuji Airlines timetable contains both a photo and a seating chart for the Convair 240. This carrier would merge with both Nitto and Northern Japan Airlines to form Japan Domestic Airlines (JDA) (Fig. 12). JDA operated a Convair 880 for a short period in 1965 and '66, so the timetable dated March 1st should be from one of those years (Fig. 13). JDA would later merge with TOA to form Toa Domestic Airlines, which would in turn be renamed Japan Air Service (JAS). JAS is now part of the family of carriers controlled by Japan Air Lines.

Southwest Air Lines (SWAL) operated a fleet of 737's, YS-11's and Twin Otters in September of 1979 (Fig. 14). As the name implies, the carrier operated in the southwestern part of the country, primarily to islands communities in the region. SWAL would later become Japan Transocean Air (JTA), and has also become part of JAL's airline "family".

In more recent times, Japanese airlines have embraced the concept of "special" color schemes for various promotional purposes. They displayed timetables illustrating several of the aircraft that have received unique colors. JAL painted up a 747 in "Super Resort Express Okinawa" colors (pink and red) (Fig. 15), ANA splashed "Pokemon" on one of its 747's, and JAS commissioned a Japanese artist to design unique "rainbow" colors for each of its MD-90's (Fig. 16). (I believe that each of the different MD-90 paint schemes appeared on a timetable cover.)

In the past 55 years or so, Japan has taken its airline industry from zero to one of the largest in the world. This has created a fertile environment for the creation of numerous carriers to serve Japan's need for both domestic and international transportation.

日本の空をもれなくネットする



全日本空輸



Fig. 6 (Dacre Watson)

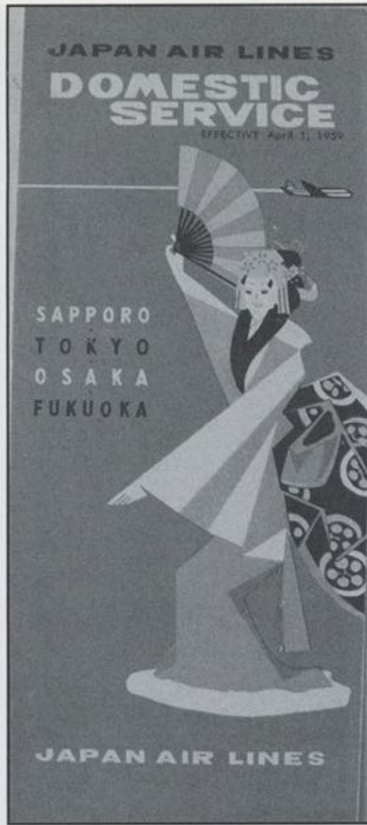


Fig. 7 (Dacre Watson)



Fig. 8



Fig. 9 (Dacre Watson)



Fig. 10

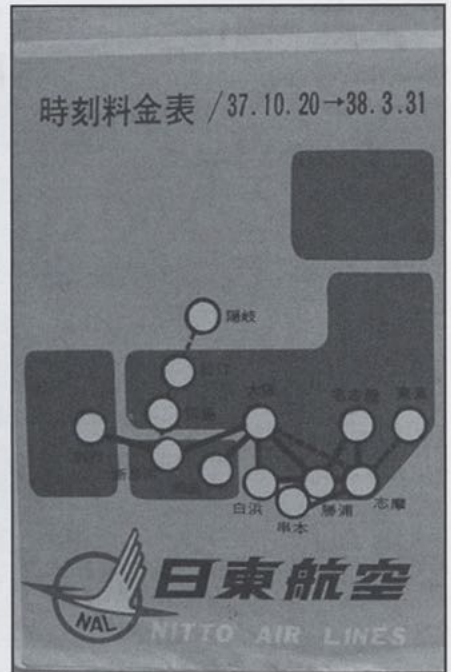


Fig. 11 (Dacre Watson)

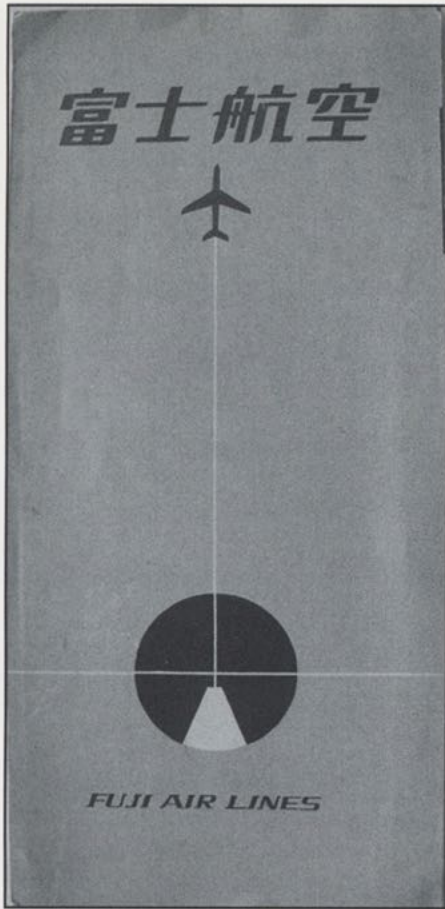


Fig. 12 (Dacre Watson)



Fig. 13 (Dacre Watson)



Fig. 14



Fig. 15



Fig. 16

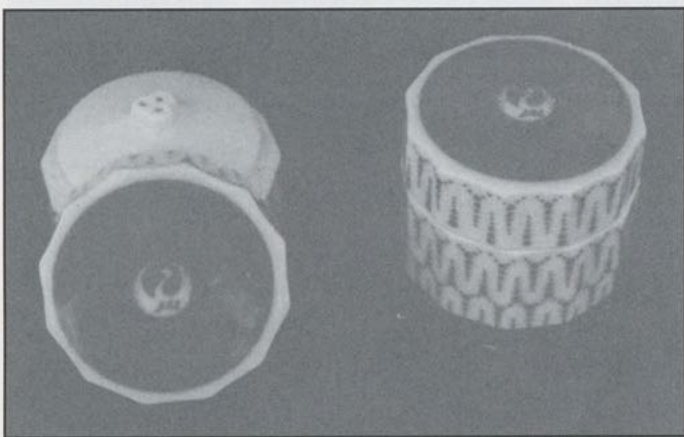
Dining Service

By R. R. "Dick" Wallin

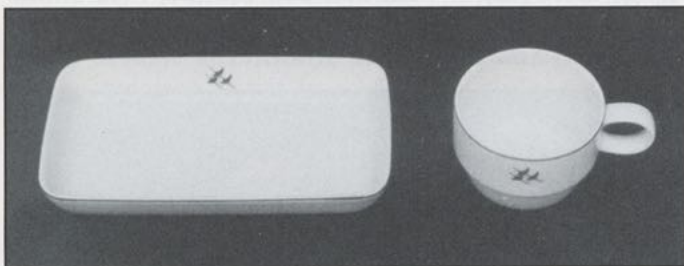
rrwallin@aol.com

AIRLINES OF JAPAN

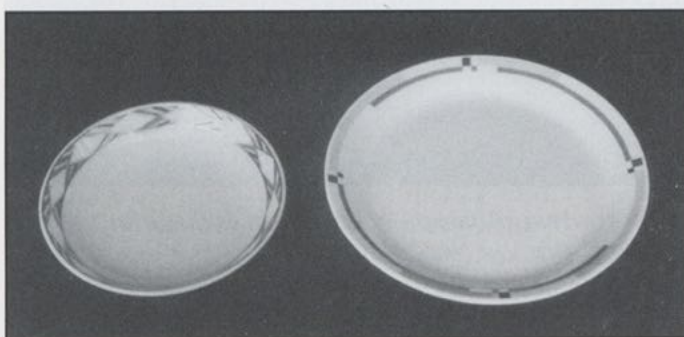
I suppose it would be an understatement to say that Japan's airlines like to do things in a big way. JAL's fleet of about 100 747's I believe is the world's largest? For this column I might also note that the pair of JAL salt and peppers pictured here are the largest set in my collection of several hundred, and the ANA teapot shown here is the largest airline teapot that I have!



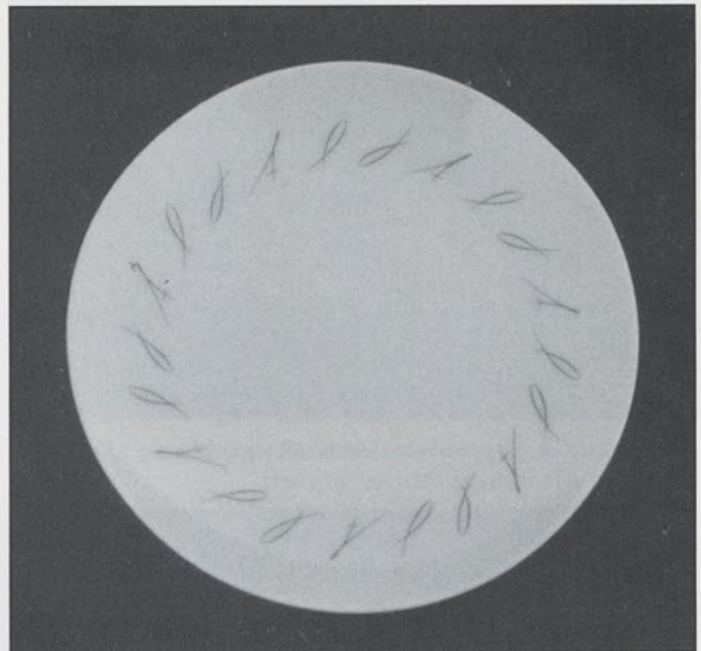
Huge blue & white JAL salt & pepper set, measuring over 2 inches across and 2 inches in height. Made by Hoya in Japan.



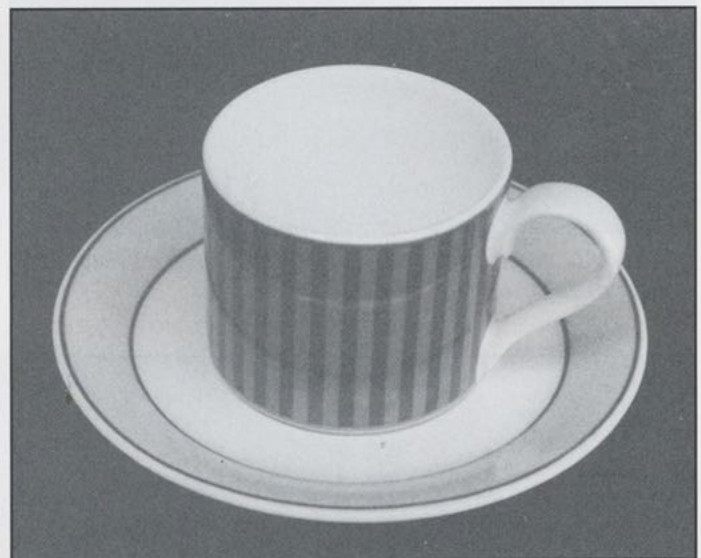
A pair of JAL pieces with a trio of flying cranes in blue. No manufacturer shown.



(Previous column) A pair of JAL butter pats; gold decoration (L) by Tachikichi; yellow gray & black (R) by Narumi.



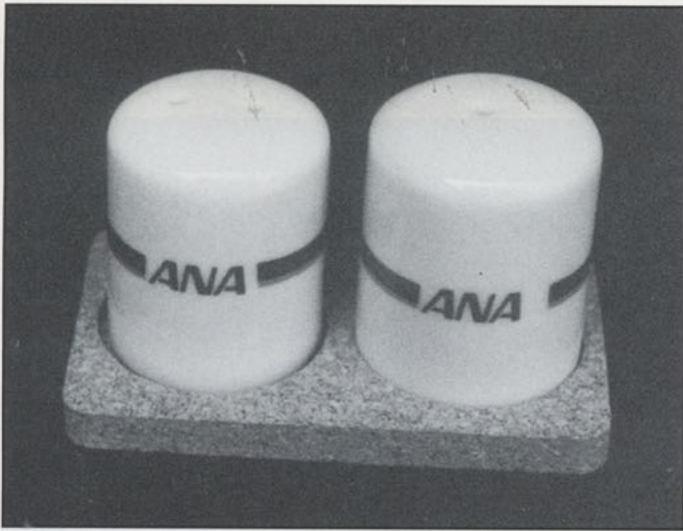
This 1963 Noritake piece features gray JAL initials around the border.



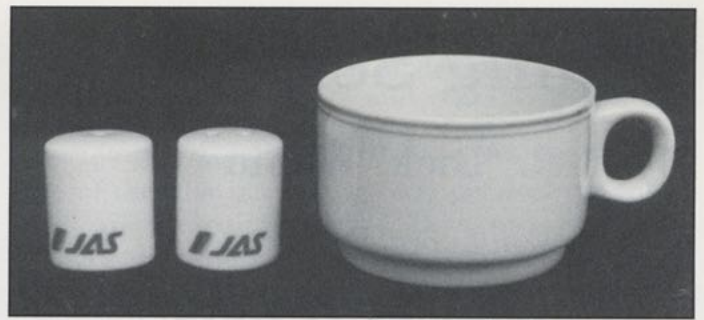
JAL demitasse set by Narumi has various shades of gray and black.



A variety of JAL glassware; the center and far right pieces are crystal.



ANA salt & peppers with blue markings; the base is cork! No manufacturer shown.



Japan Air System pieces; the logo stripes on the salt/peppers is blue, orange & yellow; the cup has gray and pink stripes. No manufacturer shown.



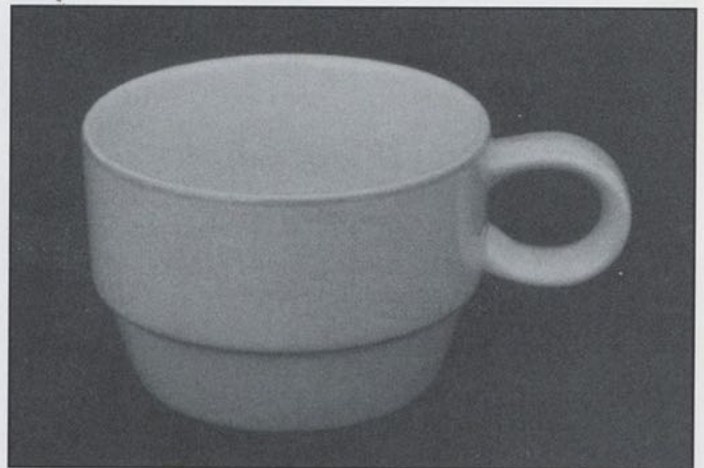
Tiny JAL sake cup with blue markings; manufacturer name not legible.



Huge ANA teapot with bamboo handle; it is about 8" wide including spout and 4" tall not including handle. No manufacturer shown.



JAL nickel silver teapot made by BITE Co in Japan.



Japan Asia Airways cup, with light blue stripe around rim, by Noritake.

(Continued on page 30)

Sticker Chatter

By David A. Rowe

For your viewing pleasure, we have a selection of labels and baggage tags from airlines around the world. Enjoy!



EDELWEISS of Switzerland issued this 'Happy Face' label. Red, black and blue on a white background.



BLUE PANORAMA AIRLINES of Italy issued this nice circular label showing their Boeing 737 and 767 aircraft. Blue and black on white background.



A new issue from the Airbus series featuring BATAVIA AIR's new Airbus A319. Dark blue and orange on white and sil-



VOLARE is a low-cost airline based in Italy. This label is black, orange and gray on a white background.



This BIL (Baggage Information Label) comes from Lufthansa and celebrates their 50th anniversary and shows the Airbus A321 painted in their retro color scheme.



HAPAGFLY (formerly Hapag-Lloyd) of Germany is now part of the TUI group. This sticker shows their Boeing 737-800 in the new livery. Dark blue, light blue, and red on white.



This label shows a Canadair CRJ 200 in the livery of North-west Airlink. Red, black and gray on a white background.



This colorful cardboard BIL comes from Iceland Express, a new Boeing 737 operator from Iceland. Green, yellow, orange and blue.

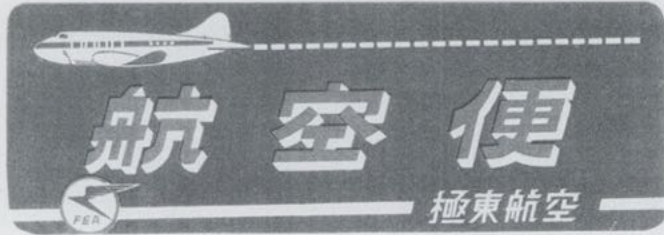
Labels From Japan



Japan Air Transport, also known as N.K.K.K., began flying in 1929 with Fokker TriMotors. Reorganized as DAI Nippon Airways in 1938.



Japan Airways, D.N.K.K., was formed in 1938 and flew Mitsubishi M.20s. Acted as the transport arm for the Japanese forces in WW II. Dissolved in 1945.



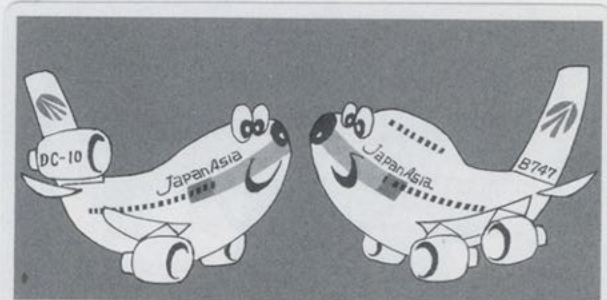
Far Eastern Airlines was formed in 1953 and covered most of Japan by 1958. Merged with Japan Helicopter Air Transport to form All Nippon Airways, ANA.



Colorful label celebrating Japan Air Lines' new DC-6 service.



Toa Domestic Airlines printed this multi-colored label many years ago. The airline eventually merged into Japan Air System, now Japan Air Lines.



Japan Asia Airways

Japan Asia Airways is one of JAL's low cost subsidiaries. This multi-colored label shows their 747 and DC-10 aircraft.



Oriental Air Bridge flies DHC-8s and Islanders from Nagasaki. A very color label!



Japan's Southwest Air Lines issued this colorful label. The airline began operations in 1967.

What is It?

By Ken Taylor

keebeetay@aol.com

Welcome to another 'What Is It?' column for *The Captain's Log*. Unfortunately I don't have any Japanese wings to contribute to the theme of this issue. Thank you so much to the Washington D.C. team for hosting a great Airliners International 2006 event.

From our last issue, I have an apology for Fred Chan. The "What Is It?" that you identified as McAlpine Aviation of the UK was correct, but whatever became of your email? I have no answer; sorry for the lateness of the answer, Fred.

We have two new "What Is It?" wings for you to identify. The first wing (Fig. 1) came from a military collector's show in Great Falls, Montana. It is gold color with a blue enamel center. I haven't found anyone who can ID it, can you?



Fig. 1

The other wing (Fig. 2) came from a walk-in visitor to the AI 2006 show, but the owner had no idea what operator or where it came from. It is a chrome type metal with blue enamel with a letter "W" in the center or maybe it is an "A" over a "W"? Do you know what this is?



Fig. 2

Our last wing (Fig. 3) is Canadian and is an astronaut breast wing, believe it or not.



Fig. 3

For your review, Bernard Frye from Indiana provided the following photographs and descriptions of wings from Iran. Thank you, Mr. Frye.



A current Captain's wing from Iran Air in gold.



This is the first issue flight attendant wing from Iran Air Tours.



The Captain's wing from Iran Aseman Airlines.



The current Mahan Air captain's wing.



Tarokh Airlines pilot's wing.

Please contact me if you have any questions or if you can identify our mystery wings!

Ken Taylor

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Japanese Airlines on Postcards

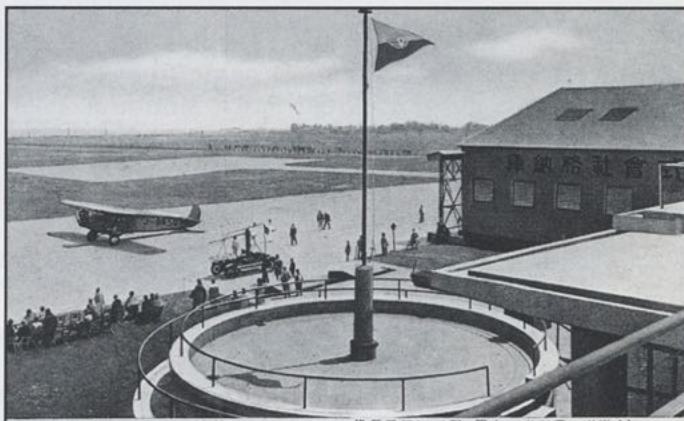
*Editor's Note: We're please to welcome Marvin Goldman as our new Postcard Corner Editor. You may know Marvin as the author of **EL AL : A Star In The Sky** in addition to being a noted postcard collector. All of us at WAHS would like to thank Allan Van Wickler for his 10 years as Postcard Corner Editor. Now Van can spend more time working on his collection! Bill Demarest*

When Allan Van Wickler, this column's superb editor for over 10 years, asked me at AI 2006 whether I'd be interested in writing future postcard columns for the *Captain's Log*, I was delighted. I first met Van in 1982, when we both lived in Long Island, New York, and it was Van who introduced me that year to the joys of airline postcard collecting as well as to the WAHS and its annual airline conventions.

Early aviation in Japan is fascinating, so let's start with a selection of eight cards from my collection, pre-1940. Japan's first airline was Nippon Koku Yuso Kenkyujo (NKYK) (Japan Air Transport Research Institute; founded 1922), and the first card shows an NKYK Junkers F-13 floatplane, acquired in 1928, at Matsuyama, Shikoku Island.



A Dornier Wal seaplane, built by Kawasaki under license starting in 1930 (Okabe Printing Office).



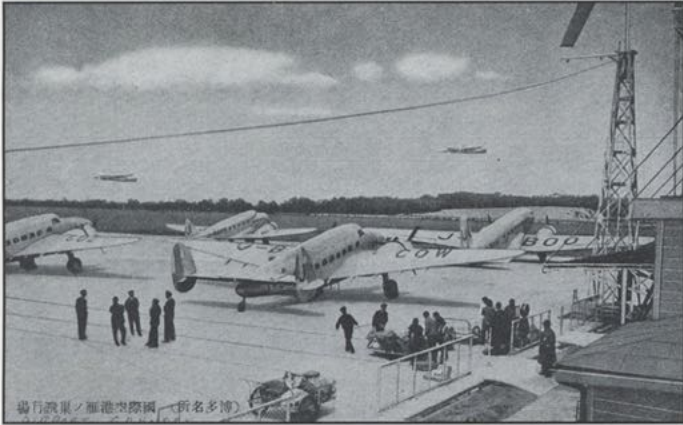
A Fokker Super Universal at Haneda Airport in Tokyo; NKYKK introduced this type in 1929, and Haneda opened in 1931.



The next four cards show aircraft of Nihon Koku Yuso Kabushiki Kaisha (NKYKK) (Japan Air Transport Company), formed in 1928 by the civilian and military departments of the Japanese Government to be the "chosen instrument" of Japan's air transport industry.

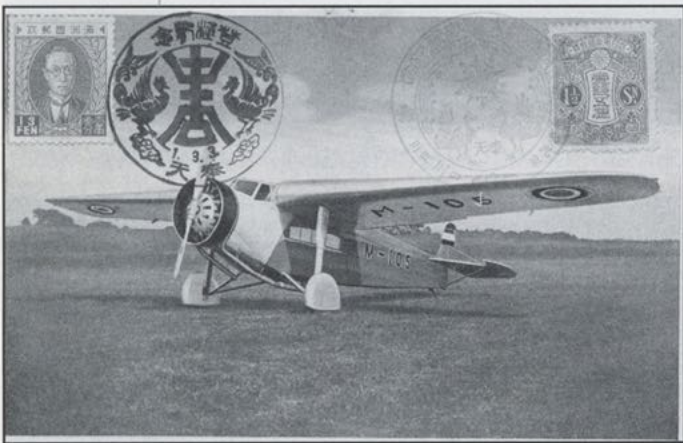


A Nakajima AT-2 (based on modified DC-2 plans; entered service 1936) (airline issue - "AI").

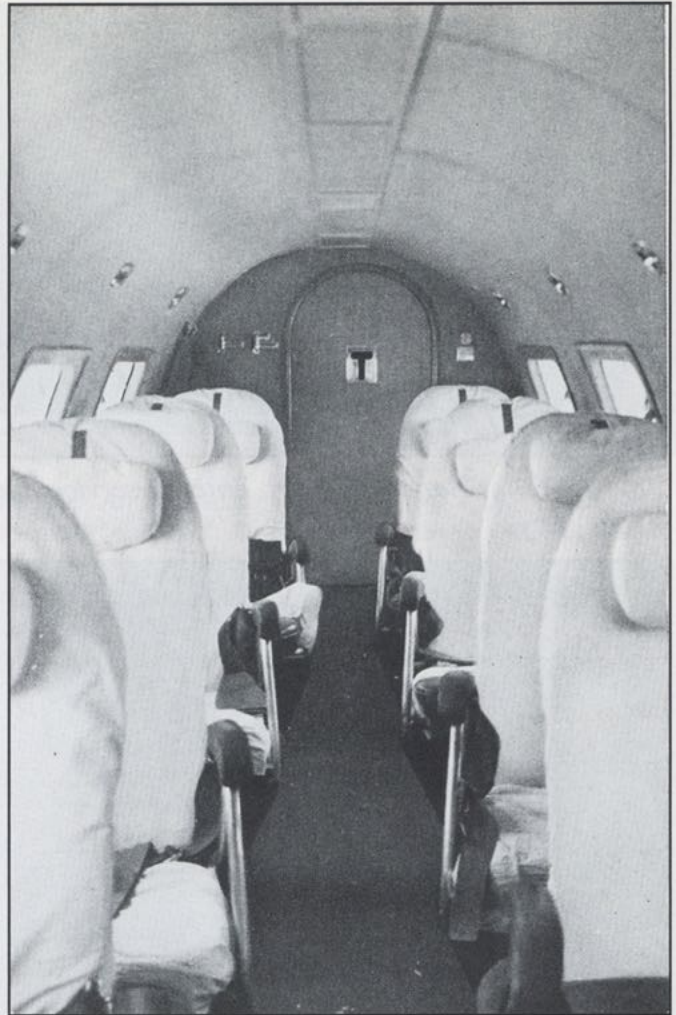


A Lockheed 14 (entered service 1938), with Nakajima AT-2 and Nakajima-built Douglas DC-2 in the background, at Gannosu Airport near Fukuoka.

In 1932, with increasing military influence, Japan occupied Manchuria, northeast China (called Manchukuo by the Japanese) and established Manshu Koku Kabushiki Kaisha (MKKK) (Manchurian Air Transport Company) to provide air service with Japan for both civilian and military purposes. The next card shows an MKKK Fokker Super Universal, with the postage stamp at upper left depicting Emperor Pu-Yi, the "Last Emperor", installed by Japan in 1934 as puppet head of Manchukuo.



In late 1938 Japan formed Dai Nippon Koku (Greater Japan Airlines) (DNK) to be its national carrier, with all other local airlines (except MKKK) ceasing their operations or transferring their assets to DNK. Here is an unusual interior shot of a DNK Junkers JU-86 which seated 10 passengers and entered service in 1939 (AI).



Upon the end of WWII in 1945, the U.S. prohibited local Japanese airlines, and DNK and MKKK ceased operations. Over six years passed before Japan was allowed to resume its own airline service. In 1952, the new national carrier, Japan Air Lines (JAL), started service. Here is a selection of five JAL cards:



JAL DC-3 with early flight attendants, 1951 (Propliner).



JAL DC-6B at Haneda Airport, entered service late 1953.



JAL DC-8 near Mt. Fuji. This card is from vol. 2 of a six-volume set of postcards issued by JAL in 1997-98. There are 30 different cards in each volume for a total of 180. Today JAL remains as one of the most prolific issuers of airline-issued postcards. My own first flight to Japan was in 1973 aboard one of JAL's DC-8s.



JAL 747-200 (entered JAL service 1970) on take off from Narita Airport, Tokyo (NBC 009).



JAL 777-200 in JAL's current livery (AI).

All Nippon Airways (ANA), formed in 1958, has risen to be a major competitor of JAL. Here are three selections:



ANA Viscount (entered ANA service 1960) (AI).



ANA 747-400 (w/o winglets) in whale livery, one of many colorful special ANA paint schemes (AI).



ANA 777-300 (AI). This card is attached to one of ANA's annual desk calendars which feature a different ANA airline postcard for each month. JAL, JAS and Air Do have also issued such postcard calendars.

Let's finish up our tour of Japanese airline postcards with selections from four other carriers:



North Japan Airlines Convair CV-240 (1960) at Hakodate Airport, southern Hokkaido (published by Hokuseido).



Japan Air Commuter (JAC) YS-11 (AI). JAC was formed in 1983 as a regional subsidiary of Japan Air System, and started operating this type in 1989.



Japan Air System (JAS) MD-90 (AI). JAS was formed as Toa Domestic Airlines (TDA) which merged several small Japanese carriers (including North Japan Airlines); TDA changed its name to JAS in 1988.



Air Do 767-300 in Hokkaido, Japan's northernmost island. (AI).

Notes: All pre-1940 cards shown are approximately 3-1/2" x 5-1/2" (9 x 14 cm.). The others are "continental" size, about 4 x 6" (10 x 15 cm.). The originals of all cards shown are in color except for the Junkers F-13, Dornier Wal, Lockheed 14 at Gannosu Airport, and the JAL DC-3 and DC-8 cards. Pre-1940 Japanese airline cards (except the Fokker at Haneda card), and the Convair at Hakodate card, are generally uncommon to rare. The remaining cards are fairly readily obtainable.

References: Davies, R.E.G., *Airlines of Asia since 1920* (Paladwr Press 1997); Mikesh, Robert C. and Abe, Shorzoe, *Japanese Aircraft: 1910-1941* (Putnam, 1990); Smith Jr., Myron J., *The Airline Encyclopedia: 1909-2000*, 3 vols. (Scarecrow Press, 2002).

Until next time, Happy Collecting! Marvin.

From The Editor's Seat

Additional Japanese postcards for your viewing pleasure!



Japan Domestic Airlines CV 880 ~ Airline Issued Postcard



Japan Air Lines CV 880 at Tokyo



Japan Air Lines Boeing 727 ~ Airline Issued Postcard



All Nippon Airways Boeing 727 ~ Airline Issued Postcard



Japan Air System Boeing 777 ~ Airline Issued Postcard



Southwest Air Lines Boeing 737 ~ Airline Issued Postcard



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Many members of the WAHS and readers of *The Captain's Log* have some of our books, and at the recent Airliners International meeting, I was able to meet some who collected our books, and enquired about those that were difficult to obtain, because they are now sold out and/or out of print. This is to review our catalog and to make a special offer to all readers of this issue of the Log for those that are still available.

Pictorial Series (An Airline and its Aircraft)

Pan Am, Delta, and Saudia are out of print - Supplies of Aeroflot are limited and we shall not reprint. Also, we have only a few left of Berlin Airlift.

All other books in this series are offered to WAHS members at a discounted price of \$20, plus \$5 postage and shipping per book.

Library Series

Flights into Oblivion, our first venture in this series, was sold out long ago. Also, Valerie Lester's Fasten Your Seat Belts, Bobby Booth's Airline Pasionado, Peter Duffey's Comets and Concordes, and Culbert & Dawson's Pan Africa will soon be sold out. Ed Dover's **The Long Way Home** may also be sold out by the end of the year. For the specialists, we have just a very few of the Com-muter Airlines book.

All others in this series also available at the discounted price of \$20, plus shipping.

Reference Series (Airlines of . . .)

The four 600-700 page comprehensive books in this series (United States, Latin America, Asia, and Pan American), formerly @ \$65, are now offered to WAHS members at \$40 each, plus \$6 postage and shipping.

Bibliography

Chris Sterling's encyclopaedic annotated listings of more than 4,000 English- language books about commercial aviation and aircraft, formerly @ \$65, is *also offered to **The Captain's Log** readers at \$40 (including the supplement) plus shipping.*

NEW BOOK in the Pictorial Series, by Thomas Wildenberg and Ron Davies.

Howard Hughes: an Airman, His Aircraft, and His Great Flights will be available by the end of October. Written and illustrated in the same style as the book on Charles Lindbergh, it concentrates on the many airplanes that Hughes flew and owned, and pays tribute to his record-breaking achievements during the 1930s. WAHS members who order this book, at the new price of \$35 (add shipping) will receive a free copy of **The Chelyuskin Adventure**, a truly remarkable story in the annals of aviation history, of Arctic survival and heroism. In 1934, 104 men, women, inc. two children, were saved from certain death by seven intrepid airmen, who deservedly became the first Heroes of the Soviet Union (and two Americans received the Order of Lenin).

Ron Davies

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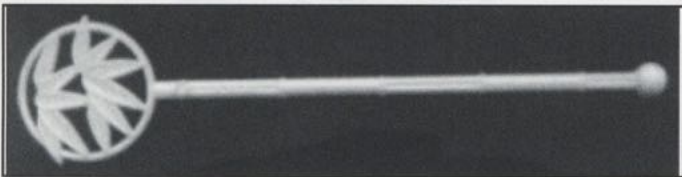
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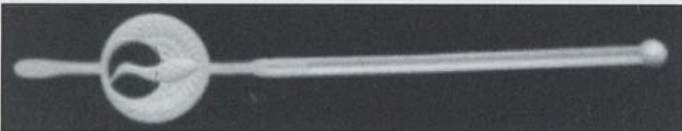
By Al S. Tasca

alstasca@bellsouth.net

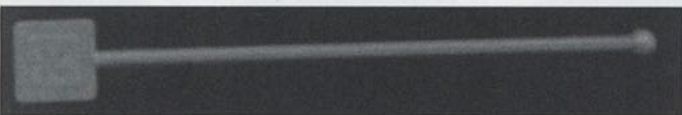
In keeping with this month's theme, I will be showing sticks from airlines of Japan. Fig. 1. thru 6. are from Japan Air Lines (JAL). Note that all the sticks, with the exception of the one in Fig 3. have the letters JAL raised on the shank on one side, close to the top end, reading from left to right when view with the top end facing the right side. The only exception is the first one below which reads from left to right when the top end is facing the left side. Also note that none of the sticks have manufacturers names on them.



This stick is 5 7/8" long, has a round shank, is one sided and the area around the leaves at the top end are cut out. The colors that I have are white, red and three shades of very dark blue.



This stick is 6 1/2" long and is also one sided. The shank is square which is hollowed out in the center of both sides and the long thin extension at the top has the very top of it curving forward, sort of like a small spoon. The area around the birds head and neck are cut out. The colors that I have are in white and in red.



This 6 7/8" stick which has two identical sides and a squarish shank is the only one without the name raised on the shank. Instead it is raised at the top above the star, which is sunken in the raised square area around it. The only color that I have it in is medium green.

Fig. 4. This set of four different sticks are 5 1/8" long with two identical sides. They all have square shanks and the designs in the center of the top end are raised, as is the ridge around the top end.

The set of four comes in four colors, medium blue, medium green, red and yellow. I also have one of the sticks in more of a gold color and a set of three of them in an olive drab color. These might be a set of four also, but the gold one might just be an oddity.

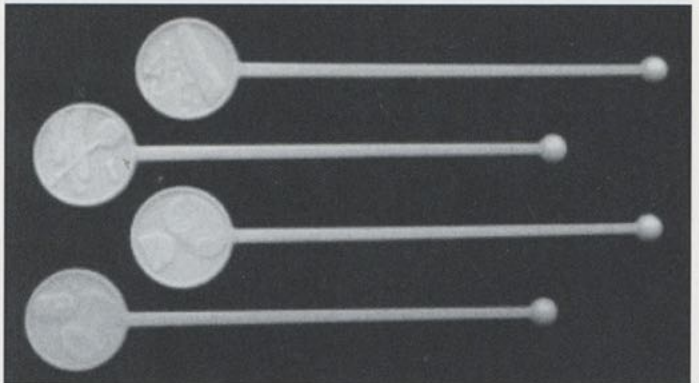
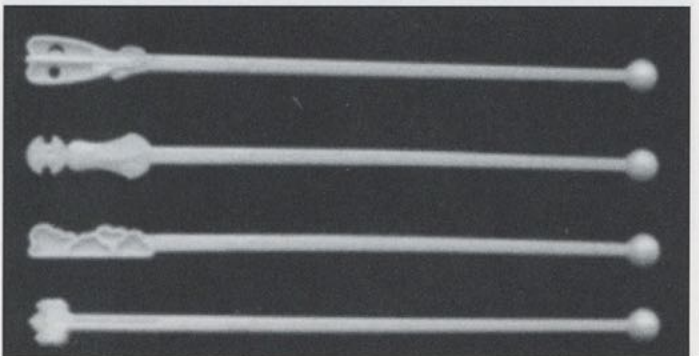
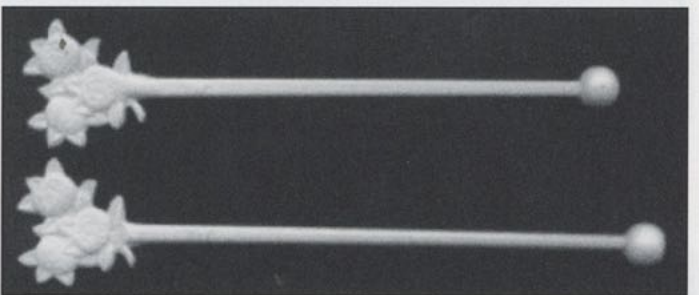


Fig. 4

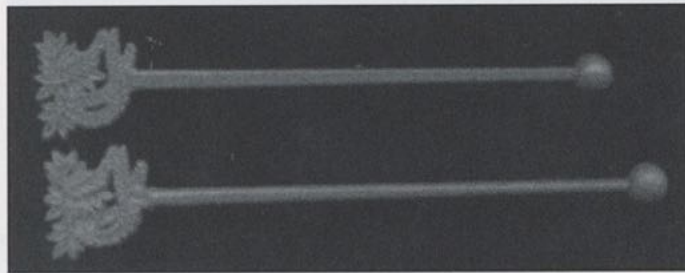
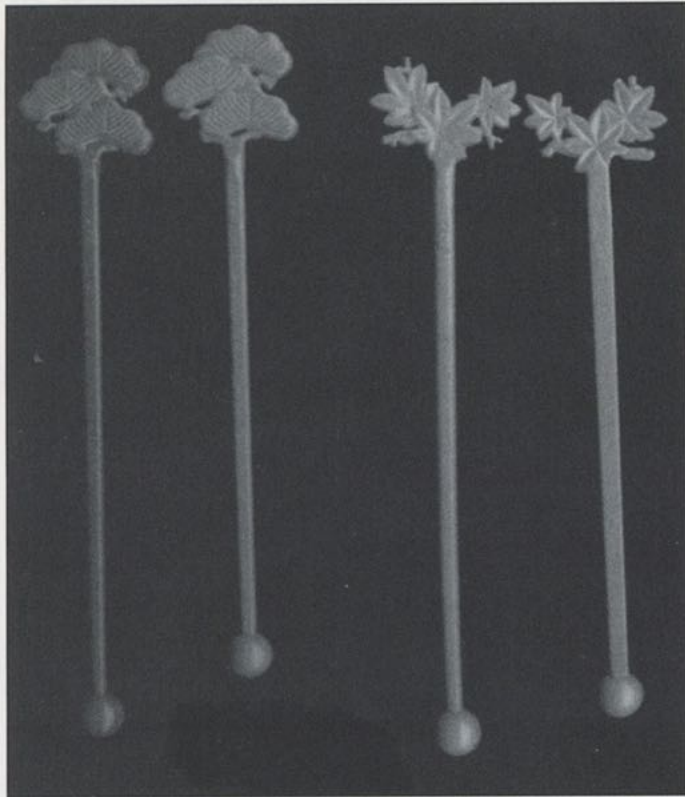


This set of four different sticks are 5 1/4" long, with a square shank and are also two sided. Also, they come in the exact same colors as the first four colors on the sticks listed in Fig. 4. Also note that one of the sticks in this set has a small circle and a half moon that are cut out.



These sticks come in two sizes. The shorter ones are 5 3/8" long and have a square shank while the longer ones are 5 7/8" and have a round shank. The dark areas shown in the pictures are cut out areas. The colors that I have are as follows: The ones with the vine like top are of a purple color, the ones that seem to be the tops of trees I have in three shades of green, the ones with the flower top I have in pink and the ones which look like flowers and fruit I have in yellow. Also, an in-

teresting note. Of the style that looks like the tops of trees, I have an identical white one which has a raised JAA on one side of the shank which I believe stands for Japan Asia Airways.



Unlike the JAL sticks, this one comes from All Nippon Airways. It is 5 1/2" long, completely square and only on one of it's sides is a sunken design, ANA and what seems to be a logo.



Happy Drinking!

Al

(Continued from Page 18)



A variety of All Nippon Airways pieces; the gold stripe cup & saucer, butter pat and salt/peppers are by Inflight Top-Noritake; the cup with the 3 figures is by Royal Doulton. The three figures are playing card "clubs", a takeoff on the Club ANA business class service.



A pair of Japan Asia Airways cocktail glasses.

That's it.

Dick

Slide Photography

By Joe Fernandez & Eddy Gual

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In our last issue, we found out a little more about Eddy Gual. Now I will answer the same questions!

How did you get interested in aviation? Spotting? Photography?

Two things got me interested in aviation. When I was younger, my family left Cuba for Spain and eventually the United States. My first airplane ride was on a Cubana Britannia. Even though I was small at the time, I could never forget that moment and the special sound of those engines. My other passion was visiting the Los Angeles Police Department Air Support Division in Glendale California. My mother worked just a few blocks away and while waiting for her shift to end, I would spend that time hanging around the heliport spotting the helicopters as they landed and departed. Later, I became very good friends with the pilots and crew, in which they frequently allowed me to tour their facility and aircraft.

When did you start the slide business (or how)??

I began serious photography in the mid-1970s in the Los Angeles area while visiting LAX, military air shows, and Burbank Airport. In Burbank, I became good friends with the Lockheed California Company (CALAC) media staff. They allowed me in their ramp and got to take great shots of the S-3 and P-3 ASW aircraft. At the time, I was more of a young aviation artist in which my skills got me a front page article in the Lockheed Star news letter. Although I shot some slides, I was more into print and black & white photography, which is what they taught at schools. Trading and selling slides did not come fully until the early 1990s, when I met Eddy and some of the Miami-area photographers. That got my interest back into the importance of the slide hobby.

What are your favorite slides to collect and why? Favorite aircraft? Favorite airline?

I basically collect aviation slides that have clear backgrounds and special schemes. Although I love all kinds of aircraft, the Boeing 727 and 737s are my favorite airliners. As for military, the F-4, F-18, and of course, the Lockheed ASW planes (P-3s and S-3s). My favorite airlines have been Alaska Airlines and PSA (domestic) and Trans World



Joe Fernandez

(international). I also have special admiration for Southwest Airlines, jetBlue, and Japan Air Lines.

What are your favorite airports to visit and why? Your most exotic you have ever been at?

Any airport I can visit that has ideal photo positions is a great place for me. As far as in the US, I love Los Angeles International Airport for the variety of large aircraft as well as Miami International and Fort Lauderdale for mostly good domestic, cargo, Canadian, and Latin America traffic. As for exotic, some of the smaller regional airports which had interesting aircraft like Santa Paula or Camarillo Airports.

What is your opinion about digital photography? (pros and cons)?

Pros: 1. You can use it to proof a shot. 2. It provides a good backup to a film photo. 3. You can download it instantly. 4. You save on film processing. 5. The camera has less shutter cycles. 6. You can use the image which saves time in scanning a similar slide.

Cons: 1. The system is dummy-proof. It does not take any skill. Suddenly, there are thousands of "professional" aviation photographers in the world. Photographers can "crop" a shot to make it look great. With slide film, you really had to get the photo and exposure right!

2. Photographers shooting photos of props at 1/1000 or higher speeds. Photos of prop aircraft in action with frozen props is ridiculous, not to mention scary for those who think the plane has shut down. 3. You have to constantly back up your files. Computer drives may fail and you can lose everything. 4. The ridiculous price of digital cameras!

(Continued on page 37)

Aircraft Modeling

By Ken Miller

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ANA Pokemon 99 Model

This is a story about a tiny model of a huge plane. The plane also has kid friendly markings. The story is also about a toy model that was built by a "grown-up".

All Nippon Airlines ANA was established in 1952 as Nippon Helicopter and Aeroplane. The airline flew domestically in Japan until 1971 when it inaugurated international service with a charter flight from Tokyo to Hong Kong. The fleet types continued to expand with the introduction of the wide bodied Lockheed L-1011 in 1973 and 747's in 1978.

Both Japan Airlines and ANA operate the 747-400D (domestic). The 747-400D has modifications allowing it to carry more passengers on short routes. ANA operates 11 of the 747-400D's. Externally the 747-400D has the EUD (extended upper deck) common to passenger -400's but lacks winglets. Internally galley and restroom space have been removed to allow more seating. Seating capacity is listed as 568 passengers. The landing gear is beefed up to allow for more landing/takeoff cycles. A joke I've heard is that the 747-400D's also have fixed landing gear as retracting the gear isn't necessary due to the short segments operated. A good joke but not true.

The Tomy toy company produced both 1/200 and 1/300 scale ANA Pokemon model kits. The 1/200 kits are Hasegawa molds and the 1/300 kits are Doyusha molds. There are 747-400, 747-400D, and 767-200 models in the series. A unique feature of the kits is that the blue parts of the fuselages are pre-painted. The kit makers intended the kits to be more of a kid friendly model than an accurate adult model.

I'd known about the models for a number of years but found them to be both relatively rare and pricey. At the Los Angeles Airliners International Show my friend Bill Abbott found a vendor selling both the 747 and 767 kits at good prices. I bought one of each and justified the purchases by telling myself I would build the models for my kids. Bill bought two for himself as well. When I started building my model the AMS (advanced modelers syndrome) bug kicked in and I thought it would be fun to see if I could do a nice build on a kit intended to be more toy-like.

I thought I could work with the pre-painted fuselage halves but I found out otherwise. Even by gluing the halves carefully together with liquid cement there was a bump left on one spot where the fuselage had been attached to the sprue. I first tried to sand the bump and mix some paint to match the sanded spot. I've yet to master or even come close mixing paint to match colors and this time was no exception. At the local hobby shop I found Testors Model Master Grabber Blue in the car section which is a close-enough match. Not close enough just for the patch but good enough to repaint all of the blue. I used Tamiya masking

ANA American Airlines BOEING 747-400D

ANAポケモンジェット'99

大人気ANAポケモンジェット'99は新しいポケモンが登場!

TOMY DOCKET MONSTERS

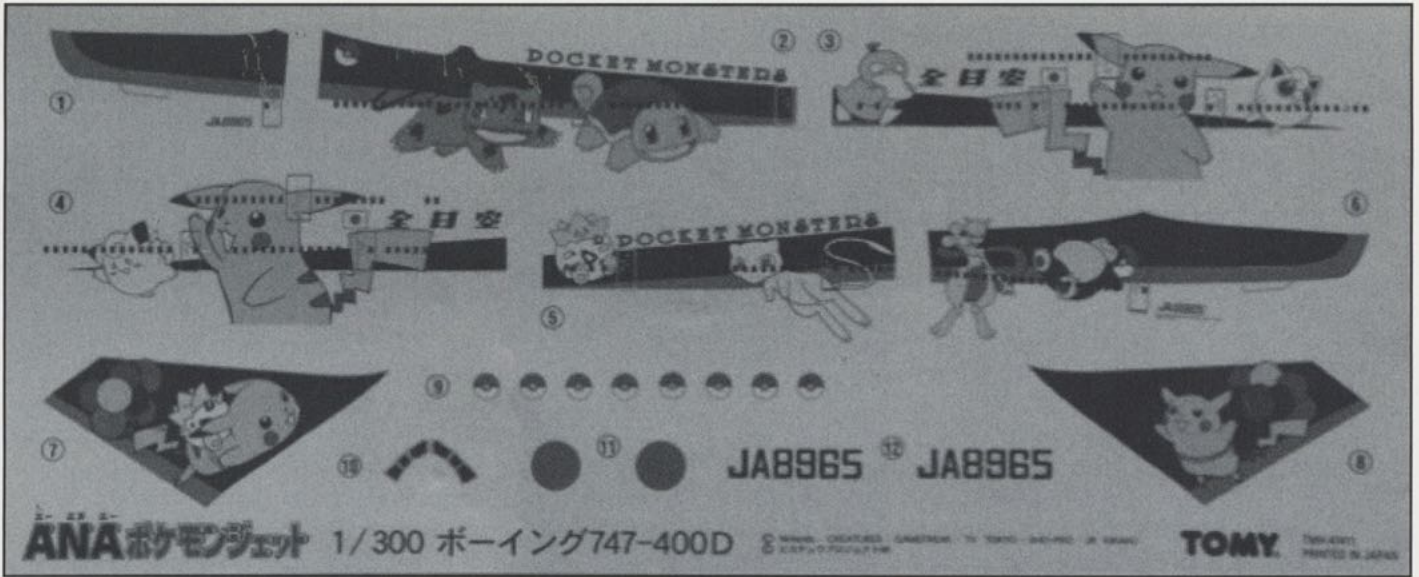
対象年齢 12才以上

セット内容

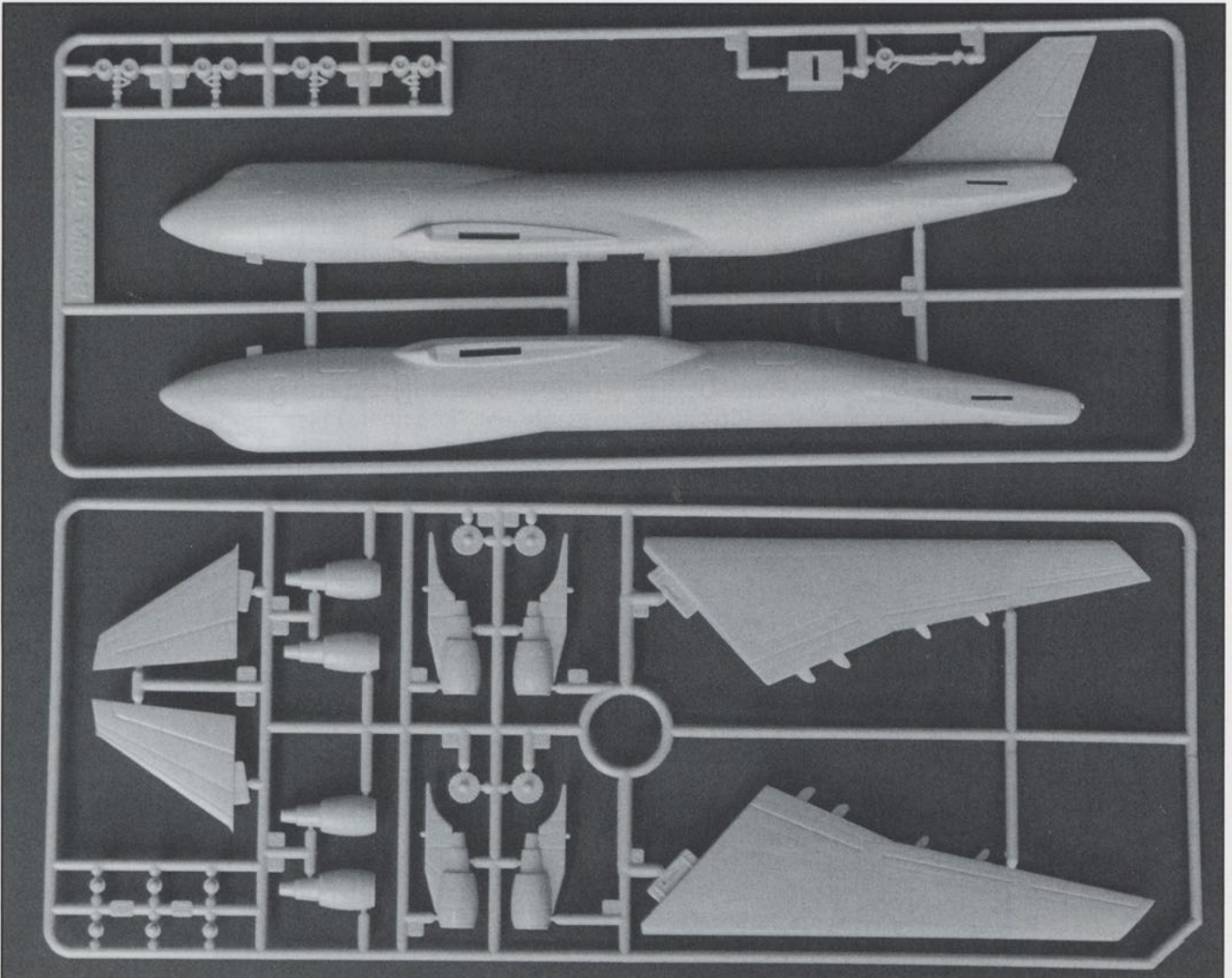
11

ANAポケモンジェット'99

● 本キットは、最新のテクノロジーを採用し、リアルな質感を実現しています。
● 本キットは、最新のテクノロジーを採用し、リアルな質感を実現しています。
● 本キットは、最新のテクノロジーを採用し、リアルな質感を実現しています。



ANA Boeing 747-400 Decal Sheet



The Boeing 747-400 in the box.

tape to mask off the white. Fortunately the blue was dark enough to show through the tape and I trimmed the tape to fit using an X-acto knife. I used an old trick of painting the white fuselage with flat white and glossed it up with Future applied with a Q-tip. I painted the wings, stabilizers, and engines with Model Master Camouflage gray.

For the corogard panels I used another gray which may have been Navy Aggressor gray. I did end up trying a few grays before finding one I was happy with so don't get upset if Navy Aggressor gray isn't correct. I masked off and painted the leading edges with Testors aluminum metalizer. I painted the engine exhausts and intake lips with Polly S Metalline acrylics. Unfortunately the Polly S Metalline paints haven't been available for quite a few years. I'm making my two bottles last for as long as I can as they are the best brushing metal paints I've found. I also drilled out the engine exhausts which in hindsight was a mistake. Better to leave them small and plugged than with a huge hole for the exhaust. The landing gear on the Doyusha kit is definitely clunky and toy-like with the wheels molded all the way across the struts and no separation between the right and left tires. Not a problem as I ground and filed out the separations using a Dremel tool and file. Doing the work on the landing gear made a huge improvement.

The decals were a bit of a challenge as could be expected. The decals for the characters on the fuselage sides comprise of just three parts. I guess that three pieces is better than twelve but it was still a challenge. I lost a few very small parts that ended up floating where they shouldn't have but with such a complex decal the missing parts aren't really noticeable. Before using the decals I

suspected that they were translucent and that the blue could bleed through them. If I'd been smart I would have copied my decals before using them. My 10 year old son pointed out the bleed through to me. He told me that Pikachu didn't look so good with a bright yellow top and with blue showing though on the bottom. Not to worry as I could just borrow Bill's kit and photocopy the decals. Upon getting Bill's kit he and I realized that my kit was in Pokemon 99 markings and his was in different Pokemon 98 markings. Fortunately I got another kit off eBay and copied the decals with a laser copier onto decal paper. I cut out the few parts that needed to be doubled to eliminate the bleed though. The decals aren't perfect but look a lot better than with just one layer.

When I added the landing gear and engines I discovered that one of the outboard engines was dragging on ground. Not a problem with a small kit as I was able to file down the pylon quite a bit to make things fit right. Modeling isn't necessarily about accuracy but just about making things look good.

The Pokemon 99 747 was another of my fun builds. The model definitely has "kid appeal" being a small-scale kit, and having a pre-painted fuselage and clunky landing gear. I enjoyed doing as good a job as I could in building it. My kids initially seemed indifferent about it but warmed up to the model as time went on. Now when their friends come over the Pokemon plane is one of the first spotted in the display case. My kids are proud to say that their dad built it. At our local model contest I overheard a mom call her son over to see the "Pokemon Plane". He replied that he'd already seen it and it was "Cool!" That overheard conversation pretty much sums up my thoughts on the model.



Wings! Badges!

By Charles F. Dolan

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Airlines of Japan

The image which prompted me to begin a collection of airline cap badges (and later the pilot wings), was the advertisement of the Boeing Commercial Aircraft Company which ran in publications during 1966. It extolled the wisdom of the fifty-five airlines which had opted to purchase and operate Boeing jet passenger aircraft. The full color ad displayed fifty pilot cap badges and five pilot wings used by those carriers. New York Airways, a Boeing-Vertol helicopter operator, was included to reach the number fifty-five. The display was well laid out, colorful and had elements of technology, history and geography which could be wrapped up into such a collection. Not one to jump at an opportunity when it is first presented, I delayed starting the collection until 1982 when Braniff International Airlines ceased operations.

I have been quite successful in securing most of the insignia depicted in that advertisement. The only ones which have so far eluded capture are Air Congo, Air Madagascar, Japan Domestic Airlines, CMA Mexicana Airlines (the PAA style), Indian Airlines (IAC version), New York Airways, Pacific Northern Airlines, Saudi Arabian Airways (SDI), and Southern Air Transport. I only recently added the Iran National Airlines cap badge to my collection via a purchase on eBay. Some of those which are missing may be gone forever, as the time interval increases and in some cases, the carriers cease to operate. The one insignia which I would like to find is the older Southern Air cap badge. If "air" were not spelled out, one might think it belonged to a sea captain. It almost looks like one which was on a hat worn by Wallace Beery in a movie about adventures on the bounding main.

I obtained the two versions of Japan Air Lines cap badges early in my collecting days. I found the early JAL wing at the AI 2006 convention. In the late 1990s I obtained the All Nippon Airways insignia after getting the name of the chief pilot from the crew of a 747 which had diverted to Baltimore Washington International Airport due to fog conditions at Dulles International. In March 2002 I finally got around to writing to Japan Domestic Airlines asking to add their wings and cap badge to my display. I was given a "bad news - good news" reply. Japan Domestic Airlines was no longer in operation and there were no insignia available.

However, they were willing to break with normal procedure and send me the insignia of Japan Air System.

I had mentioned earlier that I was able to add the early JAL wing to the collection so it can be displayed with the JAL cap badge. Better than the addition of several pieces of airline artifacts to the growing collection was the reunion with many friends at AI 2006. For one reason or another, we had been unable to get to any of the conventions since 2001. It was great to have breakfast or dinner (or both) with friends from many years back and to talk with others as we roamed the display areas. We're both looking forward to AI 2007 and the conventions to follow. By 2008, I just might have decided to retire, we shall see.

Japan Air Lines - Early Years



Wing is a clip on style, as are most of the wings covered in this article. I have included an image of the clip on the next page. There must be a set of loops or a flap in the jacket into which the metal strap fits.

The design is made up of gold bullion thread and sequins on a stiff black background. The lower center portion of the wing has a silver device with the letters "JAL" on top of silver bullion thread. The back of the wing is covered with a thin imitation leather-like paper.

Japan Air Lines - Current



Reverse Side Of Badge and Wing



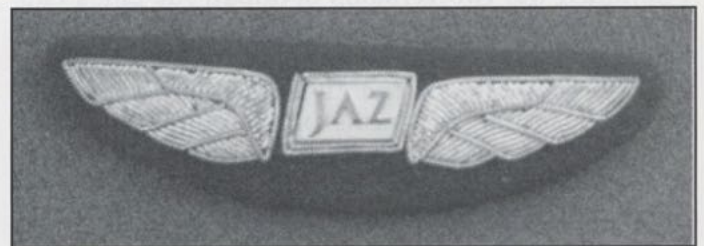
The cap badge is also made up of gold and silver bullion thread and gold sequins on black fabric. The birds (doves?) are in silver and the leaves and flower, at the bottom, are in gold. The device above the birds is in silver metal with a gold color circle. This insignia has an integral black band, which went around the headband of the cap. The back of this stiff insignia is also covered by a thin leatherette-like paper.



The wing is constructed of the same material and in the same style as the early wing. There is a gold color metal device in the center of the wing with the letters "JAL" in polished finish above a dappled surface.

The cap badge (which is in storage at the moment) is made up of gold and silver bullion thread and a few gold sequins. The doves are in silver and the wreath in gold. The JAL crane device is of gold color metal. I think that this is mounted to the cap by a screw post.

Japan Air Charter JAZ subsidiary of JAL



The wing is of the same material and style as JAL, with just the change of letters.

Japan Air System



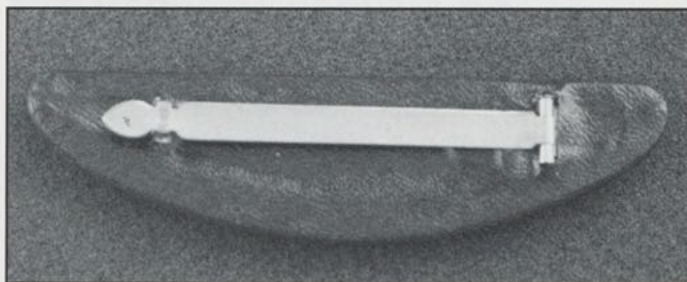
The wing is made as the JAL and JAZ wings, but the material is dark blue rather than black. The center device is gold bullion thread and the extended wings are silver bullion thread.

The cap device is dark blue material, gold and silver bullion thread. It has a single screw post to attach to the cap.

All Nippon Airways



The wings are the exception to the rule. These are made of gold color metal with the center device in red, white and black enamel. There is a thin piece of black plastic material which is placed between the wing and the jacket. This set of insignia is also in storage, but as I recall, the wings are clutch back.



The cap badge is of dark blue material with gold and silver bullion thread. It is secured to the cap with a screw post.

(Continued from page 31)

What have you enjoyed most about the slide photography hobby?

Definitely the travel to all the conventions and making new friends around the world. It is a good excuse to go somewhere with your friends!

What do you see in the future of slide photography?

Slide photography is becoming more of a collectors item rather than a hobby. Aircraft taken before the digital revolution may become a valuable item on slide yet new photos of aircraft are available on digital so there is not too much interest in that. Today's young photographers focus in on who publishes their shot first on the internet to be popular. Most professional aviation photographers go another route. Unfortunately, due to the high popularity of digital, slide film will probably be a thing of the past in a few years.

If you had one thing you could do or wish for in this hobby, what would it be?

To show the younger generation that slide photography was and is still an important part of this hobby and to educate them in the importance of past aviation history!

Joe F.

Safety Cards

By Fons Schaefer

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The Airlines of Japan

The air transport industry of Japan has always been remarkably stable with only a few players. Two major groups now dominate Japan's domestic and international air traffic: the Japan Airlines group (JAL) which since a few years also includes the former Japan Air System, which itself had its roots in Toa Domestic Airlines of the 1970s, and the All Nippon group, also known as ANA. Recently, in a liberalized domestic environment, newcomers appeared such as Skymark Airlines, Air Do and Skynet Asia Airways but these are still small. Together they have less than 20 airplanes as opposed to some 270 for JAL and about 150 for ANA.

These large fleets mean that, although Japan ranks number 4 in terms of air traffic volume on ICAO's world list of nations, few safety card variations exist. Typically, each combination of an airplane type operated by an individual airline would produce a safety card variation. The United Kingdom, which has a comparable traffic volume, is good for a number of safety card variations that is perhaps ten to twenty times that of the airlines of Japan because it has much more airlines operating types of all sorts.

As can be expected from this country, which is well known for its high level of organization and discipline, safety cards from Japanese airlines appear very neat, show many details and are consistent in style across fleets.

The oldest and internationally best known airline of Japan of course is Japan Air Lines, founded in 1951. As far as I can trace, it started carrying safety cards somewhere in the early 1960s, probably when introducing the DC-8. Initially, there was little coherence. When researching for this article, I came across at least three totally different early styles. 'Design for impact' shows the first card, dating from the early 1960s. It has few illustrations and primarily consists of text, in 5 languages. The website *planespotter.de*, which has over 10,000 scans of safety cards, shows a DC-8 booklet titled 'Emergency Instruction' (#4187) and another card in the typical late 1960s American style showing a top oriented cabin seating arrangement (#9194).

After these early attempts, JAL has clearly structured its safety cards in a consistent manner. I recognize the following generations:



Fig. 1

Early 1970s: Simple graphic artwork; 6 or 7 panels on the front of which one carries the airplanes' type (in a dedicated color, JAL has identified types by color ever since). Airline logo and name at the bottom (Fig. 1).

Late 1970s (estimated): Similar graphic artwork but differently arranged with airplane type and logo at the top. With this generation JAL introduced the headed sections ('Take-off and landing'; 'Brace positions'; 'Emergency Exits', etc.) that are still in use today and have made JAL cards very orderly. See *planespotter.de* # 2364 and #9542 for examples.

1980s: Photographic illustrations appear (Fig. 2). Only two languages were used: Japanese and English.

JAL Japan Airlines

安全のしおり
SAFETY INSTRUCTIONS

747LR SUD

離着陸時 TAKE-OFF AND LANDING

手荷物 BAGGAGE
手荷物上の機内には乗客が下向きで立って下さい。手荷物は、下向きに持ち上げてください。
Please stow baggage in the overhead bins or under a seat. Please stow baggage securely.

シートベルト着用
シートベルトは胸の中心に位置し、肩の間にフィットし、肩から足の付け根まで伸びて下さい。
FASTEN SEAT BELT TIGHT AND LOW. Keep seat belt fastened whenever seated.

座席位置 SEAT POSITION
座席の背シートは、足の位置に当てて下さい。
Set seat back and torso in upright position.

禁煙 NO SMOKING
機内、及び離着陸時に禁煙です。
No smoking in cabin or during take-off or landing.

安全姿勢 BRACE POSITIONS

機内禁煙 DO NOT REMOVE FROM AIRCRAFT

Fig. 2

B747-400

機内は禁煙です。禁煙機内です。
Smoking is prohibited at all times.

JAL

安全のしおり Safety Instructions

04

INSTRUCCIONES PARA SU SEGURANCIA A BORDO
CONSIGNES DE SECURITE
SICHERHEITSVORSCHRIFTEN
ISTRUZIONI DI SICUREZZA

離着陸時 Take-off and Landing

禁止事項 Prohibited Matter

Fig. 3

●お持ち帰りにならないでください

フレンドシップ
FR 27

非常脱出口配置と操作方法
EXIT LOCATION AND OPERATION

非常口 (DOOR EXITS)

1. ハンドルの赤いボタンを押しながら、矢印の方向にまわす。
2. ドアを手前を持ち上げて外に出ます。

1. Push RED button and rotate handle
2. Discard door.

非常窓 (ESCAPE WINDOWS)

1. 窓の上側にあるカバーをはずす。(IS09)
2. 中にある赤いハンドルをひいて、
3. 窓の上端を内側に引き持ち上げて上側にします。
4. 窓から一足よち。

1. Pull cover open.
2. Grasp RED handle and pull inward and down.
3. Discard window.
4. Exit through window - leg, body, leg.

図面をご覧ください。 Please See Reverse Side.

Fig. 4

B-777
-200

安全のしおり
SAFETY INSTRUCTIONS

安全機内 禁煙
安全機内 禁煙

INSTRUCCIONES PARA SU SEGURIDAD
SICHERHEITSVORSCHRIFTEN
CONSIGNES DE SECURITE
ИСТРУКЦИЯ ДЛЯ БЕЗОПАСНОСТИ

ANA

非常脱出口配置と操作方法
EXIT LOCATION AND OPERATION

Fig. 5

1990s: Introduction of a side exterior view of the airplane type and different photographic illustrations. Number of languages increased to 10. Used until JAL introduced its new, current, livery.

At introduction of current livery: side view in new livery, but still using same illustrations of previous generation. Believed to be used until 2003.

2004: Current livery, but using animations artwork (Fig. 3). Interestingly, cards in this latest style also exist for the YS-11 which is still being operated by Japan Air Commuter, now part of the JAL group.

Less is known of the successive ANA safety cards. An early sample (late 1960s/ early 1970s) is shown for the Fokker F.27, clearly resembling the American style of those days (Fig. 4). For many years, ANA applied the design as in Fig. 5: photos of a style very similar to that used by JAL. However, also graphic artwork cards were used. Recently, ANA introduced a new series of cards with a photograph of the type covering the entire front.

As both groups actually consist of many companies, cards are interchanged. This is sometimes reflected on cards carrying multiple airline logos, such as 'ANA ANK AJX' or 'JAL JAA JTA JALways Jex'.

When opening the cards, interesting details appear. I seldom saw a card showing oxygen masks in the lavatory (ANA - Fig. 6) or the brace position for a pregnant woman (ANA - Fig. 7). Also rare are the 'safety hints for your journey' that JAL publishes on the back side of its cards (Fig. 8). These hints come rather late once you are on board and the card is not supposed to be removed to be studied for your next trip...

JAL, with their latest generation, took particular care in designing some new pictographs. Apparently, these are considered sufficiently lucid to all cultures so that no text explanation, in any language, is provided (Fig. 9). In the evacuation section, JAL does however repeat in all languages the following text message:

Remain seated until the aircraft has come to a complete stop and wait for instructions from the cabin crew before disembarkation.

Have they perhaps experienced passengers that were too eager to evacuate following a minor disruption? In that case, JAL would use the card to influence behavior to prevent a safe situation from becoming unsafe purely by passenger intervention. Safety cards are seldom used for that purpose,

their primary reason of course is to give guidance to passengers *in preparation* of an emergency. But were safety cards of airlines of Japan ever put to such a test? JAL had quite its share of survivable accidents, particularly involving DC-8s. In five accidents between 1968 and 1982, some 300 out of 500 passengers survived. Not all 5 accidents were impact survivable to all, but whether safety cards have helped passengers to escape and survive is not reported. Interestingly, the first and last of the DC-8 accidents both involved ditchings (San Francisco Bay and Tokyo Bay), making JAL probably the only jet age airline that launched rafts on more than one occasion. Apparently, those went well, as JAL does not put any emphasis in its cards on rafts (or slide rafts).

Finally, let me give you my "most wanted list" for safety cards of the airlines of Japan. Truly Japanese, and historic, would be a card of the Japanese built YS-11 operated by Toa Airways. But also of high value would be a card of the 727-100 that JAL operated between 1965 and 1972. Those airplanes were probably the only short 727s that had floor level exits in the side of the airplane *aft* of the wings. These exits were standard on the stretched 727 but for the original version they were - to my knowledge - unique to JAL's order. Undoubtedly, they were installed to increase the seating capacity, but to what maximum I do not know. The FAA maximum for the common 727-100 configuration is 131. Does anyone know how many passengers were allowed on JAL's 727-100s? Later, some of these came to fly for Dan-Air, who showed this unique version together with the -200 on the same safety card (Fig. 10).

For comments and more information, please contact me at air.fons@consunet.nl



Fig. 6



Fig. 7 Left

Fig. 9 Right



Fig. 8 Below



空の安全情報 Safety hints for your journey

■ 座席のベルトをしっかりとお締めください
Fasten your seatbelt

特に、離着陸時、座席ベルトは腰の低い位置でしっかりと締めてください。座席ベルトをゆるく締めていると、緊急時に衝撃で身体を傷つけたり、座席ベルトから抜け出す危険性があります。また、航行中の突然の揺れに備えて、座席ベルトは常に締めておいてください。お休みの際にも、毛布の上から座席ベルトを着用してください。なお、緊急時に備え、座席ベルトの外し方も必ず確かめておいてください。着陸時は、飛行機が完全に停止し、シートベルトサインが消えるまで、座席ベルトは着用したまま、お座席でお待ちください。

「ベルトサインの消灯」は「ベルトを外す指示」ではなく、機内の姿勢、気流の状況から「注意して機内を歩いてもらいたくない」というサインとご理解ください。

Ensure your seatbelt is fastened securely, especially during take off and landing. A loose seatbelt may not prevent you from being thrown from your seat, and may cause injury in an emergency. Always keep your seatbelt fastened while remaining seated in case of sudden turbulence. Check to see if your seatbelt is properly fastened before going to sleep. Also don't forget to make sure you know how to unfasten your seatbelt in case of emergency. After landing keep your seat belt fastened and remain seated until the aircraft has come to a complete stop. When the fasten seatbelt sign is turned off it does not suggest seatbelts be unfastened. It should be understood to mean you can now stand up and walk carefully depending on turbulence and the position of the aircraft.

■ 機内持込手荷物について
Handheld baggage brought on board

手荷物は、上の棚や脚の座席の下には、はみ出さないように置いてください。上の棚に入れる場合は、紐を解いた時、中の手荷物が滑り落ちないように収納してください。機内に収納されていない手荷物は突然の衝撃があった場合、飛び出してお客様ご自身だけでなく、他のお客様を傷つける恐れがあります。非常口近くの座席前は広くなっていますが、ここは緊急時の出口です。手荷物は置かないでください。通路に飛び出した手荷物は、一刻を争う緊急出口のとき、大きな妨げとなります。尚、機内の収納場所は限られています。機内持込手荷物制限へのご注意をお願いします。

Handheld baggage should be placed in the overhead bin or under your seat, and positioned to not jut out into the aisle. Sudden movement of the aircraft may cause baggage that has not been securely placed in an overhead compartment to be flung onto other passengers. When placing baggage in the overhead bins, make sure the baggage will not slide out when opened. The seat next to the emergency exit is designed to have ample space in front of it to allow for easy access. Do not place baggage in this space. In an emergency baggage left in the aisle hinders swift exit from the aircraft. Our space to stow the baggage in the cabin is limited. We appreciate your cooperation in the restrictions on carry-on baggage.

■ 電子機器について
Electronic Devices

航空法の改正により、地上滞在時を含む、機内での電子機器の使用を以下の通り制限させていただきますのでご協力をお願い致します。

Air traffic regulations restrict the use of the following electronic devices when on board the aircraft:

電子機器の種類	使用の制限	違反した場合
1 携帯電話 / PHS、パソコン、ラジエーター、携帯情報端末、無線操作玩具、ヘッドホン、イヤホン、マイク	左のうら、電波を発信する状態にあるもの 電時 使用禁止 左のうら、電波を発信しない状態にあるもの 離着陸時(※) 使用禁止	機内で使用した場合は、罰金が科される場合があります。 離着陸時に使用した場合は、罰金が科される場合があります。
2 テレビ、ラジオ、ポケットベル、ビデオカメラ、DVD/CD/MD/ビデオ/カセットプレーヤー、デジタルカメラ、電子手帳/辞書、電子ゲーム機、プリンター機器、ワードプロセッサ、電気かみそり	離着陸時(※) 使用禁止	離着陸時に使用した場合は、罰金が科される場合があります。
3 電池内蔵の腕時計とカメラ(デジタルカメラを除く)、視覚器、心臓ペースメーカー等の医療器具、および当社が事前に使用を認めた医療用機器		制限なし

●離着陸時 当該機が離着陸時のベルトサイン消灯まで
●離着陸時 機内での電子機器使用禁止のアナウンスから開始まで
○上記以外の電子機器でも航空会社の定めにより使用を制限させて頂いている機器があります。

Electronic Devices	Restrictions with Use	If violated
1 Cellular Telephones/PHS Phones, Computers, Transceivers, PDAs, Remote Controlled Toys, Hearingphones, Earphones and Microphones	Radio transmitting devices: Prohibited at all times Non-radio transmitting devices: Prohibited during take off and landing	A fine may result when these devices are used onboard an aircraft. A fine may result when these devices are used during take off and landing
2 TVs, Radios, Pagers, Video Cameras, Players for DVDs/CDs/MDs/Video Cassette Tapes, Digital Cameras, Electronic Notebooks/Dictation, Calculators, Portable Video Game Devices, Printers, Word Processors, Electric Razors	Prohibited during take off and landing	A fine may result when these devices are used during take off and landing
3 Wrist Watches with Internal Batteries and Cameras (excluding digital cameras), Hearing Aids, Pacemakers, and any other medical devices approved by JAL prior to the flight.		No restrictions

*Take off refers to the time you board until the seatbelt sign is turned off. Landing refers to the time it is announced that electronic devices must be switched off until you disembark from the aircraft.
○ Please check with your travel agent or JAL if you are unsure whether the equipment you intend taking is permitted on the aircraft.

■ 本誌掲載機内の安全情報に関する詳細は、こちらをご覧ください。

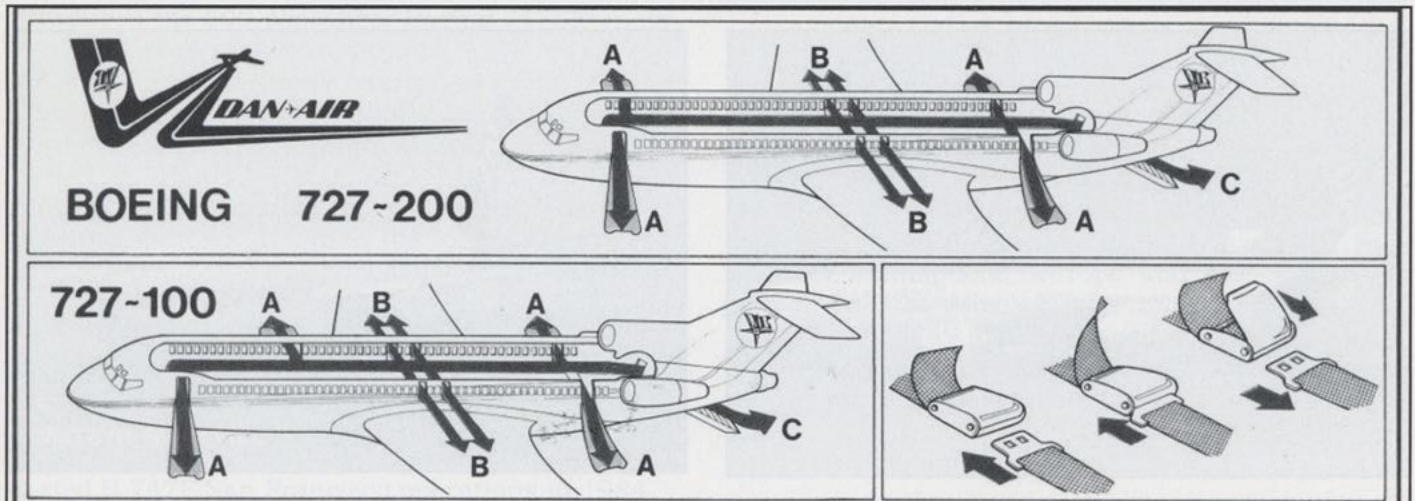
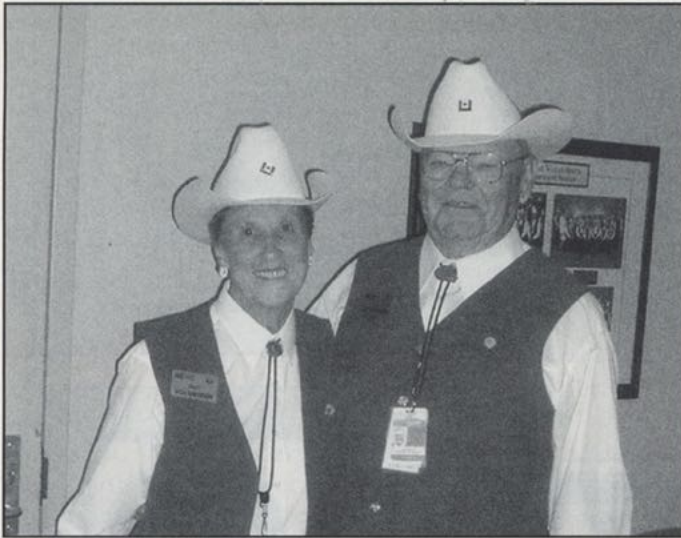


Fig. 10

WAHS Member Profile



Captain's Log "What Is It?" Editor Ken Taylor and his wife Beth volunteer their time as "Whitehatters" in their home town airport of Calgary, Alberta, Canada. They meet and greet passengers every Wednesday morning by answering their questions which range from "Where do I find my baggage?" to "Where can I find a good cup of coffee?". Beth enjoys meeting people. As for Ken, he finds his time at the airport as a good opportunity to pick up more wings for his collection from passing pilots.

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Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

A Challenge For The Collector

Finding enough material about the junior wings of Japan is quite a challenge. Reason being is that there are only three junior wings that I know about that were produced by Japan Air Lines. So I guess that is where we will start.

The first junior wing which I have marked as being made in 1992 but which I really think was much earlier is made of a plastic (Fig. 1). A silver wing with gold center, it has a clip back. The airline carried the idea of a clip back over to the next two wings that they produce. They are made of felt and are identical with the one exception that the earlier issue has JAL in the center and there are no gold lines surrounding it (Fig. 2).



Fig. 1



Fig. 2

That's it for Japan but I will stretch a point now by also adding on Korea. Reason being is that at one time, Japan occupied Korea and that weak excuse is all I can think of. While Japan Air Lines only made three junior wings that I am aware of, we find that Korean Airlines made a total of five different juniors. Their first was a Stoffel wing, plastic and a pin back (Fig. 3). Interestingly, when I had a layover in Seoul one time, I went to the Korean Airline museum at Kimpo and they did not have one specimen of this wing. That was back in the 1980's so hopefully, they have found one since. Their next issue is two identical wings with the exception here that the junior pilot is gold and the junior stewardess is silver (Fig. 4). That goes along

with the airlines philosophy that pilots wore gold wings and cabin staff wore silver. While on another layover in Seoul, I decided to visit the factory where the wings are made so I took a taxi out to the address I was given by flight operations and could not find the building. Not surprising because there were no street numbers on any of the buildings. So I got out of the taxi and started walking around until I found a native and showed him a copy of one of the junior wings. He then pointed to a house which was where the family lived and made the wings in an extended garage. Talk about making do with what you have.

The third issue is one which I do not have in my collection but around 1993, a collector friend of mine sent the scans of them to me. He was a businessman who traveled quite a bit and collected junior wings as souvenir of the trip. The only thing that I can say is that they are made of pewter and the full wing is for the junior pilot and there is a half wing for the junior stewardess (Fig. 5).

That's all from this part of the Far East.

Happy collecting,

Stan

Korean Air Jr. Wings



Fig. 3



Fig. 4



Fig. 5

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*Japan Air Lines Boeing 767-200 at Hong Kong, December 1986 ~ JA8233. Photograph by KMurai
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Saturday, October 28, 2006. Holiday Inn-Intercontinental Airport, 15222 JFK Boulevard, Houston, TX 77032. Special Room Rate of \$69 by calling (281) 449-2311 during normal business hours. Show time: 9am - 3pm. Contact Duane Young for more information. Email: jetduane@bellsouth.net.

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Saturday, November 11, 2006. Marriott Courtyard at LaGuardia Airport. Contact: Basilios Pipinos at Apipinos@aol.com

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