



CAPTAIN'S LOG

Airline and Airliner quarterly



Just as this issue went to press came word that America West Airlines had filed for reorganization under Chapter 11 of the U.S. Bankruptcy Code. The airline had fallen behind on lease payments for the 93 aircraft in its 115-strong fleet it doesn't outright own. It was therefore unable to pay nearly \$6 million in interest payments, due on 01 JUL, on a \$100 million bond issue. AWA is the ninth-largest

U.S. airline and serves 55 destinations in the U.S. and Western Canada from hubs at Las Vegas and Phoenix. Chapter 11 protection gives the airline 30 days grace to come up with a reorganization plan before creditors may call in the debts and put the airline in full bankruptcy. (Photo of AWA 757 at Phoenix, AZ, by Ronald C. Hill. This photo won the B&W print category of the photo contest at AI88, Denver)



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

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

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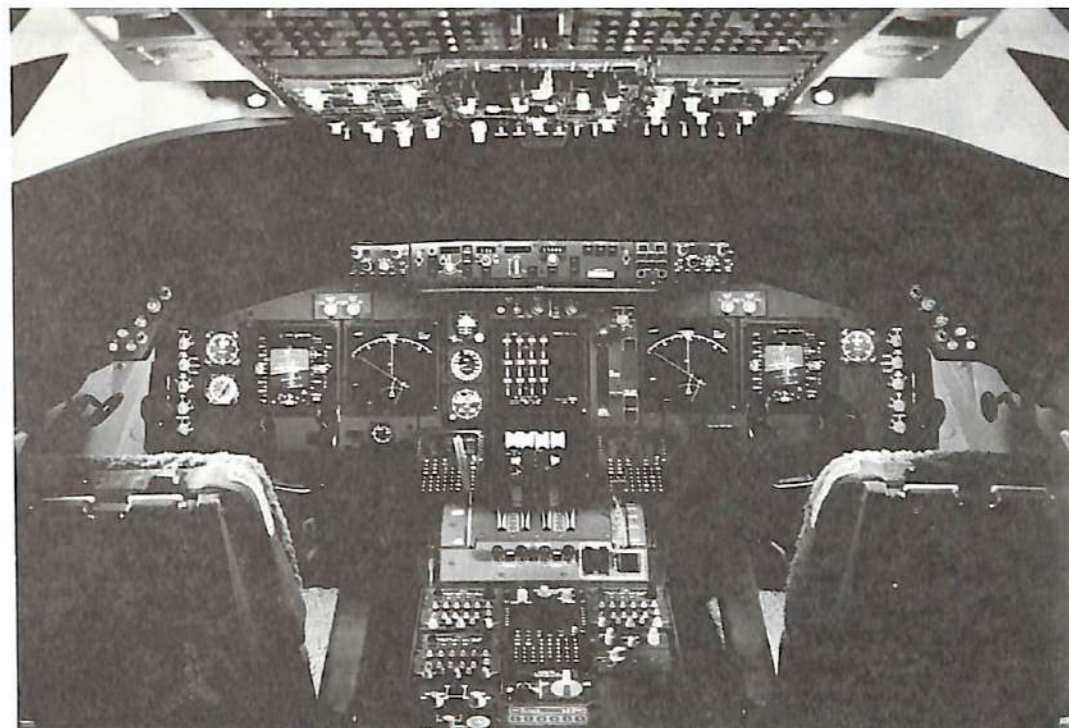
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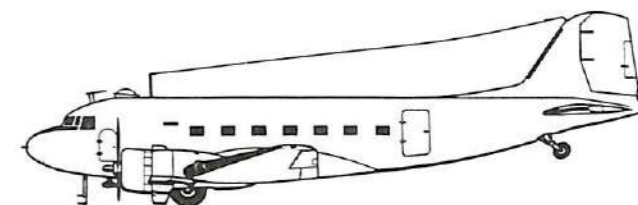
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"Glass cockpit" of the Boeing 747-400. Gone are the dials and gauges of yesterday. They have been replaced by "CRTs", the cathode ray tubes. In this issue of the CAPTAIN'S LOG we conclude the history of the 747, while TAKEOFF TALK discusses some future developments that, if proceeded with, will make the largest airliner in regular commercial airline service today, even larger. (UTA photo)



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TAKE-OFF TALK

Back in 1965 Boeing offered the airlines an aircraft with the unheard of capacity of 433 passengers in its largest size. Following an airline-inspired redesign (see the CAPTAIN'S LOG, MAR 91, Vol.17 No.1), the aircraft was launched as the 747 for 490 passengers in high-density layout (Although few if any operate with this many seats.) But if you thought this was big, "you haven't seen anything yet!"

Would you believe Boeing is now talking out loud about an even bigger aircraft? One seating 650 to 700 people?

The impetus came from United Air Lines president Stephen Wolf. He said earlier this year UAL will need an aircraft larger than the 747-400 to fulfill its ambition of becoming the dominant force on the transatlantic and transpacific routes. And he said he needs it before the end of the century. That is fewer than nine years away, folks!

In case you may think United and Boeing are daydreaming, think again. Airbus Industry unveiled its own plans for a mega-jumbo at the Paris Air Show, in June. A model of its four-engine A2000 shows a double-deck fuselage with a figure 8 cross-section and seating capacity for 650 passengers.

Boeing is also thinking about double-decking. Boeing vice-president Phil Condit said at the same Paris Air Show his proposals include a complete double-decking of the fuselage, or a partial upper-deck extension together with a lower deck behind the wing.

Of course a completely new aircraft is another possibility, Condit said.

Mind you, the 600-passenger 747 is not an entirely-new idea. As you can read in this issue of the CAPTAIN'S LOG, Boeing already talked about double decking the 747 in the late 1970s. I am inclined now to write off those plans as "doodling" or "wishful thinking". This time, however, with United backing them up, Boeing appears to be serious.

I have no doubt I will see such an aircraft - by Boeing, Airbus or someone else - fly in my lifetime. And the airlines will be able to sell enough

tickets to fill them too. But what will happen then? How many airports will be able to handle these monsters? What if all 700 passengers for one flight check in at approximately the same time? Where are all the ticket counters going to be? And the conveyor belts to take the baggage to the aircraft? And the security systems to check for weapons?

Once these aircraft have taken off, they must land somewhere. The British aviation trade weekly FLIGHT INTERNATIONAL in its issue of 26 JUN - 02 JUL rightly asks what will happen if two or three of these aircraft arrive at approximately the same time, disgorging 1,400 or 2,100 passengers, all of whom are anxious to get their bags as fast as possible so they can go home? How long will it take to get all those people safely out of the aircraft and through the arrivals facilities before the next group of 2,000 arrives? There are many modern and by no means small international airports today that cannot comfortably handle the load when two or three of today's 747s arrive at the same time, says FLIGHT INTERNATIONAL.

And where are we going to park the cars of the friends and relatives who come to the airport to pick up those 2,000 travellers? Or the taxi cabs and buses to take them downtown?

If you, like I, have ever been at London Heathrow or Paris Charles de Gaulle when two or three 747s arrived at the same time, or at New York JFK or Los Angeles LAX, you know what I am talking about. Now picture those same facilities with double or triple the number of people you have seen. It boggles the mind, doesn't it?

Whatever happens, the governments of the major countries will follow with money and/or permission for the construction of these airports. There will be a lot of crying about the huge costs; people living near these airports will protest and environmentalists will denounce the plans, but when all has been said, everyone will give in. Call me a cynic if you wish, but the airports will be built, residents of the area

will reluctantly accept them and the environmental lobby will quiet down. It has always happened like this and it will happen like this again in the future.

While mentioning the Paris Air Show, there is other news too on the civil airline front.

Have you ever in your wildest dreams imagined that Russian airliners will one day be powered by high-technology Western big fan jet engines? And with the blessing of the Western governments too?

Well, it is about to happen. FLIGHT INTERNATIONAL says Rolls Royce and Tupolev announced at the show they have reached an agreement over the installation of the RB.211 in the TU-204 (the Tupolev answer to and virtual look-alike of the 757).

Pratt & Whitney says it will supply five PW2337 turbofan engines of 37,000 lbs thrust to Ilyushin for its four-engine IL-96M widebody. P&W may also sell some of its PW4000 series of engines for a proposed twin-engine version of the IL-96.

Tupolev is also talking with British Aerospace about becoming a partner in the design and construction of a twin-engine version of the BAe146, the NRA (new regional airliner). According to FLIGHT, Tupolev will not be satisfied with a minor role. It wants overall responsibility for designing the totally new wing. The company has already signed memorandums of understanding with suppliers in Europe to carry out work for the wing if it is given overall responsibility, says FLIGHT.

I wonder what is next? The new 650-passenger double deck 747 in Aeroflot colors? Airlines in the USA operating the IL-96 or TU-204? Western airliners with Russian engines?

Stay tuned, friends. Commercial air transport is heading for exciting times.

Loop

PRESERVATION



Showing the results of a lot of TLC, "Hawdon" is seen at Broome in Western Australia during Australia's Bicentennial Air Race held in SEP 88 following her restoration. (Nancy Blitz photo)

California 1942. The Douglas plant at Long Beach is going at full steam, pushing out airplanes to satisfy wartime demands. Amidst the bustle of the banging and screaming of hand tools, C-47 c/n 6021 receives attention from workers. In all outward appearances, she is indistinguishable from others in the assembly line ... just another of the many U.S. Army Air Force C-47s destined for some kind of war service.

Upon completion on 06 NOV 42 at a cost of U.S. \$96,497, the C-47 is assigned serial number 41-18660.

But destiny knows there are greater greater things ahead for #6021 than just serving the military. And she is preserved for that future career by the service she sees in the next 20 months. Not for her the grubby but more-glamorous work of paratrooping, freight hauling or medical evacuation. Instead, C-47 s/n 41-18660, is assigned to the Fifth U.S. Air Force in Australia as a courier airplane beginning in JAN 43.

During this time, the C-47 was known as "Shanghai Lil". She made two crossings between the U.S. and Australia, as well as support flights between Darwin and Adelaide, right across the Australian continent.

Shanghai Lil's courier duty lasted until 24 AUG 44, when she was handed over to the Commonwealth Government and traded in her serial number 41-18660

"HAWDON" the unlikely heroine

By NANCY BLITZ

for the civil registration VH-AES. She had 1,716 hrs 35 mins. of flight time in her log book.

Before going into service with ANA, the aircraft on 04 SEP 44. Unfortunately, no photos are known to exist of Shanghai Lil during her military career

It looked as if the flying career of VH-AES was going to be as uneventful as that of 41-18660 had been. But on 05 NOV 44, during the last leg of the day, the aircraft suffered

a take-off accident at Mascot Aerodrome, Sydney. She overran the maneuvering area and struck a ditch and its bank on the airport boundary. Damage was extensive.

During the post-accident investigation, the cause of the mishap was pinned down to a gust lock cleat in the elevators which was not removed before takeoff.

Despite the widespread damage, VH-AES was declared repairable. These repairs were also seen as an opportunity to

09 SEP 46: "Hawdon" is welcomed at Sydney after flying the inaugural flight of the new Trans Australia Airlines. The flight originated at RAAF Base Laverton near Melbourne. (Australian Airlines photo via Nancy Blitz)



convert her into a passenger-carrying DC-3.

When VH-AES emerged from the hangar some time later, she featured a regular passenger door, instead of the military-type cargo door. Based at Archerfield (Brisbane), VH-AES was now one of the many gleaming ANA aircraft and her task was a daily return service to Cairns (Queensland). Sometime later she was transferred to Essendon, the old Melbourne airport (Victoria). The log books on 25 MAY 46 showed the aircraft had 6,793 hrs 37 mins. of flying hours. By now she had flown almost three times as many hours in her commercial career as in her military career, and in about the same length of time: 5,077 hrs. in 1 yr, 8 mos, 21 days as VH-AES against 1,716 hrs as 41-18660 in 1 yr, 7 mos, 13 days.

On 25 MAY 46 VH-AES was commissioned, along with two other DC-3s, by the Australian National Airlines Commission, operating as Trans Australia Airlines (TAA). By this time she had 7,237 hrs on her.

The new airline (TAA) adopted the practice of naming her airplanes after prominent Australians, a policy which was abandoned in 1986. VH-AES was named "Hawdon" after Joseph Hawdon, the first person to take cattle from Sydney to Port Phillip (now Melbourne) and the first holder of a mail contract between Sydney and Melbourne in 1938. Reports published elsewhere that she was named "Hartog" later are incorrect.

Hawdon became the "unlikely heroine" (Note 1) when she flew TAA's inaugural flight on 09 SEP 46, thus flying into Australian history. The flight left RAAF Base Laverton (Victoria) for Sydney at 05:30 a.m. with Captain J. Hepburn, Captain J. Nicholls and Stewardess Veni Vernon. On board were 21 passengers, consisting of airline management and VIPs. Mail, which almost missed the flight due to delivery delays, was also carried.

This flight was the first one anywhere in Australia with a hot breakfast being served. Hawdon took 3 hrs. 5 mins. to reach Sydney and a small crowd of politicians greeted her at 08:35 a.m. Departure from Melbourne was an hour later. Regular operations commenced on 23 SEP 46, marking the start of regular line service with TAA for Hawdon. She flew scheduled passenger runs all over Australia until 26 JUN 59, when she

After withdrawal from service in 1959. "Hawdon" has been sprayed with an anti-corrosive coating.

As VH-SBA in TAA Sunbird colors at Rabaul, New Guinea in the 1960s.

(Both Australian Airlines photos via Nancy Blitz)



was withdrawn from service and offered for sale. By this time, there were 37,822 hrs. in her log book. But no one stepped forward to buy Hawdon and instead she was sent up to Lae in New Guinea on 12 AUG 60 to be part of TAA's Sunbird fleet.

In Lae she became VH-SBA "Wewak" (after a town in New Guinea), in accordance with TAA policy to register its New Guinea aircraft as VH-SB-. On 08 DEC 60 she was renamed "Moresby" but reverted to the name "Wewak" on 10 SEP 71 (after the anniversary flight - see below). Now VH-SBA had 28 seats, a configuration retained since. Until APR 66 she flew on scheduled services within New Guinea. During overhaul in Brisbane, she was repainted from the Sunbird to the standard mainland scheme of the time.

C/n 6021's second retirement came in JUN 70. As VH-SBA she arrived at Brisbane and for the next 12 months she sat out in the open at Eagle Farm while in storage. By this time she had flown 49,571 hrs.

A year later, in JUN 71, VH-SBA went into a hangar at Eagle Farm for preparation to reenact the first TAA flight on the airline's 25th anniversary. Her colors were changed back to all-aluminum. On 19 AUG 71 she flew Brisbane-Sydney-Melbourne wearing 1946 colors but still as VH-SBA. Thanks to a special dispensation, VH-SBA was permitted to revert to VH-AES from 08 SEP 71 to the end of the next day. This special dispen-

sation was required, because the registration VH-AES was by then carried by another aircraft. The next day VH-AES flew to RAAF Laverton to play the starring role in re-enacting the 1946 flight. In command was Captain K. Fox with Captain T. Harrison in the right seat. Thirteen of the original 21 passengers were on board with Mr. W.S. Hawdon, a Sydney architect and the grandnephew of Joseph Hawdon, as special guest. The flight took off at 08:35 a.m. and all on board were served the original 1946 breakfast of scrambled eggs on toast, bread and butter, tea or coffee, but with the addition of champagne. The stewardess, Sylvia Folwell (chosen because her birthday was closest to 09 SEP) had no need to rush during the three-hour flight. Over Sydney, VH-AES was welcomed by DC-9 VH-TJT "Joseph Hawdon".

Following the flight and the celebrations that followed, VH-AES returned to Melbourne to become VH-SBA again.

Rumors about the aircraft's retirement and subsequent exhibition were rife. But in spite of all this, VH-SBA was flown to Sydney and Brisbane, where she was overhauled once more and painted in TAA-Airlines of New Guinea colors (the same as the mainland colors, but with the addition of the New Guinea flag). She resumed New Guinea passenger service on 07 JAN 72, again named "Wewak".

Final retirement from TAA line service came on 19 JUL 73,

when VH-SBA was withdrawn from service and flown south to storage. Her last flight was on 24 JUL 73, from Brisbane to Melbourne via Tamworth and Wagga. The log book now showed 51,182 hours since new.

For six long years VH-SBA sat outside Melbourne's maintenance base until a decision was made on her future. That decision was to restore her to the 1946 colors and mount her in the parking lot near the TAA terminal at Tullamarine Airport, Melbourne, as a static display. For six more months, from JUL 79, VH-AES/SBA was in a hangar being stripped of the New Guinea colors and carefully restored to 1946 splendor. Any post-1946 additions were removed and replaced by original items. The restoration included cleaning, airframe work, engines, painting and work on electrical instruments. The



"Hawdon" being hung in the arch at Tullamarine Airport, Melbourne, DEC 79, near the TAA terminal. (Australian AL via Nancy Blitz)

parking lot display was a tribute both to the progress of aviation and to Hawdon. The display included the aircraft mounted in a steel arch of 45 ft (13.8 m) high, 16.5 ft (5 m) above the ground, above seven car parking spaces. Once Hawdon was inside the arch, cars could park underneath.

To assemble the display, Hawdon was divested of her wings, towed over to the parking lot, re-assembled and lifted into the arch by three large cranes on 13 DEC 79. At night the display was floodlit. It was during this time, when Hawdon was suspended in the arch, that I first met her while going on or returning from trips. Although the display was wellintentioned, many people, including myself, thought it was a waste of a good airplane.

The ravages caused by birds and time soon brought Hawdon to the attention of management. By 1987 it was clear the aircraft was deteriorating and would be beyond repair if not taken down soon. In the middle of that year she was taken down and returned to the maintenance base.

While Hawdon waited, a committee was formed to restore her to airworthiness. This committee was headed by Captain Dave Wiltshire, Australian Airlines chief pilot. (TAA had by now been renamed Australian Airlines.) The committee's aim was to thoroughly restore Hawdon to flying condition for use on VIP/promotional flights and for preservation as a historical aircraft. The restoration was to be a total one, back to 1946 condition.

Hawdon Operations, Ltd. (Hawdon's own department) was

weekends on the job.

This team included airline people from various departments, retired employees and aviation enthusiasts. They took nine months (about 5,000 working hours) to restore Hawdon to her real beauty and on 09 SEP 88 she took to the air again after 15 flight-less years. Many people at the Melbourne airport that day were rewarded with the sight of a beautiful, highly-polished DC-3, seemingly flying straight out of 1946 into the present day.

Hawdon now had a new role - as a piece of living aviation history. Two weeks after the first flight, she was an entrant in the Bicentennial Air Race around Australia, sponsored by Australian Airlines and Pratt & Whitney, the maker of her engines. While the aircraft did not gain any major place in the race, her hand-



"Hawdon" took to the air again on 08 SEP 88 after 15 years of storage and outdoor public display. (Australian AL via Nancy Blitz)

formed in JAN 88 and restoration commenced shortly after by the committee members.

Very soon the need for extra help became apparent. An appeal was placed through "Network", the Australian Airlines staff newspaper, and this brought me into the project as the first of three female volunteers of the group. It was the most-enjoyable and satisfying assignment in my working career.

The enlarged team stripped Hawdon of several coats of weather-proofing paint which had protected her from the elements. Next the aircraft was disassembled until only a fuselage shell remained. Various bits, such as control surfaces, landing gear, props etc. were taken away for overhaul and restoration and Hawdon's devoted team would spend entire

polished fuselage and wings attracted a lot of attention everywhere she went. The team had a hectic but enjoyable time flying the aircraft around the country during the two weeks of the race.

The Bicentennial Air Show at RAAF Richmond (New South Wales) was Hawdon's next commitment after the air race. At the Easter Air Show at Mangalore (Victoria) the air show's organizers, the Sport Aircraft Association, gave independent recognition of the Hawdon team's efforts by awarding them with the Best Vintage Plane trophy. It was a fitting accolade to one of Australia's most-historic aircraft.

Now Hawdon has a team of devoted and dedicated volunteers who care for her and fly her on the Australian air show

By JOOP GERRITSMMA

In the DEC 90 issue, we published a photo of a Continental Airlines DC-3 at Oshkosh 1990, taken by Jim (JET) Thompson.

Msn 2213 was built in Santa Monica in 1940 as a DC-3-227B for American Airlines. She was delivered to AA on 08 MAY 40 as NC25673 with AA fleet number 73 and was named "Big Springs". AA sold her on 24 NOV 47 to Trans Texas Airways of Houston, TX.

TTA converted NC25673 to a DC-3A by installing Pratt & Whitney R-1830 engines of 1,200 hp, rereplacing the 1,000 hp Wright GR-1820. TTA began trading as Texas International Airlines in NOV 68 (the name change became official on 01 APR 69) and NC25673 was sold to aircraft broker Tradewinds Aviation, Inc. of San Antonio, TX on 04 FEB 69 and it is unlikely she ever had the new TXI colors and titles. She languished in storage until 24 JAN 74 when she was sold to Provincetown-Boston Airline and became N130PB (and N30PB in 1983).

PBA was sold to Bar Harbor Airlines in SEP 88 and N30PB was leased by the Continental Airlines Historical Society on



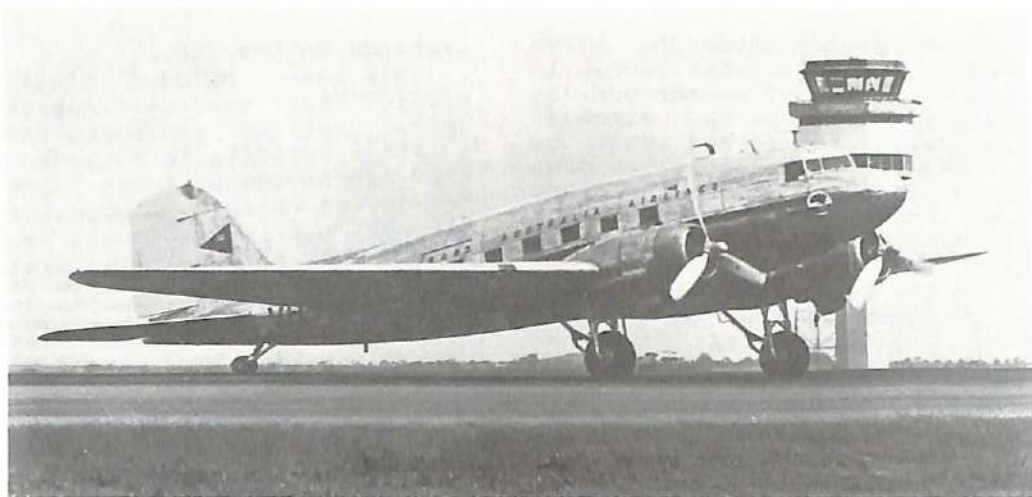
24 MAY 89 and was restored to her original reg'n of NC25673.

For more than a year society volunteers worked to transform the gutted cabin back to its 1940 new condition. Refurbished seats and hat racks, as well as hardwood bulkheads, cockpit and galley doors, were installed.

NC25673 made her first post-restoration public appearance on 14 JUN 1990 at Portland, Oregon and was at Oshkosh, Wisconsin from 27 JUL to 02 AUG.

The Continental Airlines Historical Society was founded in the spring, 1989 as a wholly-owned subsidiary of Continental Airlines. But the society is operated on a volunteer basis by current and retired Continental employees and others. Continental DC-10 Captain Jim Minor was the first chairman of the board. The society may be contacted at: 8451 Travel Air, Hangar 6, Houston, TX 77061.

With thanks to WAHS member Tin J. Chaloner and the "CO Times".



09 SEP 88, one day after her first post-restoration flight, "Hawdon" is seen at Melbourne. (Australian Airlines photo via Nancy Blitz)

circuit where she is often the star attraction. Since the aircraft is registered in the private category, she cannot carry fare-paying passengers.

As living aviation history, Hawdon represents a foresighted bequest of past managers who were aware of her role in the formation of TAA and who saved her from the scrap yard. She is also an outstanding example of the durability of the DC-3.

It cannot be predicted how long Hawdon will continue to fly. This is dictated by the availability of engine spares. With the proper care, however, the airframe has an indefinite lifespan. It could therefore be possible for Hawdon to outlast her team ...

It is hoped Hawdon will remain free of "the surly bonds of earth and dance the skies on laughter silvered wings"(2) for a long time.

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During the Bicentennial Air Race, "Hawdon" also visited Broome in Western Australia. (Nancy Blitz photo)



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Other sources include: "This Air Age, 1971; "Network" JAN/FEB 88; scrapbooks compiled by the author about the restoration, the Bicentennial Air Race and other activities concerning Hawdon.

ACKNOWLEDGEMENTS

Countless thanks to Captain Dave Wiltshire for graciously accepting me into the Hawdon team, thus allowing me the unique privileges or working on the aircraft and later flying in her on many occasions. Thanks to Ian Russell of Australian Airlines' Photographer for providing many of the illustrations. Thanks to my fellow members for their support and friendship and last but not least, thanks to Hawdon herself for the challenges, unmatched pleasures and being the subject of my story.

NOTES: (1) from TAA magazine "Transair", 1980.
(2) By Pilot Officer J.G. Magee, Jr.

WINGS & THINGS

by RICHARD KORAN

I must have had a premonition when I started to write my column for the DEC 90 CAPTAIN'S LOG ("16/4), aided, of course, by the events under way in the Middle East and the Gulf War looming over the next sand dune. Saddam Hussein's dream of the prophet Mohammed appearing before him did in fact play into the hands of history.

In response to my "Help, Help" calls about wings and logos and the like that needed a name or interpretation, the request in the DEC 90 CAPTAIN'S LOG triggered a letter from Daniel Martel of Geneva, Switzerland, about the symbol of Iran Air, the Airline of the Islamic Republic of Iran.

He started his letter with a compliment. "As a new member of WAHS I have finally found what I had been looking for for years. The CAPTAIN'S LOG is just great, its only major drawback is that it is published only four times a year!"

Then Daniel drew my attention to two of the wings and their individual symbols with the following:

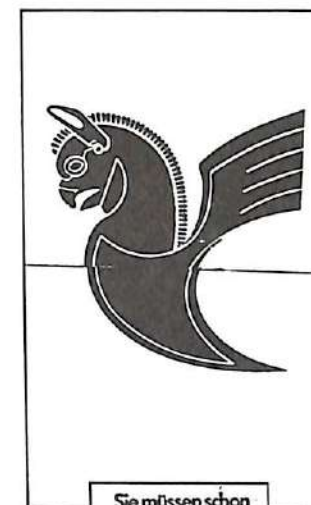
"The symbol of Iran Air stands for the Simorgh which is a sort of flying god from the ancient Persian legends. As you probably know (or at least remember from college), the Persian Empire is one of the oldest in the world and presumably dates back to the Aryans, the sons of the sun. Those were great warriors and, whenever they were in danger, they could simply call for help and soon the Simorgh appeared and led them to victory or evacuated them. This flying god apparently also helped the wise.

"So, when Shah Reza Pahlavi came to power ... he pretended to be a direct descendant of the royal dynasty of the 2500-year-old Persepolis Empire founded by the children of the Aryans, although he was a simple peasant from the Alborz mountains ... he dedicated the airline of the Persian Empire to the Simorgh.

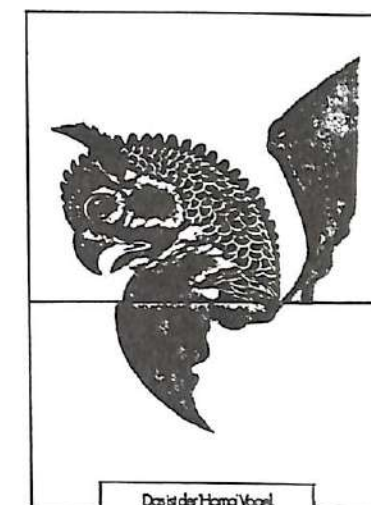
"Since symbolism plays a great role in the non-Christian world, Khomeini did not change the Iran Air logo. It is very interesting that the same symbolism is also found in the name Garuda (the airline of Indonesia) and in the official Indian (Hindi) word for aircraft: 'Vimana', which means 'flying palace'.

"Another interesting symbol is represented by the figure of the old Iraqi Airways crew insignia. The winged lion was widely used to represent power in ancient Babylon, one of the first-known great cultures. Such lions are also found on the Pergamon altar in Berlin. Later the motive became the well-known Pegasus. As you know, our dear friend Saddam Hussein considers himself a direct descendant of the old Babylonian culture! If this were not so tragic, it would be just ridiculous!

"I would like to know whether you have been struck by the vital part of symbolism in airline logos, insignia and names. You have surely noticed long ago that nearly every badge is decorated with eagle wings, the symbol of power. I personally suppose that this is mainly due to the fact that leaving the secure earth and flying away to a remote city or country is, and ever will be, something unnatural and superhuman. Furthermore, civil airliners are the symbol of freedom, understanding and friendship among people. I am therefore glad that I have finally found the WAHS to be a truly supranational organization!"



Sie müssen schon ein wenig mitziehen, um den legendären 'Homa'-Vogel zum Leben zu erwecken.



Das ist der Homa-Vogel. Vor tausend Jahren, so berichtet die Legende, verlor der Homa durch einen Sturm sein Kinn, Mund und Erlaubnis. Bald wird der Homa dasselbe für Sie tun, indem er Ihnen wichtige Nachrichten überbringt.

ABOVE, LEFT: Iran Air logo stands for the Simorgh, a flying god from the ancient Persian legends. This current logo is on the heavy card stock from Frank Schmid which he acquired from Iran Air staff at their offices in Frankfurt, Germany.

ABOVE, RIGHT: By pulling the tab on the Iran Air folder you reveal the Homa-bird in great detail. "This is the 'Homa'-bird. As legend says, the Homa granted richness, power and influence to the old Persians."

Thus far Daniel Martel. Then, a couple of weeks later, Frank Schmid of Altdorf, Germany, wrote to me and enclosed a description of the Iran Air symbol, along with a heavy cardboard-stock folder that he had acquired from the personnel at the Iran Air office in Frankfurt am Main.

Holding the card upright, you see the current Iran Air logo above a tab. Translated from German, the text says: "You just have to pull a little bit to make the legendary 'Homa'-bird come alive." When you pull the tab down, the lower portion of the card folds up to show the head and portions of the wings and body with the text: "This is the 'Homa'-bird. As legend says, the 'Homa' granted richness, power and influence to the old Persians. Soon he will do the same for you by telling you important news."

Frank's concluding remark was, "I do not understand the meaning of this last sentence, but I hope this helps you to answer your question."

Then I went to the library and happened upon the book "A Dictionary of Fabulous Beasts", by Richard Barber and Anne Riches. I was hoping to get more answers and identifications and came across this: "Simurgh, Semuru or Senmurv. Persian bird which sat on the tree of seeds near the tree of immortality, on which the seeds produced by all wild plants during the year were gathered. Its open wings were like a mist over the mountains, and when it alighted the seeds of the tree fell to the ground. Its feathers had magic properties, and would cure wounds, while the bird itself was the deadly enemy of snakes, like the Garuda; and it lived behind veils of light and dark on inaccessible peaks in the Cau-

casus. Other reports gave it phoenix-like habits it lived 1700 years and when the young were hatched, the parent of the opposite sex burned itself to death. A thirteenth-century poem described how the other birds decided to seek the simurgh so that he could settle their quarrels; after many hardships only thirty survived to find him (whose name meant thirty) and they realised that they themselves were the simurgh, purified by the labour of their journey."

That is about it for logos for a while. The Garuda bird will have to wait until I acquire their new wing ... or at least a fine photograph of it.

Editor Joop Gerritsma helped me with the identification of a wing that is thought to come from Australia - NOAC. He wrote: "My 'informed guess' is that it belonged to North Queensland Airways (Company?) Limited. This outfit operated from Cairns west to the Gulf Country (Gulf of Carpentaria) and north along Cape York to Horn Island in the Torres Strait. The company was taken over by Airlines of Australia sometime in late 1936 or early 1937.

"This info comes from 'Flying the Royal Mail, the history of Australia's airlines', an authoritative work on the subject, published 'Down Under!' in 1984." Thanks, Joop.

If you have forgotten the wing, you'll find it on page 50 of 17/1, MAR 91.

By now, if you have looked at the photographs first, you will have discovered that I have been able to add the current Cubana Captain's wing to my collection and it has a large dose of history going along with it.

The letter in the packet that arrived in mid-May said, "Enclosed, kindly find the promised wings full of history." George Farinas, Delta



Cubana Captain's wing worn by Capt. Juan Ferrer when he defected to Canada while on a layover in Toronto. What a prize! The wing is overall gold, with medium blue in the center and as background in the Cubana name bar. The wing is pinback. My thanks to Delta Capt. George Farinas, for his efforts on my behalf, and to Capt. Ferrer for letting me have this special wing.

Air Lines Captain (ATL) and good friend, came through with the Cubana wing that had been worn by Captain Juan Ferrer, who defected some months ago in Canada.

George and I have been trading letters for some time and in the course of our conversation and letters, all sort of interesting stories come up, especially since I have had a string of Miami layovers following the holidays. I was getting the flavor of Little Havana and a look-



Capt. Juan Ferrer, at left, on board CU-T1265, a Cubana TU-145, Russian look-alike of the 727-200, only longer. Capt. Ferrer had planned an earlier defection but Cuban security agents from the United Nations mission in New York surrounded the airplane in the course of normal procedures prior to departure from JFK International. Three other agents are usually on the airplane and are disguised as pilots and/or flight attendants.

see at the former Pan American Dinner Key facilities, along with lunches at some of the nicest Cuban restaurants in the area, with Pedro Muniz as chauffeur and guide, too.

I knew George was planning a trip to Cuba, but that plan began to unravel, for good reason. He wrote in early October, 1990: "I cancelled my trip to Cuba abruptly. The past three Sundays I have been going with Alex (Cuban diplomatic type with privileges in North America) to New York to greet Cubana diplomatic flights, so I can take pictures of the airplane, cockpit, pilots, flight attendants etc.

"Two Sundays ago, I spent over two hours in the cockpit talking to one Capt. Ferrer, as the flight was delayed (due to NY Port Authority's refusal to let Cubana take off without having the emergency equipment standing by, as several tires were 'worn beyond limits')," George wrote. "I did not speak one word about politics with this man - all aviation. Last Sunday on his next flight out of Cuba, Captain Ferrer defected in Toronto. I was laying over in Miami and told a friend of mine I had met Captain Ferrer. No sooner did I mention his name, or he told me of the defection, which he had found out through a friend of Capt. Ferrer's."

George was able to contact Capt. Ferrer in Canada, through his friend. "The first thing (Ferrer) told me was that after I had left the cockpit, the Cuban security G-2 (Cuba's version of the dreaded KGB) had debriefed him on who I was, what I asked, what we talked about, why I took pictures, what my intentions were going to be in Cuba, and when I was travelling!!!

"Then Alex, who was in Canada, working the flights, called me up 'fishing around' to see if I had anything to do with his defection. This honked me off considerably, and (I) told him so. Alex kept insinuating, so I told him to 'bag it', or words to that effect. You can see why it behooved me to call off the trip.

"It's a wonder how Cuba's economy has not collapsed. Cubana has six IL-62s grounded for lack of spares. They have resorted to leasing from TAROM, while the new equipment from the Soviet Union arrives (which, incidentally, is all on credit) and the lease for their new Air-

bus A310 is being financed by none other than the lessor," George wrote.

In another letter, George wrote that he received a call to come to Miami as the dormant CUPA (Cuban Pilots Association-in-Exile) is being revived. Well, George wrote that he was shocked when he went there and had run into Captain Ferrer. Ferrer's sister had given him the money for the round trip from New Jersey to Miami and back.

"I asked him to dinner that night and asked him about the wings. His answer was 'Just knowing my wings would end up in the hands of a friend of yours, would be reason enough for me to let him have them - for free. But, unfortunately, when I left the room in the hotel, I left all in there.'"

Early in FEB 91, I received another letter from George, in which he wrote: "I want you to know that I made an 'above and beyond' attempt to obtain Captain Ferrer's wings for you, since he said that you may have them - without success, I may add.

You see, I flew our ATL-YYZ inaugural flight (a route inherited from the Eastern demise). I had an 18-hour layover, so an Air Canada buddy of mine picked me up and we went to the hotel by Pearson Airport, the site of Capt. Ferrer's defection. We went to see the manager and he took us to the Lost and Found room, where the French-Canadian head of housekeeping vividly recalled that the day after the defection, 'Cuban agents' picked up Capt. Ferrer's flight kit, coat (with wings) and other personal effects."

George wrote how sorry he was about not being able to get the wings and asked his Air Canada friend if maybe the Cubana manager at YYZ might know more about the incident.

"My suspicions proved to be correct. I just returned from Toronto and the Cubana station manager at YYZ had in fact raided Captain Ferrer's room at the Holiday Inn near the airport shortly after his defection. He still had his flight kit, uniform coat and most important (for you): his wings."

It goes without saying that there are days and then there are days. When the Cubana wings appeared in the mall slot at 1051 Woodlea, there were smiles all around. History, indeed ... and a great set of wings.

There is a unique wing out there, gang! About four months ago, Southwest Airlines came out



"Southwest Airlines - 20 Years of Loving You" anniversary "kiddie" wing found in oversized Cracker Jack boxes celebrating the airline's success as 8th-ranked air carrier in the USA. Silver wings reach out from a heart-shaped opening that has a red border. The years 1971 and 1991 are in black with yellow borders.

with a program celebrating their 20th anniversary: "Southwest Airlines, 20 Years of Loving You, and their Cracker Jack Team of Employees." It is tough to tell if this "wing" would qualify as a kiddie wing, but whatever, it is a very nice piece indeed.

"What's all this about?" asked the campaign. "It's about you - our Cracker Jack team of Employees - who have helped to make us the 8th largest airline in America. Your talent, combined with our commitment to serve the Customer, is what makes us different. It's what makes us Southwest Airlines," says the promotional sent to Southwest employees.

All of the goodies were sent to each employee in an oversized Cracker Jack box. Inside were the Happy Anniversary letter, a card to use for gathering prizes such as model airplanes, baseballs autographed by Nolan Ryan, FUN Packs, positive space passes, etc. And a box of real Cracker Jacks. Digging deeper into the giant box is where the employees found their official 20th Anniversary pin/wing. The latter has a metal backing with the insignia under clear plastic and a red heart shape right in the center. A great idea. This is a toughie to get ... if you can.

"Since Orville and Wilbur Wright's first test flights, the potential to change the world through the air has been both tremendous and, in many ways, realized," says G. Sydney in his article, An Eye on Helping, Project ORBIS makes country calls, Flight Training magazine, FEB 91.

"The ability of the airplane to complete innumerable tasks at a speed much greater than other methods has created an alliance between man and machine that can't be broken."

Project ORBIS is a unique aviation-orientated helping hand. "There's no program quite like it, and its specific use of an airplane to help prevent and cure blindness is extraordinary.

"Funded by donations, Project ORBIS' principal vehicle is a four-engined DC-8 donated by United Airlines. On board the converted airliner is a fully-equipped ophthalmological teaching hospital, complete with examination and laser treatment areas, operating room, recovery room, audio-visual television studio, 18-seat classroom and all the support areas needed to run this eye-healing clinic."

Fellow WAHS member and wing mogul Bruce Shuey and his wife Diane, have created two badges - Desert Shield and Desert Storm - for sale, with much of the proceeds going to Project ORBIS. The two "Desert" badges are shown in this column and would make a fine addition to your own collection of Shuey's wings. Contact them at California Wing Specialties, 5068 W. Wathen Avenue, Fresno, CA 93722, and help Project ORBIS' unique world-wide project.

With the Ford Tri-motor still fresh in our minds (see previous issue), Mr. Langford Brown of Sun City, AZ, wrote: "I think I have information on N414H. It was turned over on its back in a windstorm at the Grand Canyon airport and it was decided it was not practical for repair. Several years after the accident, it was picked up by the Aerospace Museum of San Diego, where it has been for the past several years going through a complete rebuild job. I believe it is very nearly rebuilt and if so, will be in flyable condition. However, it will never be flown."

P.S. by Joop Gerritsma

One day after Dick Koran's copy arrived at my

place, I received a letter from WAHS member Mike Adkins of Tucson, AZ, also about Ford N414H. The letter is dated 01JUN 91. Mike wrote:

"Am happy to be able to provide information about the whereabouts of Ford 5-AT N414H of Scenic Airlines, as requested on p. 45 of the MAR 91 LOG.

"This old Ford is on permanent public display at the Grand Canyon (Arizona) airport (GCN), and is located adjacent to the Scenic terminal building at the airport. One is able to walk around the plane and even peer inside, as I did when my wife and myself flew up to the Canyon (via HP Dash-8 from PHX) last June.

"It is in Scenic colors, just as in the picture in the LOG (see p. 45, previous issue).

"It was great to see it sitting proudly on display, rather than rotting away in a scrapyard."

Thus far Messrs. Brown and Adkins.

Now I have a few questions:

1. When was the windstorm (date) that turned N414H over onto its back?
2. When was it picked up by the Aerospace Museum of San Diego for restoration?
3. Can anyone confirm that N414H is at GCN now, as opposed to last June (1990) when Mike Adkins saw it there?
4. If it is at GCN now, when was it returned there from San Diego?
5. If it is at GCN now, does the photo in the previous issue of the CAPTAIN'S LOG show the Ford after its restoration and at the location described by Mike? Or was this photo taken while N414H was still in active service with Scenic Airlines?



This TWA Express wing is a second version of a design for the Express operation. The center is red with gold "TWA Express" letters. The black accents on the left are separated by fine gold lines and the wing itself is gold.



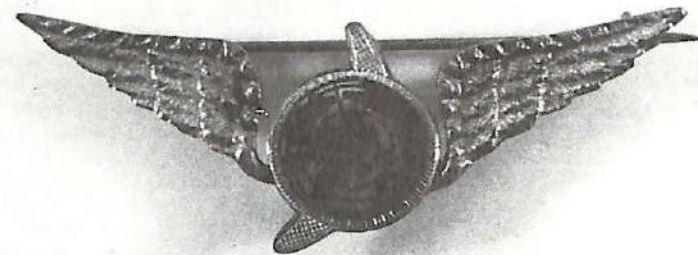
North American Airlines is based at JFK International and flies charters out of there, as well as Miami. I have seen them at MIA flying an El Al schedule. The wing is dark silver with the American flag on white. The airline name is in dark blue. (P.S. by Joop Gerritsma: North American, with one 757, is "associated" with El Al.)



This Desert Shield badge is for sale by Bruce Shuey (see text) with much of the proceeds going to help Project ORBIS, a unique aviation-oriented helping hand. The badge is gold with light blue upper part and red enamel lower section. All in gold, an airplane, ship, machine gun and tank are shown in descending order from the top.



Desert Storm badge is the follow-on badge, as the war in the Persian Gulf was the follow-on to Operation Desert Shield. It was also designed by Bruce Shuey to provide financial help to Project ORBIS, the world-wide flying eye-care program (see text). Badge is in gold with red in the top part of the shield and dark red in the lower part. Again, an airplane, ship, machine gun and tank, in descending order, are in gold.



This is another of my HELP! HELP! wings that I can't identify. It comes from the Walt Rehling Collection and is in gold with a black/gold center. The pinback is visible and it appears there is a boomerang or some such design behind the center. There are no markings to help us find out what this wing is for. The only thing I can say is that the map in the center represents the North Pole region, with (from top to bottom) Alaska, Canada and Greenland to the left and Siberia, Russia, North-Western Europe and Britain to the right. The line that runs away from the pole to the top left may represent the International Date Line, which runs through the Bering Strait between Alaska and Siberia. Could the "boomerang" be snowshoes instead? If so, what is the meaning of these in this wing?



Eastern Air Lines station manager badge is overall silver with black letters and early Eastern logo. The dark area in the center is the reflection of my camera on the shiny surface. An Oscar Stonberg Collection item, from Frank Racine.



Eastern Air Lines badge worn by ground personnel. It is overall dark blue enamel with silver detailing and letters Eastern Air Lines. A red falcon dominates the center with dark blue to the left of the falcon and light blue to the right.

EASTERN AIR LINES, INC.



Eastern Air Lines radio badge. Overall silver finish accents the letters and the Eastern logo of the early Eastern days. This badge is from the Oscar Stonberg Collection of many years ago.



AUG 34



Australian National Airways wing dating back to the late 1930s. The airline served Australia well with services to every state capital and the federal capital of Canberra, in those early days. ANA made contributions to the war effort in WW2. The wing is gold with an enamelled red center and silver star in the middle.



Ansett-ANA came into being in 1957 when ANA was formally acquired by Ansett Airlines. This Ansett-ANA wing is gold with red enamel in the King's crown and in the detailing of the center with the Australian continent and "rays" emanating upward.



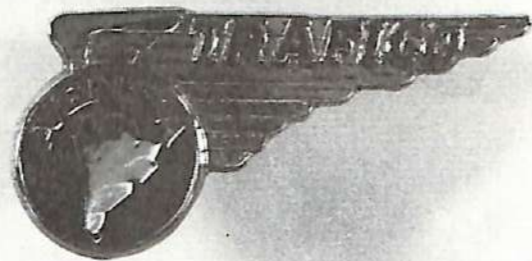
Air Malta, Malta's national airline, operates scheduled passenger and cargo services. Formed in 1973, it began operations in 1974. This wing was in use from 1974 to 1990. It is in gold with white Maltese Cross, red background and a blue "wedge" in the lower left corner of the cross.



Transportes Aeromar is a regional airline operating all services from Mexico City International Airport, following the demise of Aeronaves de Mexico. The wing is gold with a polished center and a black stylized "A" and name Aeromar. My camera lens was reflected by the center, messing up the picture somewhat. Sorry about that!



GB Airways is based on Gibraltar, from where it flies scheduled services to Britain, including London's Gatwick Airport. Gibraltar Airways was formed in 1930, began services in SEP 1931, but ceased operations in JAN 32 after 117 return flights to Tangier. Re-established in 1947 and until 1981 trading as Gibair. The wing is gold wire with a white/red center on black.



Avensa "Trafico" badge worn by agent personnel at Miami International Airport. The badge is gold with dark blue enamel letters and background for "AVENSA" and the continent of South America.



Cyprus Airways flies scheduled services between Cyprus and numerous cities in Europe, North Africa and the Middle East. Its offices are in the capital Nicosia, in the middle of the island and it has a main base at Larnaca Airport in the south. The symbol in the center of the wing represents the goat that is indigenous to the mountains of Cyprus.



Asiana Airlines, originally formed as Seoul Air International, started operations in DEC 88. Asiana operates scheduled domestic passenger services and charter flights, along with international services. Wing is gold wire on black, with red, yellow, white and purple center.



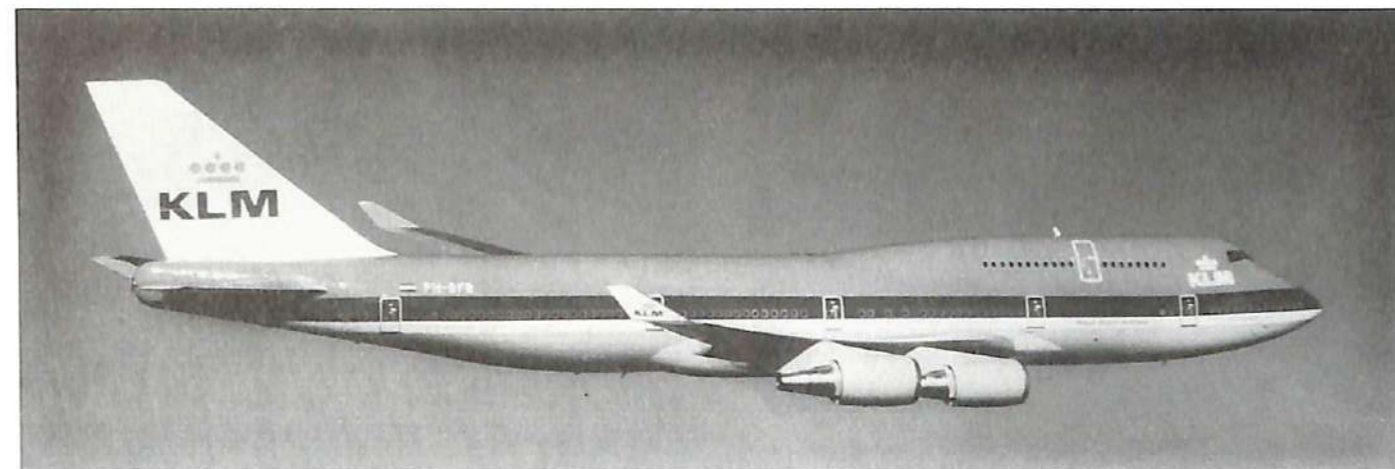
ALA - Aerotransportes Litoral Argentina wing which I acquired at the DFW mini-convention. I bought the wing, figuring that I had a chance to identify it. ALA was in service in 1955 and merged with Austral to become Austral Lineas Aereas, S.A. The wing is overall dark gold with red letters ALA.



Honda Airways is a growing company in Japan, providing flight services with both fixed-wing and helicopter operations. Their motto is "Meeting between the Sky and People". Honda Airport is 26 mi (40 km) from Tokyo and links all heliports throughout the country. The wing has a black center with gold "HA". The wings are finely detailed gold with black in all of the recesses. Beautiful.

AIRCRAFT PROFILE

by JOOP GERRITSMAN



Boeing 747-406 PH-BFB c/n 24000/732 "City of Bangkok" (KLM photo)

747: Boeing's

Part 2

BEHEMOTH

WE CONCLUDE THE HISTORY OF THE BOEING 747 WITH THE "STRETCHED UPPER DECK" VERSIONS, THE SRS. 300 AND 400.

The first proposals for a 747 with greater passenger capacity date back to 1978. These included an aircraft with plugs ahead of and behind the wing and matching EXTENSION of the upper deck. Total seating to be 600. British Airways was said to be the first customer.

An even more-ambitious proposal had the upper deck extended over the full length of the fuselage to bring maximum seating to 1,000 passengers.

Neither version ever left the concept stage. Instead, Boeing opted to go ahead with a much more modest stretch of the upper deck.

747SUD & 747EUD

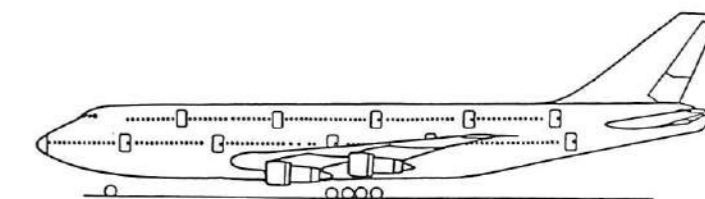
The 747SUD (Stretched Upper Deck) was announced in 1980. It was developed from the Srs. 200 by extending the upper-deck lounge by 23 ft (7,01 m) to carry 85 passengers. SUD offered as option on -100B, SR, 200B and 200B Combi. The acronym SUD soon made way for EUD (Extended Upper Deck), then for model number Series 300 in 1982, by which designation the aircraft is now known.

(SERIES 300)

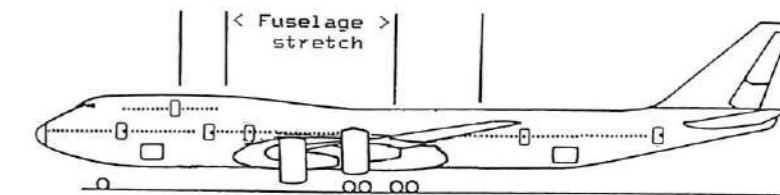
Original series number of Srs.200 with General Electric engines (see previous issue). Boeing reverted to Srs.200 B for this model.

SERIES 300

The stretched upper deck is the biggest change to distinguish the -300 from the -100 and -200. Basic seating capacity has risen to 496 (including 69 on upper deck in economy class). Same



Two early proposals for a 747 with greater passenger capacity: ABOVE with upper deck stretched all the way, BELOW with fuselage stretch, ultra high by-pass engines.



engine choices and same maximum weights as on -200B are available on -300. Increased weight of stretched upper deck increases empty weight with corresponding reduction in range, or lower payload for given range. These reductions were in part offset by a reduction in drag resulting from the different fuselage contour. This resulted in lower fuel consumption. Swissair was the launch customer and first aircraft, a -300 Combi for that airline, first flown on 05 OCT 82 with P&W JT9D-7R4G2 of 54,750 pounds (24,835 kg) of static thrust. The second -300, for French carrier UTA had the GE CF6-50E2 of 52,500 pounds (23,814 kg) static thrust. It first flew on 10 DEC of the same year. FAA granted certification for -300 on 07 MAR 83 and Swissair put its first aircraft in service (to New York) on 28 MAR, followed by UTA on 01 APR.

Boeing also offered the stretched upper deck as a conversion package for retrofitting onto the -200B. KLM was the first airline to buy and it had all its 10 GE-powered Srs.-200B Combi converted from late 1984 to early 1985. (Its seven P&W Srs.200B passenger aircraft were not converted.)

The eight-week conversion involves removal of 95 ft (28.95 m) of upper deck from immediately behind the cockpit, to insert the new sections.

Subvariants:

- 300 Combi: SCD as standard, otherwise identical to -300.
- 300M: Other designation for -300 Combi.
- 300SR: High-density variant of -300, seating maximum of 624 passengers. Japan Air Lines has four.

(747 ADVANCED)

Early designation for the Series 400.

SERIES 400

Full-scale development of -400 began in early 1985 to offer an aircraft with the capacity of the -300 but greater range. Northwest Airlines became launch customer when it placed an order for 10 in OCT 85 and the first -400 was rolled out at Paine Field on 26 JAN 88.

The -400 has the same fuselage as the -300, but the wing has been completely redesigned and incorporates many aerodynamic improvements, including 6 ft (1.83 m) wing tip extensions and winglets to the wing tips. These winglets ensure a smoother airflow over the outer wings, thereby reducing drag.

The wing is built of new and advanced aluminum alloys which were developed for the 757/767. New engine pylon design, wing tip extensions of 5 ft (1.5 m) and new and lower-drag fairings between the wing and the fuselage are also part of the modifications. Engines are P&W JT9D-7R4G2 of 54,750 pounds (24,835 kg), P&W PW4256 of 56,750 pounds (25,740 kg), GE CF6-80C2 of 57,900 pounds (26,260 kg) or Rolls-Royce RB.211-542D4D of 58,000 pounds (26,310 kg). Cruising speeds and maximum ranges vary slightly, depending on the engines installed. Maximum range 7,940 miles (12,780 km) with GE engines and maximum payload, 9,445 miles (15,200 km) with maximum fuel and reduced payload. Gross takeoff weight 870,000 pounds (394,630 kg).

Advanced materials have permitted many weight savings in both the fuselage and the wing. The flight deck has been redesigned with fully computerized two-crew cockpit with a fully digital cathode ray tube (CRT) instrument panel, also called a "glass cockpit".

The -400 can be operated by a two-men crew (two pilots only), but on extremely long flights a relief crew comes along if the flight time will exceed the maximum duty time. 118 -400s had been ordered before even the first was completed. In NW service, the -400 went on the 14-hour nonstop New York - Tokyo and other Pacific services, releasing older 747 models for the airline's Atlantic routes.

Northwest is the first customer for the -400 with P&W engines, Lufthansa for the GE units and Cathay Pacific for the Rolls Royce engines.

Nonstop flights on long sectors, such as New York-Tokyo, New York-Seoul, Los Angeles-Sydney, Tokyo-Paris and London-Singapore are possible with the -400.



(Above) Series 300 launch customer Swissair started services on 28 MAR 83, to New York. HB-IGG, c/n 23751/686, a -357(SCD), was the airline's first. (Swissair photo)
(Below) UTA of France followed Swissair by only four days when it placed its -3B3 in service to the Pacific. F-GDUA, c/n 22870, is shown. (UTA photo)



(Above) Saudia's -368 HZ-AIL, c/n 23263/619. (Saudia photo)
(Below) Singapore Airlines operates N117KC, c/n 23028/584, a -312. (Singapore Airlines photo)
(Bottom) PP-VNH, c/n 23394/627 is a -341 (SCD) of Brazilian carrier VARIG (Photo by Lineu Carneiro Saraiva)



Subvariants

-400M or -400 Combi: identical to -400, with SCD.

SPECIAL 747 VARIANTS

Several special, non-airline variants exist of the 747. Most of these are government aircraft.

USAF VC-25A: two Srs.200B for use as Presidential transports (called Air Force 1, but only officially so when the President is on board).

USAF E-4A & E-4B: Airborne Command Posts. based on Srs.200B. First three were delivered as E-4A in 1973/74. Two had JT9D-7W engines and the third the GE CF6. The first two were later re-engined with the CF6-50D. The fourth, also with the CF6-50D, was equipped with newer communications and other electronic systems as the E-4B. The three E-4A were then brought up to E-4B standard. All are equipped with an air-to-air refuelling probe in the nose to give a maximum endurance of 72 hours.

Other 747s that could come under USAF control in a time of emergency (such as the recent war in the Persian Gulf) include airline aircraft. Among these are 19 Pan Am -100 which have been modified, beginning in 1985, by having the SCD installed and getting a strengthened main deck.

NASA: One former American Airlines -100 strengthened to carry a Space Shuttle on its fuselage. Has three support pylons mounted on top of the fuselage and end plates on the horizontal stabilizer for directional stability. Intended to launch the shuttle in mid-air for handling and stability tests. Now used to ferry the shuttle from its landing site at Edwards Air Force Base in California to the launch site at the Kennedy Space Centre in Florida.

Iran: Iranian Air Force bought 12 -100 from TWA and Continental in 1975 for conversion to -100SF freighters (with SCD) and in-flight refuelling tankers. Four new -200F were acquired in 1977-78. Some have been transferred to Iran Air since then.

Iraq: One VIP SP model for the government, operated by Iraqi Airways. Its fate following the end of the recent war remained a mystery at the time of writing.

Japan: Two -400 for delivery in 1991. To be operated by the Japan Air Self Defence Force (JASDF) for transporting the Royal Family and other government leaders.

Oman: One former Braniff SP bought in JUL 84 for the Royal Flight. Luxurious VIP interior. A satellite communications aerial inside a fairing on the fuselage behind the upper deck.

Saudi Arabia: One 747SP delivered in 1979 for the late King Khaled. A hospital room was included in its cabin. The present King Fahd has a "Flying Palace" -300 at his disposal. Said to have gold fittings throughout the cabin, elevators connecting the three levels of the fuselage and a fully-equipped on-board medical centre. Both the SP and the -300 have a world-wide satellite communications system, with the aerials in a fairing on the fuselage behind the upper deck.

(This page, top to bottom)

- Northwest Airlines was the launch customer for the -400. Its first -451 is N661US, c/n 23719/596 Northwest photo)
- N171UA, c/n 24322/733, is a United -422 (United photo)
- Lufthansa's -430 D-ABVA, c/n 23816/723 (Lufthansa photo)
- ZK-NBT, c/n 24855, a -419 of Air New Zealand (ANZ photo)
- Srs.446, JAB072 c/n 24424/750, in JAL's new colors. (JAL)
- Cathay Pacific's -467 VR-HOP, c/n 23815/728 (Cathay ph)





CABIN LAYOUTS

The 747-100 can carry a maximum of 490 passengers in a one-class, 10-abreast layout. Most airlines, however, started using them with mixed-class layouts for approximately 350 passengers. Those were the days when the upper deck behind the cockpit was still being used as a lounge for first-class passengers. It was reached from the main cabin by a spiral staircase. At first, the upper deck lounge had eight non-revenue seats arranged in club-like comfort. After Boeing installed a smoke barrier between the lounge and the main cabin, the lounge could seat 16 people.

The 747SP can seat 360 in high-density configuration, but 288 in mixed-class is typical. Japan Air Lines seats 498 passengers in the 747SR and All Nippon tops this by two: 500 passengers, including 20 on the upper deck, in its 747SR.

In about 1980, airlines began to carry revenue passengers on the upper deck. Replacing the spiral staircase with a straight one increased seating to 24. Installing a second door permitted 32 revenue seats with the spiral staircase and 45 with the straight one.

Today, some -300 and -400 aircraft have extra wide, four-abreast "sleeper seats" with generous leg room in the upper deck, sold at premium fares. Others carry up to 52 business class passengers on the upper deck.

The 747-400 has a typical layout for 412 passengers: 302 in 10 abreast in coach (economy), 76 in business class (52 in 3+2 seating on the upper deck, 24 in 2+2+2 on the main deck) and 34 in first class, also on the main deck.

Northwest Airlines carries 422 in its -400 aircraft, including 296 in coach, 108 in business (42 on the upper deck) and 18 in first class.

509 passengers are possible with 479 in coach class (including 69 in six-abreast on the upper deck), and 30 first class on the main deck. Japan Air Lines again tops this with 563 passengers in its -300SR aircraft.



CONTINENTAL 747 THE ONLY 747s WITH 2 LOUNGES AND A PUB.

The Polynesian Pub. Continental's new Coach lounge... a fun place to relax, eat fresh-popped popcorn, drink cold beer or cocktails and meet friendly people.

747 cabin layouts have varied greatly over the years. (Top, left) American Airlines today uses the upper deck of its 747SP on the Tokyo service for luxurious first-class travel with 60 in (1.5 m) seat pitch. (American AL photo) (Top) Mock-up showing the main deck first-class cabin in the nose of early 747s. (Inflight Motion Pictures photo) (Above) Aahh! Those Good Old Days, when 747s came equipped with spacious and luxurious lounges, such as this one on Continental. (Postcard from the Bill Demarest Coll.) (Below) Egyptair uses the upper deck of its 747-300 for first-class travel. (Egyptair photo)

PRODUCTION RATES

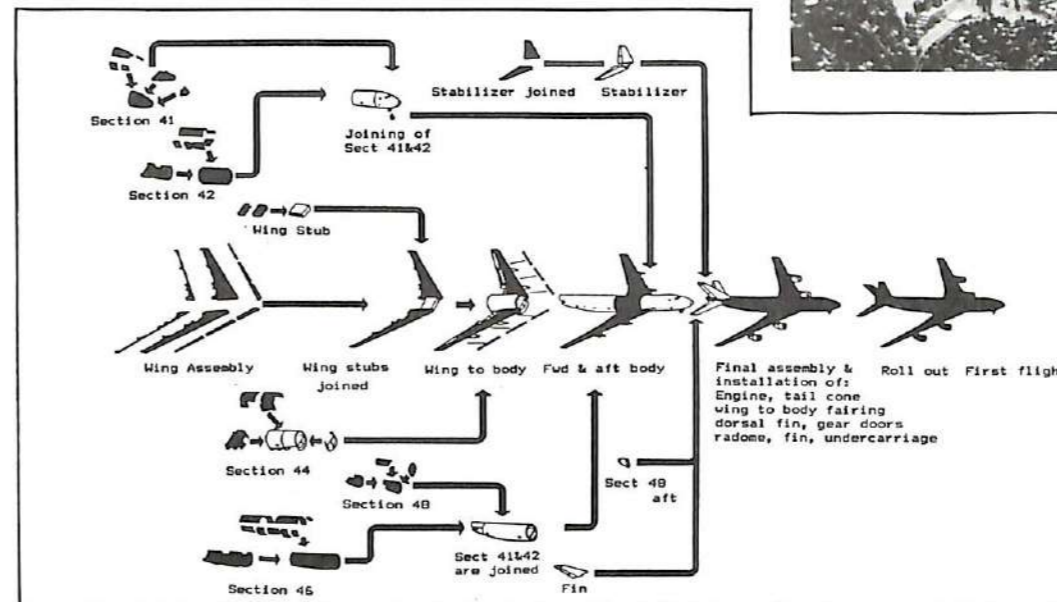
The production rate of the 747, as with any commercial airliner, is strongly tied to travel demand.

Initial response to the 747, with orders from Pan American and other airlines, justified a production rate of one every 4.5 days, or five per month. This was the case while Pratt and Whitney was correcting the engine problem. 22 aircraft had been built by the middle of October 1969, but only five were flying, all with the unmodified engines.

After the engine mounting problem was corrected, 747 production was running at seven aircraft per month in 1970-71. It fell to two a month in the mid-1970s while travel demand was catching up with the sudden increase in available seats on the world's major air routes. Production rebounded to seven per month in the latter part of 1979 and in 1980 when air travel was booming. But with the recession of the early 1980s, production fell to only one per month in 1984. The appearance of the -300 brought the rate back up to 2.5 per month in 1985. It was three per month in 1988 when the -400 entered production and has remained at that level since.



(Top) Tail section of a 747-100 is lowered into place at the assembly hall at Everett. (Boeing photo) (Above) Roll-out of the 200th 747, a -200B Combi, for SAS, in NOV 80. More than 550 747s have followed since then. (Boeing photo)



(Left) 747 assembly sequence.

THE ENGINES-EARLY PROBLEMS AND SUBSEQUENT SOLUTIONS

The big Pratt & Whitney and General Electric turbofans with high by-pass ratios (5:1) that power the 747 are direct developments of the military engines designed for the same CX-HLS competition that sired the 747.

The by-pass ratio refers to the volume of air that flows outside and around the engine (within the nacelle) to the volume that is fed through the combustion chambers. The air that bypasses the engine mixes with the hot air exhausted from the combustion process to slow it down. The mixture is then expelled.

At the high subsonic speeds at which today's jetliners operate, a lower speed of the expelled air mass increases the engine's efficiency by delivering more thrust at higher altitudes.

General Electric won the engine CX-HLS competition with its TF-39 engine of 41,000 pounds (18,600 kg) static thrust to power the winning

CX-HLS entry, the Lockheed C-5A Galaxy.

Rolls Royce developed its big turbofan, the RB.211, without the backing of a military contract, but with the support of the British government and a commitment by Lockheed to use it in the L-1011 TriStar.

PRATT & WHITNEY

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

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

Problems develop

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

The problem was traced back to the engine mounting. The main attachment point - also the main thrust transmitting point - was well aft of the engine's centre of gravity (CG) and its main thrust centre. This left the secondary engine mounting, further forward, near the rear of the fan, to carry most of the engine's own weight and to handle the forces placed on it by flight manoeuvres. The result was that the thrust at high power settings caused a 'bending moment' that forced both the front and the rear of the engine to point downward and pushed up the middle, between the two attachment points. This transformed the circular front of the engine into a slightly vertical oval shape, with the sides moving slightly closer together. Because the tolerances inside the fan blade shroud are very narrow to begin with, the fan blades scraped against the insides of the shroud. The resistance slowed them down and caused the loss of power.

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

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

It soon proved a reliable power plant and P&W quickly developed new, more powerful versions during the 1970s and 1980s:

(Below) South African Airways (SAA) has two 747-344 (747 Super B 300) with P&W JT9D-7R4G2 engines. ZS-SAT (shown) is c/n 22970/577 "Johannesburg". Aircraft carry English titles on port side and South African titles (SAL Suid Afrikaanse Lugdiens) on starboard side. (SAA photo)



Engine model #	Thrust		747 model	Engine year
	pounds	kg		
JT9D-1	41,000	18,600	747 #1	1968
JT9D-3	43,500	19,730	-100	1969
JT9D-3A	43,500	19,730	-100	1969
Installed in first five 747-100 only From sixth Srs.100 on; later retrofitted in the first five aircraft.				
JT9D-3W	45,000	20,410	-100	1969
JT9D-7	45,500	20,640	-200B, SP	1970
JT9D-7W	47,000	21,620	-200B	1970
JT9D-7A	47,670	21,620	SP	1973
JT9D-7AW	48,350	22,115	-200B	1973
JT9D-7F	48,000	21,775	-200B	1975
JT9D-7FW	50,000	22,680	-200B	1975
JT9D-7J	50,000	22,680	-200, SP	1979

After the JT9D-7J it became impossible to squeeze more power out of the engine. A redesign was needed. This led to an increase of 2.5 inch (2.54 cm) in the fan diameter, and to adding a (fourth) low-pressure compressor fan and a modified combustion system. The new engine became the JT9D-70.

JT9D-70A	53,000	24,040		1976
JT9D-70Q	53,000	24,040	-200	1980
JT9D-7R4G2	54,000	24,495	-300	1982

The 70A and 70Q are the same engine but externally they can be distinguished by the long-chord fan cowlings of the 70A vs. the short cowlings of the 70Q.

Development of the JT9D had now reached its zenith and many airline stores keepers must have been extremely unhappy by then. With each power increase and each new 747 model number, the engine model number became more complicated and confusing (just look at that for the 747-400 above). Pratt & Whitney therefore selected a simpler model number system for its next big fan. The PW4000, an entirely new engine, was based on experience gained with the JT9D.

The version for the 747 is called the PW4256. 4 stands for the engine type, 2 for the aircraft type and 56 for the power output x 1,000 pounds, in this case 56,750 pounds (25,740 kg):

PW4256	56,750	25,740	-400	1987
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GENERAL ELECTRIC

In 1970 General Electric launched its CF6 big fan engine. This is a civil version of the military TF-39 (41,000 pounds/18,600 kg) that powers the C-5A Galaxy. With half a dozen years actual operating experience in the military (as opposed to running the engine on a test bench) before civil deliveries would begin, GE did not have the problems P&W had experienced. The company also started at a higher power rating, because its engines were not used on the 747 until the Srs.200 became available.

The models of the CF6 used in the 747 are:

Engine model #	Thrust		747 model	Engine year
	pounds	kg		
CF-45A	46,500	21,090	747SR	1972
CF6-50E	52,500	23,815	-200B,300	1974

After the -50, GE undertook a major redesign to get more power from the CF6. As P&W did, GE increased the fan diameter and it added a fourth low-pressure compressor. The new engine was the CF6-80. The variant for the Boeing 747 is:

CF6-80C2	57,900	26,260	-400	1987
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GE also did not escape complicated model numbers for the CF6, that must be daily headaches for stores keepers. One variant (in the -400) is the CF6-80C2B. Another (for the -400 of Canadian Airlines, JAL and Lufthansa, among others) is called the CF6-80C2B1F. However, they are all basically the -80C2.

ROLLS ROYCE

Rolls Royce announced in 1972 it had developed the RB.211-22 big fan (40,000 pounds, 18,415 kg) for the Lockheed L-1011 TriStar. It developed more powerful variants and in 1977 unveiled the -525B for the 747-200B of BOAC:

Engine model #	Thrust		747 model	Engine year
	pounds	kg		
RB.211				
-524B	50,000	22,680	-200B	1977
-524B2	50,100	22,725	-200B	
-524C2	51,600	23,410	747SR	
-524D	53,110	24,090	-200B	
-525D4D, redesignated as:				
-524G	58,000	26,310	-400	1987

(Right) SABENA Belgian World Airlines flies with two 747-329 (SCD) Combis. Their second, OO-SGD c/n 24837, is shown. SABENA was the first airline to have its all-passenger 747s (two -129s) retrofitted with the side-loading cargo door (SCD) for greater operational flexibility. Both -329 are powered by the GE CF6-50E2. (SABENA photo).



Egypt Air's "Hatshepsut" is SU-GAL, c/n 24161/704 is a 747-366(SCD) with P&W JT9D-7R4G2 engines (EgyptAir photo)

The author gratefully acknowledges the use of the following publications in the writing of this history:

- Gilchrist, Peter: BOEING 747 (Modern Civil Aircraft series #4), Ian Allan, London, England, 1985.
 - Green, William, THE OBSERVER'S BOOK OF AIRCRAFT, Fredrick Warne, London, England, annual editions 1968-1990.
 - Green, William, and Gordon Swanborough: THE WORLD'S AIRLINERS, Arco Publishing, Inc., New York, USA, 1982.
 - Lucas, Jim: BOEING 747 (The First 10 Years in Service), Jane's Publishing Comp. Ltd., London, England, 1981.
 - Lucas, Jim: BOEING 747 (The First Twenty Years), Browncom Group PLC, Feltham, Middx, England, 1988.
 - Taylor, Michael J.H., COMMERCIAL TRANSPORT AIRCRAFT, Tri-Service Press, Ltd., London, England, 1990.
 - AIR INTERNATIONAL monthly, publ. by Fine Scroll Ltd., London, England, OCT 76, SEP 85, MAY 88.
 - CAPTAIN'S LOG, publ. by World Airline Hobby Club, Erlanger, KY, USA, Fall 1981 issue.
 - COCKPIT monthly, publ. by Cockpit Uitgeverij, Maarn, The Netherlands, MAR 85 issue.
- A special thanks is due to the many airlines which did make photographs of their 747 aircraft available.

Also sincere thanks to the following individuals for providing - directly for this history or through the author's files over the years - several of the photos:
Dick van der Aart, Flavio Amaral Jr., John Chivers, Frans van Doninck, Roberto Farina, Peter Keating, Dick Meyer and John Wegg.



SAFETY CARDS

© 1991 Robert Neal Marshall
with Pat McCollam

SAFETY FIRST

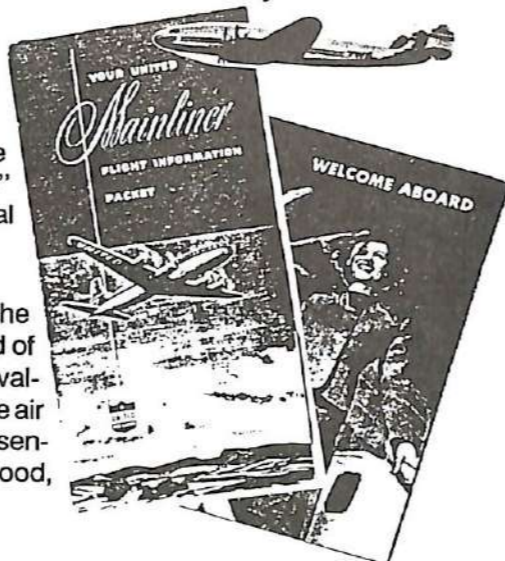


We safety card collectors have drawers and boxes full of currently or recently flown aircraft. There are tons of safety cards around for the DC-10, L-1011, 727, 747 and more 737 and MD-80 cards than we know what to do with. Card graphics have become quite impressive, while others follow standard formats that pervade multiple airlines and equipment type. When did safety cards first appear on airliners? What did they look like?

The progenitor of today's safety card was actually a separate instruction leaflet found in attractive "Welcome Aboard Packets" that provided "Ditching Instructions" on over water international flights.

In the 1940's and 50's, ship travel was still the way to go. Many passengers were frightened of flying, especially over water. Airlines made valiant attempts to reassure passengers how safe air travel really was. The problem was that passengers still needed to be briefed for their own good, in case of the unforeseen.

Early BOAC "safety leaflets" went into great detail about aircraft maintenance schedules, the qualifications of the Maintenance Engineers, how even "the smallest detail of aircraft construction is examined within a period specified by the Ministry of Civil Aviation", and that even the Ministry of Civil Aviation is further controlled by "inde-



DOUGLAS DC6 OVER-WATER FLIGHT PROCEDURES

pendent checks made by the Air Registration Board...the aeronautical counterpart to the marine surveyors appointed by Lloyds Register". The ending paragraph, however puts a jolt of reality back into each air passenger with a short "by the way, did we forget to mention" note:

"After dark you may observe a red glow coming from the engine exhaust outlets. The red glow is there all the time but is only visible during darkness. The glow is of constant reassurance to the Captain and crew that the engine is operating efficiently."



SEAT BELT When the aircraft is taxiing, taking off or landing or during any periods of flight, you must remain seated. The seat belt or the distributed brace on the cabin will restrain you in faster your seat belt on these occasions. The belt is quick to release by pulling the lever at the side of the chest strap above.

EMERGENCY EXITS On all aircraft there are single emergency exits which will be pointed out to you before you take off. In any emergency, remain on your seat and use the exits as indicated on the card.

FIRST AID PACKS Comprehensive first aid packs are carried on all aircraft. If you should want anything you have only to ask the steward.

DINGHIES These are carried on all aircraft flying long distances over the sea. Each aircraft has several. They will be demonstrated thoroughly to you and their use explained to you before you take off. Each dinghy has a small self-inflating mattress, first aid packs, etc., and a small but powerful outboard motor.

EMERGENCY RATIONS All our aircraft carry a pack containing emergency rations and water for passengers and members of the crew.



Pull life-jacket over the head.



EMERGENCY INSTRUCTIONS FOR YOUR SAFETY

JUST IN CASE...

PAN AMERICAN

DOUBLE "Strato" Clipper Service

CLIPPER, TRADE MARK, PAN AMERICAN WORLD AIRWAYS, INC.

"Pan American World Airways is the recipient of many safety awards; but it is only sensible to face the fact that everyone who travels, whether by boat, train or plane, should be acquainted with emergency equipment and procedure".

Early safety instructions were predominately text with the graphics, if any, illustrating only lifejacket usage and occasionally seatbelts or contents of the liferaft survival kit. For a route to the nearest exit, passengers were informed that "Emergency exits are plainly marked along both sides of the cabin. Instructions for opening them are printed on the exits."

In an attempt not to scare their passengers, Pan American World Airways skirted the issue as best as possible on their Stratocruiser "Emergency Instructions...for your safety...just in case" cards and went so far as to suggest that everyone "just make believe" and "Let's make an imaginary emergency landing" as a means to explain emergency procedures! The early air passenger's closest reference to a safety briefing was the shipboard lifeboat drill that preceded each ocean voyage. Airlines did not hesitate to equate air travel with ship travel in their instructions."

"Like ocean liners, KLM aircraft are equipped with the latest safety devices to guarantee the utmost safety of passengers and crew in all circumstances".

Panagra's DC-7 "Always Prepared" card states "The information contained on this card is purely precautionary and can be compared to the lifeboat drill instructions presented to steamship passengers"



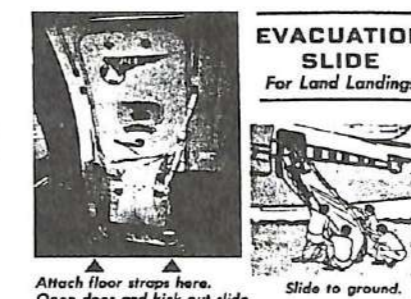
EMERGENCY EXITS

REMOVE COVER

PULL HANDLE

PULL EXIT INWARD

You have probably located the Emergency Exit nearest you — there is an "Exit" sign over the window. The curtains at both sides should be removed by a downward pull. Just above the window is a cover over a red handle. A quick jerk removes the cover. Then grasp the handle, lift it toward you and pull exit inward. Lift exit panel from hinge. Seat backs opposite window emergency exits may be reclined fully. In tourist aircraft the backs push forward and down over the seat. After you are out of the aircraft pull the two small knobs at the base of your life jacket. They will inflate your jacket. Members of the flight crew will be in charge of the rafts. Your rafts have adjustable sides and a sun shade to protect you from sun-burn and water spray.

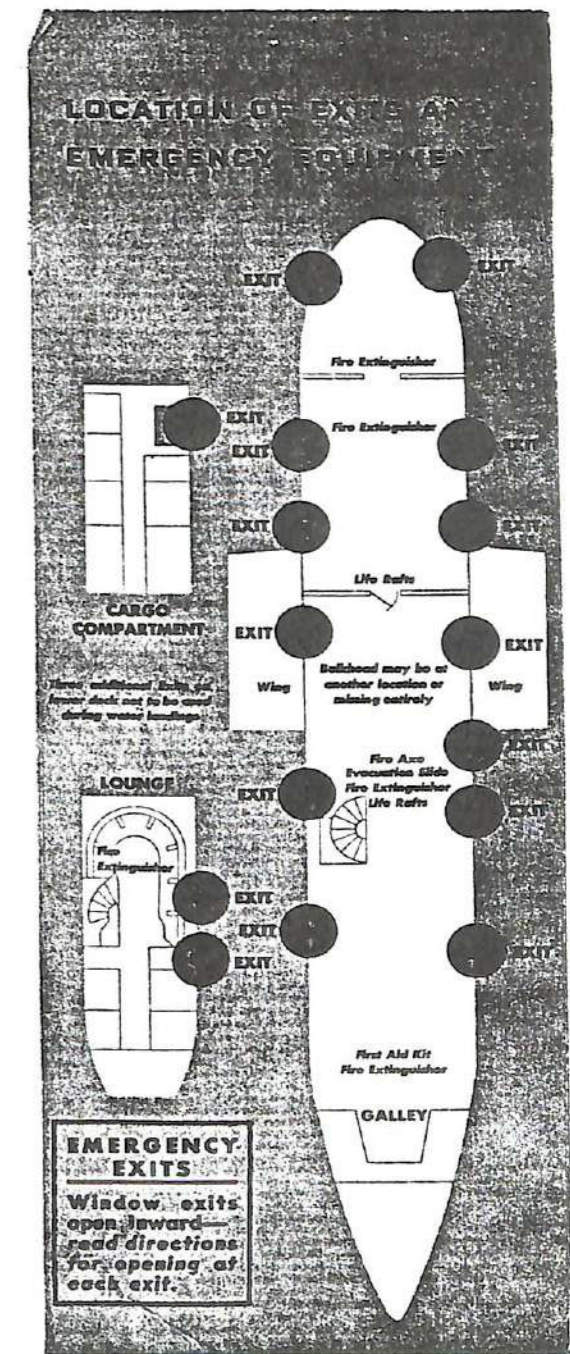


EVACUATION SLIDE For Land Landings

Attach floor straps here. Open door and kick out slide.

Slide to ground.

If an emergency landing is made on land, the emergency slide will also be used to evacuate passengers. Ordinarily your crew will take care of the slide, but you may be asked to assist. The emergency slide is packed in a neat pouch on the inside of the main cabin door and attached as shown in the above photo. Unsnap the entire front flap of the pouch; pull out the blue and yellow strap fittings and attach to similar colored fittings on the floor. Then open the cabin door and kick out the slide. Two men, selected by the crew, should then slip to the ground and hold the extended end of the slide away from the plane. Passengers will then jump into the slide in sitting position and slide to the ground.



Always Prepared

The information contained on this card is meant to provide you with the knowledge and skills you need to be prepared for an emergency. Please read this card carefully and follow the instructions. It is your responsibility to know what to do in an emergency. We encourage you to read this card carefully and follow the instructions. It is your responsibility to know what to do in an emergency.



YOUR ROLE IN AN EMERGENCY LANDING In the event of an emergency landing, the following instructions should be observed. Listen to the instructions of the flight attendants. Do not panic. Do not move until you are told to do so. Do not use the lavatories. Do not use the galley. Do not use the overhead bins. Do not use the emergency exits. Do not use the emergency exits until you are told to do so.

LIFE VESTS There is a placard on the seat of each aircraft which will indicate the location of the life vest. Please do not remove the life vest from the seat until you are instructed to do so. The life vest should be worn at all times. The life vest should be worn at all times. The life vest should be worn at all times. The life vest should be worn at all times.

EVACUATION SLIDE The evacuation slide is used in the event of an emergency landing. The slide is used in the event of an emergency landing. The slide is used in the event of an emergency landing. The slide is used in the event of an emergency landing. The slide is used in the event of an emergency landing.

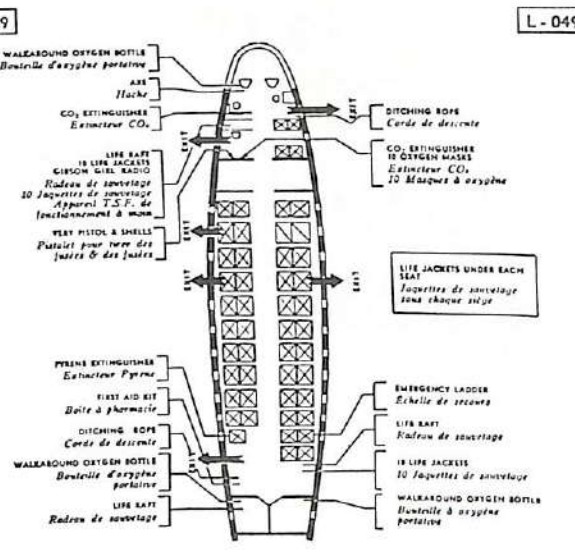
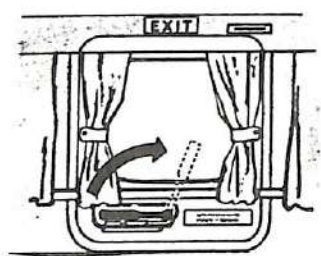
AFTER EVACUATION Through the international Civil Aviation Organization (CAO) and other organizations, the Pan American World Airways System has developed a means of rapid evacuation of personnel from the aircraft. This means of rapid evacuation of personnel from the aircraft is used in the event of an emergency landing.

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT

Pan American World Airways **PANAGRA**

Today, decades later, hatch opening instructions are now reappearing at actual exit locations.

Aircraft floor plans did appear on some cards and were to become standard; however early exit location maps were rather technical and showed fine detail. Many airlines used multiple aircraft diagrams all on one safety card. In an emergency it was up to the passenger to figure out what type of aircraft he/she was flying on.



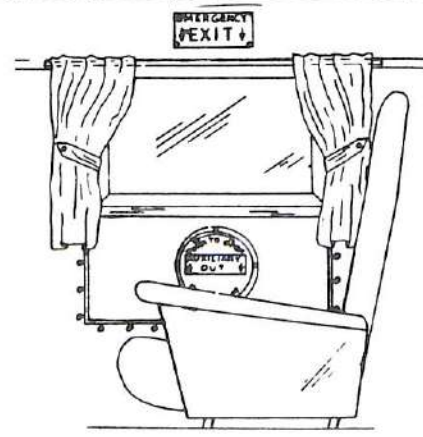
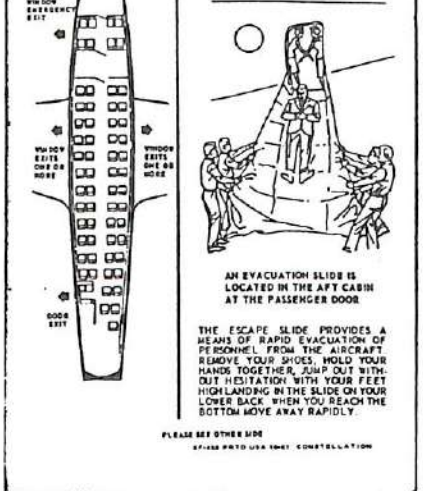
PAN AMERICAN WORLD AIRWAYS SYSTEM
The System of the Flying Clippers

WESTERN AIRLINES INTERNATIONAL

CONSTELLATION IMPORTANT INFORMATION

Means of Emergency Evacuation

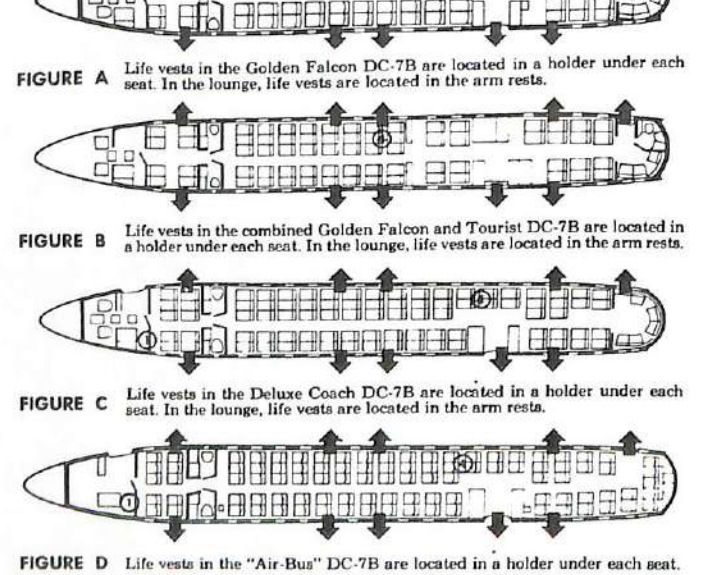
EXITS - PASSENGER DOOR - AFT EMERGENCY DOOR OR WINDOW - FORWARD COMPARTMENT WINDOW EXITS - ONE OR MORE OVER EACH WING



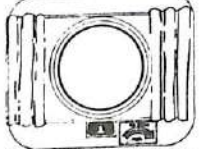
In the 1940's and 1950's canvas chutes were used for land evacuations instead of inflatable slides. The first passengers out the door were required to climb down a rope or the dangling chute, stand at the bottom and pull the chute taut for others to slide down. Most airlines instructed passengers to jump into the slide, while BOAC curiously instructed passengers: "Do not hold on to side of chute and on no account jump into it". It seems quite clear that sitting on the door sill and sliding would cause quite a bottleneck and waste precious escape time.

LOCATION OF LIFE VESTS, LIFE RAFTS, EMERGENCY EXITS

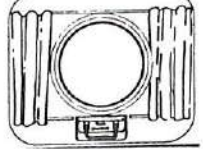
○ Circles show number of life rafts at each location. ▲ Arrows show location of emergency exits.



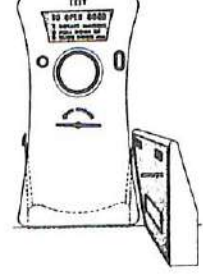
WINDOW EXITS



1. Hook fingers in plastic shield over RED handle - pull out.
2. Follow instructions as indicated at each exit.

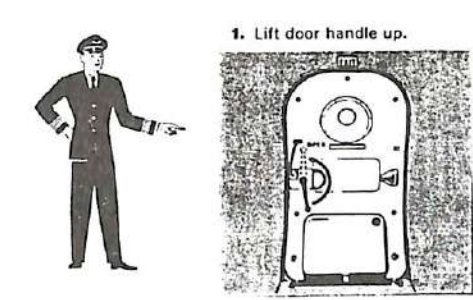
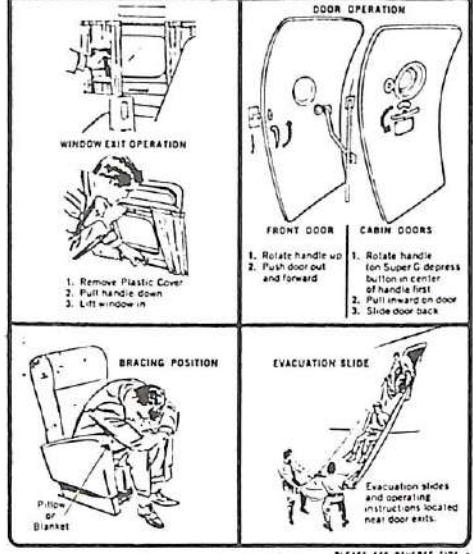


DOOR EXIT



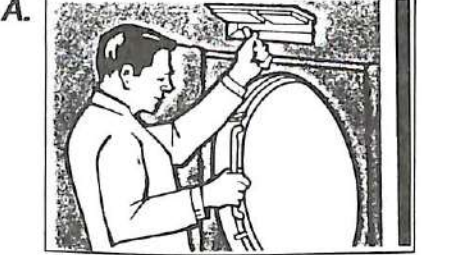
CONSTELLATION

Emergency Information Card

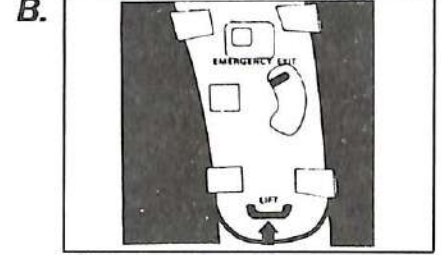


Collector's Quiz

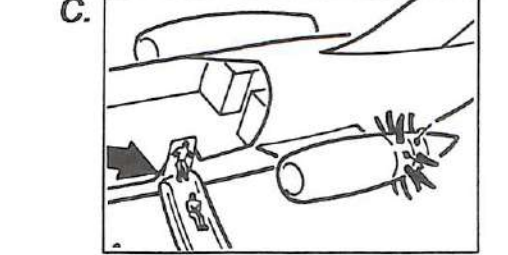
How many aircraft types and airlines can you identify for the following safety card excerpts?



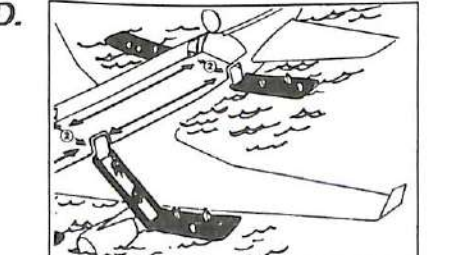
Airline: _____
Aircraft: _____



Airline: _____
Aircraft: _____

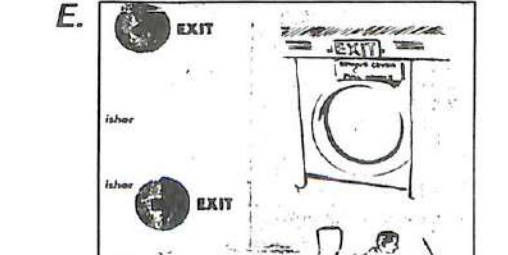


Airline: _____
Aircraft: _____

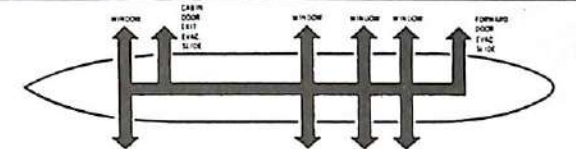


Airline: _____
Aircraft: _____

ANSWERS
A. Air Canada, Viscount
B. BEA, Trident 3
C. MD-80, UHB Demo
D. Delta, MD-11
E. Pan Am, Stratocruiser

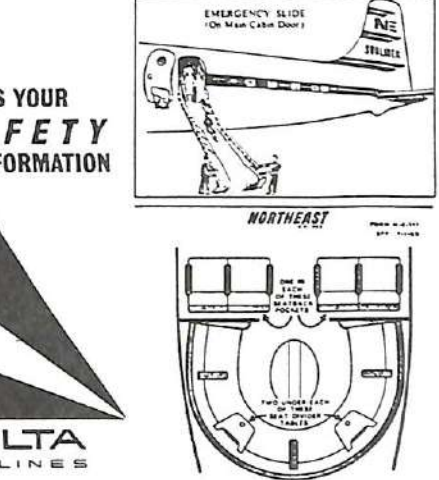
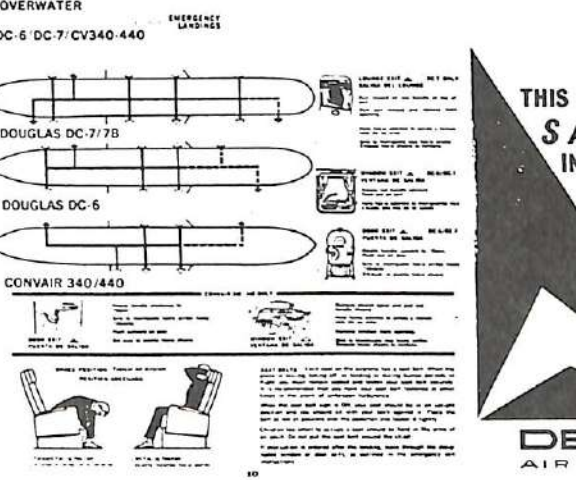


Airline: _____
Aircraft: _____



NORTHEAST AIRLINES DC-6B
PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT

It was not until the late 1950's and early 60's with the advent of turboprop and jet aircraft that better safety equipment and clearer instructions became standard. As more of the world started traveling, greater use of international symbols and/or shorter descriptions in multiple languages became common place. Safety cards still insured passengers that flying was safe and dependable, but there was a clear shift away from convincing the frightened passenger. As air travel became more of a casual everyday event, safety cards reflected changes in the public's perception of flying. What we are seeing today is a greater passenger awareness and knowledge of the aircraft cabin and available safety features. This knowledge can mean time and in turn time can mean survival, just in case.





Night escapade in a propjet veteran

PHOTO ABOVE:
Vickers V.953C Merchantman G-APEM
"Agamemnon", owned by Air Bridge
and operated for Elan Air, "The Overnight
Delivery System" in Elan colors. Pho-
tographed at Manchester in DEC 87.
(Photo by Jan Koppen)

By JAN KOPPEN

ONE OF OUR CONTRIBUTORS FROM
HOLLAND DESCRIBES HIS NIGHT
CARGO FLIGHT IN A VICKERS
MERCHANTMAN FREIGHTER.

coffee in the meantime and
walked over to the coffee pot.
With lots of sugar added, the
bitter extract tasted well.

Five minutes later a slim,
pale-faced man with greasy hair
and wearing a creased "flasher
trench coat", entered the room.
He walked over to the flight
plan cabinet and glanced at the
flight plan papers. To my
astonishment he was the first
officer of my upcoming flight.

Moments later a well-dressed
man in a black flight suit also
entered. The four shining gold
stripes on his shoulders gave
him away as the captain. And
indeed, he approached me and

introduced himself as Captain
Ken West, Commander of Flight
ABK220, from Manchester to
Amsterdam.

Immediately after the intro-
duction, Capt. West checked up
on the weather at Amsterdam. It
appeared to be even worse than
here at East Midlands. AMS re-
ported a mere 1,500 ft visibil-
ity ... not enough to take a
Merchantman in for a landing.
But the forecast also called
for an improvement.

At about 2100 hours Capt.
West, F/O Berry and I jumped
into a company taxi and drove
off to Manchester International
Airport, in the pouring rain.
(This is standard practice for
Air Bridge departures from
Manchester.)

During the taxi ride I was
getting better acquainted with
the crew. Berry, sitting in the
left corner, crawled into his
oversized trench coat and dozed
off. I did manage to have an
more-interesting conversation
with Capt. West, but only after
he had lit one of his expensive
filter cigarettes.

He told me that during his

career in the Royal Air Force
he accumulated thousands of
hours as a pilot on the V-class
bombers. (Valiant, Victor and
Vulcan.) He also has many civil
propjet hours in various other
parts of the world, such as
Sarawak and Malaysia in SE Asia
where he flew the Bell 205 heli-
copter of Bristol Masay, and
in Lagos, Nigeria on the DHC
Twin Otter of Aerocontractors.
He feels it is an honor to fly
the British-built Merchantman,
a Vickers Vanguard converted
for freight service after its
career as a mainline passenger
aircraft was over.

One and a half hour after
our departure from East Mid-
lands, we arrive at Manchester.
The rain was still pouring
down, but the taxi drove us
straight to the freight build-
ing. We tumbled out of the car
and ventured through the maze
of dull corridors to finally
reach the cosy and comfortable
Air Bridge Carriers crew room.
The incoming crew of the Bel-
fast-Manchester run had already
arrived and was enjoying the
beverages. One half of the crew
was relaxing in front of the
television set, enjoying a box-
ing game, the other was nipping
on his pipe ... how British!
Capt. West immediately checked
on the Amsterdam weather but
unfortunately there still was
no change. He decided to delay
departure despite the ribbing
he had to take over his deci-
sion from his colleagues.

During the hand-over of the
aircraft, the previous crew
told us about some of the minor
technical snags they had en-
countered on G-APEJ "Ajax". The
left windshield wiper was not
working properly, cockpit pres-
surization wasn't steady at a
certain altitude and the co-
pilot's headset did not func-
tion as it should. Otherwise
our pristine veteran was in
mint condition.

After hearing all this, F/O
Berry appeared from behind his
gossip newspaper with a heavy
sigh, "Jee guys, do we really
have to go?!!!"

Yes, we did, but during the
long delay waiting for weather
at AMS to improve, the conver-
sation slowly changed from se-
rious aviation safety matters
to hot topics such as a good
game of golf, a bottle of
scotch and well-endowed cabin
attendants of the female
species.

After numerous phone calls
with AMS meteo and KLM flight
operations, Capt. West finally
decided to prepare the aircraft
for departure. He grabbed his

flight plan and we made our way
to the ramp, which was brightly
lid by floodlights. Our Mer-
chantman shared the space with
a Tradewinds 707 freighter. But
a hive of activity surrounded
the Merchantman, as she was be-
ing readied for takeoff.

I accompanied Capt. West on
his walk-around inspection of
the aircraft, which gave me an
opportunity for a closer look
at the large Merchantman.

Out spotless aircraft sports
a smart red, white and black
livery with large "Air Bridge"
titles on both sides of her fusel-
age. Her wings, mated with
four Rolls Royce Tyne 512s of
5,050 shp each, spans 118 ft 5
in (36.10 m). The top of the
rudder 34 ft 9 in (10.59 m)
above the ground, towers over
nearby office buildings. The
aircraft was already loaded and
we could hear the squeaking
sounds, coming through the

awakened and then settled down
to an incessant whine. Number
4, 1 and 2 also came on stream
and with all four up and run-
ning, Capt. West released the
parking brake and informed the
ground engineer that "Echo
Juliet" was ready for push-
back. While the heavily laden
Merchantman was being posi-
tioned for disconnect from the
tug, a crackling message in our
headsets granted us taxi clear-
ance for Runway 06. Moments
later the ground engineer gave
us the familiar "thumbs-up"
signal, indicating Echo Juliet
was free of the tug and that
all else was clear.

Easing the big throttle lea-
vers forward, Capt. West slowly
put her in motion. With all
four Tynes humming, we taxied
past the tail of the Tradewinds
707 and soon we were navigating
through the maze of green and
blue lights of the Manchester



The subject of Jan Koppen's article: Air Bridge Vickers V.953C Merchantman
G-APEL "Ajax". Photographed just before its departure from Manchester in
DEC 87, with the author on board. (Photo by Jan Koppen)

hull, from our lively load of
10,000 one-day old chicks.

"She looks fine to me!
What do you think, Jan?"
I agreed with Capt. West and
walked with him to the spacious
flight deck where F/O Berry had
just finished the takeoff
checks.

While the door was being
closed, I strapped myself into
the jump seat. Perched between
the two pilots, I looked at the
instrument panel. Capt. West
detected a faulty switch on an
overhead panel and annoyed,
says, "Besides flying this old
thing, we have to fix her too
...?" But what do you expect
from a 27-year old aircraft?

F/O Berry requested and re-
ceived start-up clearance. Our
designated call sign was "Air
Bridge 220". With a flip of the
starter switch, located on the
overhead panel, engine number 3

taxiways.

As I prepared myself for the
departure, F/O Berry turned
around and asked me if we could
switch headphones. "It's O.K.
with me," I replied. Later I
would understand his request.
He handed me the faulty set.

As we taxied to the holding
point, we watched an incoming
Britannia Airways 767-200 glide
past us and land on the wet
runway with a load of sunburned
tourists returning from the
sunny Mediterranean. After the
final check at the holding
point, and with takeoff clear-
ance granted, Capt. West turned
the large Merchantman onto the
active runway and firewalled
the throttles for maximum take-
off power. With the increase in
speed came an increase in the
whine of the four Tynes and the
aircraft shook violently. As we
picked up speed, I watched the

airspeed indicator reach rotation speed. F/O Berry mumbled "V1" and seconds later the aircraft lifted off and started to climb away, tucking in its wheels in the process.

With a graceful left turn over the sleeping city of Manchester, we started our climb to cruising altitude. We picked up the Ottringham beacon as we tracked an easterly course to the European mainland.

The Vickers V950 Vanguard first flew on 20 JAN 59. It had basically been designed as a larger successor to the highly-successful Viscount. The requirements were first laid down by British European Airways in 1952 for service entry in 1960.



LEFT:
Captain Ken West
in the cockpit of
G-APEL "Akax"
(Jan Koppen photo)

BOTTOM OF PAGE:
Seen at East Midlands Airport,
Vickers V.953C
Merchantman G-APEK
"Dreadnought" is a
sister ship to
G-APEJ "Ajax". Air
Bridge retained the
BEA names of the
aircraft. They were
all named after famous
ships of the
Royal Navy.
(Photo by C. Potts
on a postcard by
Executive Aircraft
Historians)

BEA placed an order for 20 as the V.951 for its busy and long-range European services.

Trans-Canada Air Lines, also operating a large fleet of Viscounts, ordered 20 as well, with an option on four more, three of which were taken up. The TCA version was the V.952 and it had an increased payload and a strengthened airframe for higher cruising speeds. The modifications on the TCA Vanguard also attracted the attention of BEA and its order was modified to include six V.951s and 14 V.953s, the latter based on the V.952 for TCA.

The start of the operational career was delayed by engine problems and on 24 MAY 60 Rolls Royce recommended that all Tyne-powered aircraft be grounded. The problems were solved and an unrestricted passenger-carrying certificate was issued on 02 DEC 60, months behind schedule. The first BEA Vanguard entered scheduled revenue service on 17 DEC 60 and full scheduled BEA service started on 01 MAR 61. The first TCA Vanguard entered service on the cross-Canada route on 01 FEB 61.

The economic and technical performance of the Vanguard, once it was in service, was exemplary. But sales suffered from the first of the short-haul jets, such as the Trident and One-Eleven in Britain and the DC-9 and 727 in the USA. Only 44 were built, including a prototype and the 43 production aircraft for BEA and TCA.

In 1966 TCA converted one of its Vanguards to a freighter and named it the Cargoliner. BEA followed with one of its own in 1968, naming it the Merchantman. But while TCA would convert only the one aircraft, the BEA Merchantmen fleet grew to nine at its peak.

Air Bridge started operations under the name Air Bridge Carriers in 1972. It was founded by Field Aviation, part of the Hunting Group of Companies, to operate FREIGHTERS between the Channel Islands and East Midlands. Four Argosy freighters were used the first year and in 1974 a Viscount freighter was added for the thinner cargo routes. Two years later the first Merchantman entered service, mainly on bloodstock operations.

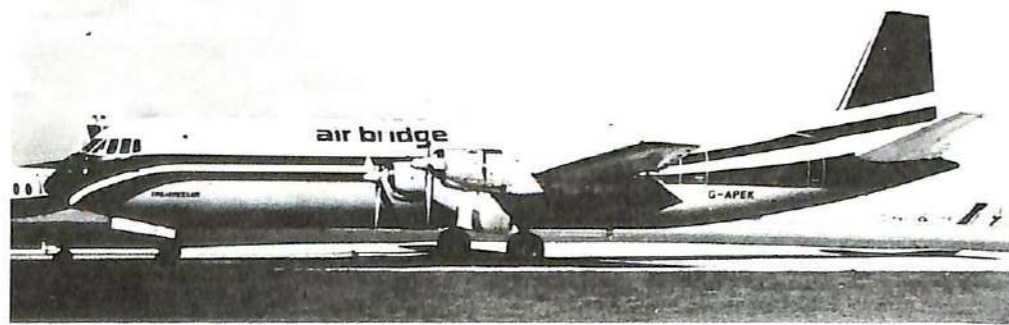
In 1980 the company adopted the trading name Air Bridge, along with a striking new RED, white and black color scheme. In 1983 Elan, a subsidiary of the huge DLH courier organization used Air Bridge aircraft for their transport needs and by 1984 the carriage of express parcels had become the major part of Air Bridge work. In NOV 68 Air Bridge began Merchantman express flights from Manchester to Amsterdam on behalf of KLM Royal Dutch Airlines. It was one of these flights that I was fortunate to be on.

While cruising at 20,000 ft under the star-filled sky, we passed the halfway mark and soon after were handed over to Dutch ATC. I was starting to feel a bit tired as I had not slept well for the past two days.

43 minutes into the flight, Dutch ATC broke the silence on the flight deck and advised us of our descend clearance. Capt. West selected AMS weather information ... it was still bad!

With the engine throttles eased back and the nose down, the Merchantman was losing altitude quickly. Flickering lights, visible through the overcast now and then, indicated we were nearing the Dutch coastline and as we made a gradual right turn, we started to skirt through the upper levels of a dark cirrus-cumulus cloud cover. As Echo Juliet

Continued on p.92



AIRLINE MODELING

by GERRY COLE

The MD-11 article I promised you for this issue will be delayed until the next time. The deeper I went into the project, the more I uncovered that deserves additional attention.

NEW MODELS

Welsh Models of the U.K. have four new models in their Skyliner range, all with new construction methods. The British Aerospace 146-200 and -300 kits are a mix of vacuform fuselages and injection-molded wings, tail surfaces and engine pods. The white metal wheels and landing gear struts found in their older 146-100 kits remain, but four cast-metal engine intake fans have been added. The injection molded plastic parts are produced by AeroClub, and are of very good quality. The decals are also improved, with full stripes and emergency exit markings for Loganair's red and black stripes for the -200 and Air UK's attractive three-tone blue stripes and U.K. flag banner for the -300.

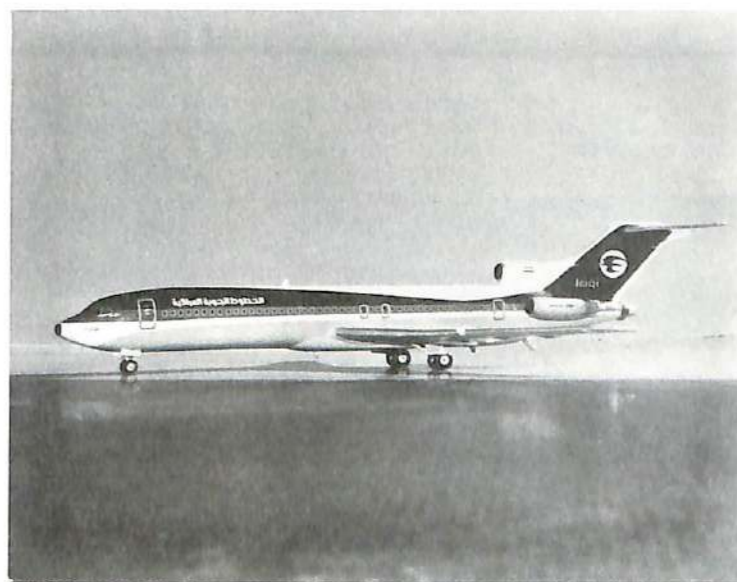
The other new Welsh models are for the BAe Jetstream in either Skywest (Australia) or Piedmont Commuter markings. These models are almost totally injection molded, with etched brass prop blades and cast-metal engine nacelles, landing gear and exhaust stacks. I have examined the Skywest kit decals and they look excellent.

Revell has announced a 1/144 scale kit of the Boeing 767-300 in LTU/Lauda Air markings for world-wide distribution, and in BA/SAS markings for distribution in the U.K. The kit should be available in the fall of 1991.

NEW DECALS

While no longer in production, some Flight Design decals may still be available from Jim Childs at 18215 N.W. Fieldstone, Beaverton, OR 97006. If you write him, please include a self-addressed, stamped envelope to receive a reply.

There is a rumor of a small group of modelers in Southern California producing decals for Airborne Express and Northwest Cargo. I hope to have more information on this next time.



1. ABOVE:
Pan Am 747 in
1/200 scale, by
Tom Lewis.

2. LEFT:
Richard Ferrero's
747SP
conversion.

3. BELOW:
Airfix 727-200 by
Niels Sampath.

MODEL PHOTOS

My request for photos from you, the readers, has born fruit, with a nice selection arriving over the past few months. I can always use more, so keep them coming.

Photo 1 came from TOM LEWIS of Bradford, PA. It shows his 1/200 scale Hasegawa 747 in Pan Am markings. Note the nice diorama base.

Photo 2 shows RICHARD FEDORCO's 1/200 scale Boeing 747SP conversion of the Hasegawa kit. Richard, from Carteret, NJ, is the Slide Collector editor of the CAPTAIN'S LOG. He used Sasquatch conversion parts with wings, engines, wheels and some decals from the Hasegawa kit. Cockpit windows, upper deck windows and escape door outlines are from the AHS decal sheet, with fuselage titles and registration numbers from ATP's decal range.

Photo 3 shows the 1/144 scale Iraqi Airways 727-200 built by NIELS SAMPATH of Oxford, England. It is based on the Airfix kit, using the old Micro Scale (now Super Scale) decals with ATP window frames and Aeroclub registration letters. Note the corrected wing leading edge fence. A nice model and excellent black-and-white photography.

Photo 4 is of SCOTT WOOD's Canadian 707-200 C-FACF in 1/144 scale. Scott used the Airfix/MPC kit and AHS decals. he mixed the paid according to instructions provided with the decals, which he noted, were very easy to apply.



4. LEFT: Boeing 737-200 in 1/144 scale by Scott Wood.



5. RIGHT: Revell Airbus A320 by Tony Schneider, in 1/144 scale.

Photo 5 shows an A320 by TONY SCHNEIDER, built straight from the 1/144 Revell kit, with the exception of the ATF windshield decal. He used Bare Metal foil for the bright metal parts. Tony hails from Louisville, KY.

Thank you to each one of you who contributed photos. More will be used in future issues.

ledge that the gear was down and locked. But when I looked over the captain's shoulder, I still could not see anything familiar. The fog was still obscuring our vision. The altimeter showed we were still a couple of hundred feet above the ground. Just as F/O Berry asked, "Jee, Skipper, where the hell is that bloody runway?" the Merchantman broke through the fog bank and we saw the bright lights of the runway in front of us.

The grey belly of the aircraft, ghostly illuminated by the overwhelming light, shot over the threshold like a bullet. Capt. West, realizing he was too high, pushed the control column forward instantly. The aircraft put its nose down

DEPARTURE LOUNGE

When you read this, the Airlines International 1991 convention will be over. I hope you all had a grand time with Mickey, Minny and friends in Orlando. I was unable to attend this time, but I hope the CAPTAIN'S LOG will publish photos of the model contest winners.

and then slid back on the correct glide angle for touchdown.

Touch down was halfway down the runway and as soon as the wheels were firmly on the runway, the big deHavilland propellers went into reverse to slow us down to taxi speed.

We exited the runway and backtracked on a parallel taxiway from where a yellow marshal truck guided us to Echo Juliet's familiar parking spot on freight apron 3. A group of tired groundhandlers was already waiting for us to unload the delayed flight.

The author wishes to thank Air Bridge and its flight and ground crews for letting him experience the company's activities.

POST CARD CORNER

by WILLIAM DEMAREST



"KIKU-NO-MA" Lounge of DC-8 Jet Courier

JAPAN AIR LINES Printed in Japan

In this issue I am featuring postcards showing aircraft interiors. While all airlines operate essentially the same "vanilla" aircraft, they can differentiate themselves from others by the quality of their in-flight services and aircraft interiors. Many airlines have issued postcards depicting the inside, rather than the outside, of their aircraft.



COMFORT ALOFT WITH UNITED AIR LINES

The modern day passenger plane, such as the new type Boeing high speed monoplanes of United Air Lines, incorporates many new features which add to the comfort and interest of air travel. Cabin 20 feet long, 6 feet high . . . upholstered, adjustable reclining chairs . . . lavatory . . . cabin insulated against noise . . . main and individual ventilators . . . cigarette smoking permitted . . . individual reading lights . . . stewardess pantry.

Please address and return to stewardess who will stamp and mail card for you.



SPEED WITH COMFORT—INTERIOR OF UNITED AIR LINES NEW THREE-MILE-A-MINUTE BOEING TWIN-WASP ALL METAL LOW-WING MONOPLANE



CONTINENTAL 747 THE ONLY 747 WITH 2 LOUNGES AND A PUB.

The Ponape Lounge. Only Continental values its Economy passengers enough to give them a friendly lounge all their own. Order a cocktail and relax in the colorful atmosphere of the Micronesia Room.

DC-4. The colors in this card are a bit unnatural. Could it be that this was a B&W photo that was colored afterward, much as they are doing now with old B&W movies?

Lufthansa, known for issuing many postcards, had this card of the cabin of their 707 during the early 1960s.

Cathay Pacific shows a card of the cabin of a 747s. The ladies are positioned in such a way that the cabin looks ever wider than it is.

Finnair's DC-10 interior shows the comfort afforded their young passengers.

TACA INTERNATIONAL AIRLINES

Serving New Orleans, Mexico, El Salvador, Guatemala, Honduras, British Honduras, Nicaragua, and Costa Rica.



Dinner Aloft TACA INTERNATIONAL AIRLINES LUXURIOUS DOUGLAS 44 PASSENGER PLANE

Night escapade in a propjet veteran

Continued from p.90

started to buffet, I adjusted my seat straps. We crossed the Dutch coastline at 5,000 ft and following heading and air speed instructions from AMS we were soon being vectored in for an ILS approach on Runway 06.

Everything started to happen very quickly now, as Capt. West selected more flaps and reduced engine power. The sturdy old Merchantman was now descending through the clouds rapidly. As we passed over the outer marker, gear-down was selected and after the green lights had come on, I started to feel a bit more comfortable in the know-



Lufthansa

Hong Kong's discovery airline
CATHAY PACIFIC
The Swire Group

I am sure you have many unique and interesting examples of postcards of interiors as well.

As you can see, airlines and various publishers from around the world continue to issue new postcards to add to our collections. If you come across a new card, please feel free to send me a Xerox copy of it (preferably front and back), so I can include it in my next column. Your efforts ensure the success of this feature of the CAPTAIN'S LOG.

LEGEND:

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

AIRLINE ISSUES

Aeroflot TU-154, to fl co
Air China 737-300, if fl ov
Air China 747-200, if fl ov
Air China 767-200ER, if fl ov
all three with silver background
Air India 747-200, if fl nc ov /card
Air Maldives DD-22B, if fl co (Dornier)
Air Niugini A310, if fr ov, il at HKG
Air Sarina Trislander, gr fr co
Atlantic Airways BAe 146, gr fl co
Birmingham European BAC 111, if fr co ml
British Airways 5-51, gr fr co
British Airways 747, if fl dr co

British Airways Concorde, if fr co dr
British Airways L-1011, if fr dr
Capital Airlines BAe 146-200, if fr co
Capital Airlines SD-360, if fl co
Cargolux 747F, to fl co /view w crew
Cathay Pacific 747, gr fl co, engine
Conair A300, if fl ov w/reclining woman
Delta Air (Germany) SF-340, gr fr co
Delta Air Lines L-1011-500, if fl r
Delta Air Lines 767-200, if fl r. over mountains

DLT Fokker 50, gr fl co, two a/c at
Hayward Av'n EN-2A, if fl co il /dusk
Istanbul AL 737-400, if fr co with sun-
Istanbul AL 737-400, gr fr co /set
Korean Airways (North Korea), issued in a booklet:
TU-134 & TU-154 on ramp at Pyongyang
TU-154 tail view with crew
Inflight view with crew
Ferris wheel at Kaeson Youth Park
Lake Samil in Mt. Kumgang
LACSA A320, if, head-on, ov
Loganair BAe 146, if fl co
Luxair 737-200, if fl co 3/4 fv
Luxair Fokker 50, gr fr co
Namib Air Bc 1900, gr fr co
Namib Air 737-200, gr fl co
Namib Air 747SP, gr fl co
NASA 747 w/shuttle, gr fl co (published by Impact)

NLS Fokker F-27, if fl co
Pegasus 737-400, gr fr co
Southern Air BN-2A, if fr co, over Stewart Island
Swissair MD-11, if, fl, dr
TACA 767-200, if fl ov dr w/scuba diver
TACA 767-200, ho, to, oc
TATRA SF-340, if fl co over Zurich
THY Turkish A310, if fl ov
Transwede MD-83, if fl ov w/insert of Tradewinds 737-300, if fr ov /737-300
Viktorice Air L-410, gr fr co in front of hangar

With special thanks to: Darrell Haines, Hubert Jansen, Rick Neyland, David Povel, Josef

Schmitt, Ludwig Valenta, Vladimir Vokalek and Stuart Wines.

AVIATION HOBBY CANADA

11 QUEBECAIR 727-100

AVIMAGE

652 Europe Aero Service 737-300
653 T.A.T. Fokker F-28-100
654 Air Canada A320
655 STAIR Caravelle 10B3
656 Olympic AW ATR 42
657 Northwest A320
658 Ansett A320
659 Hispania 757
660 Druk Air BAe146-100
661 Tunis Air 727-200
662 Birmingham European BAC One-eleven
663 Air Malta 737-200
664 Air Littoral Fokker 100
665 Air Charter/AES Caravelle 10B3
666 Royal Air Maroc 737-400
667 Air France/Brymon Dash-7
668 Air Sul 737-200
669 Thai Airways ATR 42
670 Ste. de la Baie James CV-580
671 T.A.T. F-28-2000
672 T.A.T. ATR 42
673 T.A.T. Fokker 100
674 Air Zimbabwe 767-200
675 Interflug TU-154M
676 Varna Int'l Airways TU-154M
677 Linhas Aereas de Mocambique IL-62M

BUCHAIR

9001 Heli-Linth AS 350B1 Ecureuil
9002 Royal Air Maroc ATR 42-300
9003 LAS Colombia Caravelle VIR
9004 Kar Air A300B-4
9005 Thai Airways Int'l A300-601
9006 Austrian Airlines A310-324
9007 Lufthansa A320-211

9008 Air Mongol AN-26
9009 Interot Air Service Beech 1900C
9010 MEA 707-3B4C
9011 SAN 727-17
9012 Trump Shuttle 727-225
9013 Far Eastern Air Tr. 737-130
9014 TEA Basel 737-3MB
9015 Nortjet 737-4Y0
9016 China Airlines 747-209B
9017 Air France Cargo 747-22BF
9018 Egypt Air 747-366
9019 Dantas 747-43B
9020 Korean Air 747SP-B5
9021 Caledonian 757-236
9022 Air Seychelles 767-20B
9023 Lauda Air 767-329
9024 TAROM BAC One-eleven 525FT
9025 Kel Air HS 747
9026 Air LA Jetstream 31
9027 Capital Airlines BAe146-200
9028 British Airways Concorde 102
9029 SANSА CASA 212
9030 Federal Express Cessna 208B
9031 Canada West Air CV-640
9032 Aeronica C-46
9033 Zephyr Express Falcon 20DC
9034 Lake Union Air Service DHC-6
9035 London City Airways Dash-7
9036 Great China Airlines DHC-8
9037 Ukunda Airways Do-228
9038 Titan Airways Bandeirante
9039 United Express EMB Brasilia
9040 Busy Bee Norway F-27-200
9041 Aer Lingus Commuter Fokker 50
9042 AeroPeru F-2B-1000
9043 Air Europe Fokker 100
9044 Aero Caribbean IL-14M
9045 Balkan IL-18V
9046 Aerochago Airlines L-1049F
9047 Aero Transporte SA L-188CF
9048 Cathay Pacific L-1011-385
9049 ERA Aviation MBB BO-105CBS helic.
9050 Aero Shell DC-3C
9051 Haiti Air Freight DC-4
9052 Butler Aircraft DC-7
9053 Interamericana DC-8-54F
9054 Burlington Air DC-8-63F
9055 Aeroquetzal DC-9-15
9056 THY Turkish A.L. DC-9-32
9057 SAS MD-87
9058 Dasis MD-83
9059 VIASA DC-10-30
9060 SAF Pilatus Turbo Porter
9061 Aerobol Pilatus B.N. Islander
9062 Flugfelag Nordurlands Piper \Chieftain

9063 Continental Express SF-340A
9064 American Eagle SD-360-300
9065 Air Logistics S-76A
9066 Peninsula Airways Metro III
9067 Syrianair TU-134B
9068 LOT TU-154M
9069 Hemus Air YAK-40
9070 Trans World Airways 727-231
9071 Trans World Airways L-1011-385
9072 Trans World Airways 747-131

CIVIL AIRCRAFT POSTCARDS

(Special limited edition of 350 copies, all are amphibians or floatplanes.)

7 Martin Mars on Sproat Lake
8 Martin Mars
9 Martin Mars
10 Martin Mars C-FLYL
11 Grumman Goose on Sproat Lake
12 DHC-3 Otter, Bush Pilots Air Service
13 DHC Beaver N134B
14 DHC-6 Twin Otter, Sound Adventures
15 DHC-6 Twin Otter, Sound Adventures

Set #s:

73 Heracles C-74 Globemaster
74 ATI MD-80
75 American Airlines 767-300ER
76 Tunis Air Caravelle 3
77 Delta Air SF-340
78 Fokker 50
79 Unifly Express DC-9-15
80 Afretair DC-8-55
81 Alitalia DC-9-32
82 Alisarda F-28
83 British Airways Trident 1E

DLT Partner of Lufthansa

Fokker 50

Span/Wingspan 29.00 m
Length 25.25 m
Height 8.32 m
Seats 50
Cruising speed 515 km/h
Engines Pratt & Whitney PW 125 B
Manufacturer Fokker Aircraft B.V. Nederlande



Delta Airlines
L-1011-385-3
TriStar 500,
N751DA, msn.
193W-1165.

84 Pushpaka Airlines Caravelle 6N
85 Transasian Caravelle 10
86 Royal Jordanian 707-3B4C
87 Guyana Airways TU-154
88 Jamahiriyani Air Transport 707-348C
89 Italjet 737-200
90 Homac Aviation 707-320C

DENNIS PRODUCTIONS

Caledonian Airways L-1011, G-BBAJ
Cathay Pacific 747-400

E.A.H. PUBLICATIONS

58 Wasa Wings King Air 200
70 Flexair DD-22B
71 Austrial Fokker 50
74 DHL Convair 580
75 DHL Air Cargo 707-320C
76 Air New Zealand 747-200
77 Air Malta 737-200
78 America West 757
79 LOT Polish 767-300ER
80 Iberia A300
81 Air Europe Fokker 100
82 CTA MD-80

EDITIONS P.I.

652 E.A.S. 737-300
653 T.A.T. Fokker F-28-1000
654 Air Canada A320
655 STAIR Caravelle 10B3
656 Olympic AW ATR 42
657 Northwest A320
658 Ansett A320
659 Hispania 757-200
660 Druk Air BAe 146-100
661 Tunis Air 727-200 new clrs
662 Birmingham European BAC 1-11
663 Air Malta 737-200 new clrs
664 Air Littoral Fokker 100
665 Air Charter/E.A.S. Caravelle 10B3
666 Royal Air Maroc 737-400
667 Air France/Brymon DHC-7
668 Air Sul 737-200
669 Thai AW ATR 42

The wide-bodied Lockheed L-1011 TriStar, powered by 3 Rolls Royce engines, has a cruising speed of over 550 miles per hour. Delta operates several versions of this aircraft for long-range flights, both domestic and international. Three pilots and nine flight attendants make up the TriStar crew.

DELTA
We Love To Fly And It Shows.

670 Ste. de la Baie James CV-580
671 T.A.T. Fokker F-28-2000
672 T.A.T. ATR 42
673 T.A.T. Fokker 100
674 Air Zimbabwe 767-200ER
675 Interflug TU-154M
676 Varna Int'l Airways TU-154M
677 LAM Mocambique IL-62M

FLIGHTDECK

49 Eurojet Falcon 20C
50 Air Sul 737-291
51 Dan Air BAe 146-300
52 Ansett Newmans DHC-8-102
53 British Airways BAe ATP
54 British Air Ferries Dart Herald 214

Aircraft of Yesterday series:

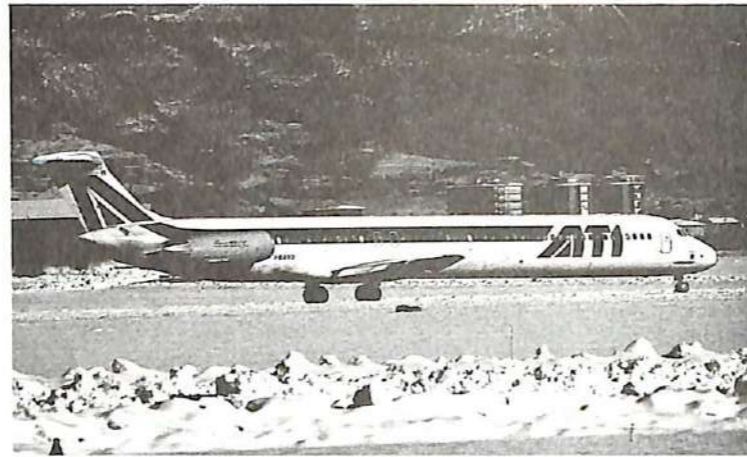
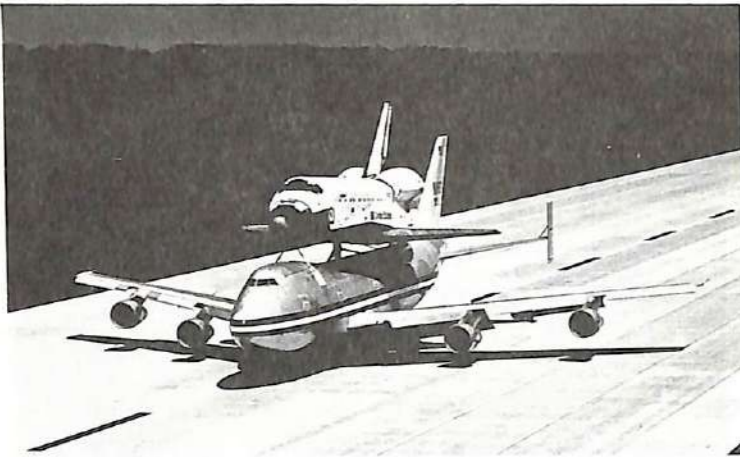
12 Southeast B.N. Islander G-DSEA
13 Orion Airways 737-3T5
14 British Caledonian Helic. Bell 214ST
15 Canafrika DC-8-61

Hybrid Liveries series

3 Adria Airways A320-231
4 InterEuropean 737-3Y0



DLT Fokker
50 D-AFKC,
msn 20121



LEFT: NASA Boeing 747-123, N905NA msn 20107/86 (ex-American Airlines) w/space shuttle orbiter "Columbia".
RIGHT: ATI McDonnell Douglas MD-82, I-DAVD msn49218/1274.



FLITE-LINE QUALITY SERIES

- 84 THY Turkish Airlines A310
- 85 Classic Wings DC-3A
- 86 Metro Cargo IL-76TD
- 87 Interflug IL-18V
- 88 Cyprus Turkish Airlines 727-2F2
- 89 Finnair Cargo 737-210C
- 90 British Air Ferries BAC 1-11/201AC
- 91 Aeroleasing DC-9-15
- 92 Interflug AN-2
- 93 Muk Air SD330-200
- 94 Tur Avrupa Hava Yollari 727-230
- 95 MALEV TU-134A
- 96 JAT Yugoslav ATR 72
- 97 Loganair BAe 146-200
- 98 Golden Horn 707-324C
- 99 Sabena DHC-B-300
- 100 LTE 757-225
- 101 TAROM 707-321C
- 102 GPA Ireland A320-231
- 103 Braaathen's SAFE 737-405
- 104 America West A320-231
- 105 Piedmont Airlines DC-3 (restored)
- 106 Midwest Express MD-88
- 107 Air America L-1011-385 (PA colors)
- 108 Southwest AL 737-3H4 Seaworld of
- 109 Southwest AL 737-5H4 \Texas
- 110 Southwest AL 737-5H4 Shamu Two
- 111 Markair DHC-B-300
- 112 Northeast L-1011(movie Die Hard II)
- 113 Northwest AL DC-9-14 new colors
- 114 Carnival Air Lines 727-225
- 115 Rich International DC-8-62
- 116 Carnival Air Lines 737-201
- 117 USAir Fokker F-28-1000 new colors
- 118 Wrangler Aviation KC-44D-2
- 119 Charter One CV-580
- 120 Federal Express 747-249F
- 121 Hemet Valley Flying Service C-130A
- 122 Northwest Airlines A320-211
- 123 Alaska Airlines MD-82 new colors
- 124 Trans Latin Air C-130A
- 125 Bahamasair DHC-B-300
- 126 Air China 747SP
- 127 Maya Carga International DC-6A
- 128 Air Dale Flying service DHC-2
- 129 African 707-321C
- 130 CDPA 737-230C
- 131 Trans Air DC-7B
- 132 LAN-Chile Cargo 707-331C
- 133 TAN-SAHSA 737-4Y0
- 134 TAN-SAHSA 737-2A3
- 135 Sudan Airways 707-369C
- 136 Intercontinental DC-9-15
- 137 China Eastern Airlines MD-82
- 138 Aeronaves del peru 707-351C
- 139 Aero Felix 737-2B1
- 140 Ansett New Zealand 737-112
- 141 Air Zaire 737-275C
- 142 African Express 707-323B
- 143 Air Aruba 757-23A

J.J. POSTCARDS

- 54 China Eastern MD-82
- 55 American Trans Air 757-200
- 56 Transcaese DC-7BF

- 57 Flugfelag Nordurlands DHC-6
- 58 Kenya Airways DC-9-32
- 59 Gateway CV-540
- 60 Philippines A300B4-103
- 61 CAAC Y7-100
- 62 Aeromexico DC-B-51
- 63 Hemus Air AN-30
- 64 Ligne Aerienne Seychelles 707-323B
- 65 BHT Turkish 727-264
- 66 Air China 747SP
- 67 Air Grand Canyon Yosemite DC-3C
- 68 Berlin European 737-3L9
- 69 LAR IL-18D
- 70 Rich Int'l/Ferien Service DC-B-62
- 71 Air Zimbabwe 757-2N0 (ER)
- 72 Classic Air DC-3 (Swiss Air colors)
- 73 Rio Sul Fokker F-27-200
- 74 Royal Brunei 737-2M6
- 75 Minerve DC-B-53
- 76 Time Air DHC-B-102
- 77 Emery World Wide DC-B-73F
- 78 Intair Fokker 100
- 79 Gateway DC-3
- 80 Balkan 737-53A
- 81 Millon Air 707-323C
- 82 Guam Marianas Air CN-212
- 83 Tradewinds 737-3Y0
- 84 Setco DC-3
- 85 All Nippon 747SR
- 86 Merpati Nusantara BAC 1-11/401AK
- 87 Trans Fair DC-4
- 88 Challenge Air Cargo 707-330C
- 89 Zaire Aero Service 707-327C
- 90 Trans Florida CV-240
- 91 Philippine BAC 1-11/517FE
- 92 Vietnam Airlines TU-134
- 93 Air France DC-3
- 94 Air City Caravelle 10B3
- 95 Lufthansa 727-230 new colors
- 96 Syrian Arab Caravelle 10B3
- 97 Frontier Flying Service DC-3

J.P.B. POSTCARDS

- (All numbers prefixed JPB)
- 001 Hemus Air YAK-40
- 002 CSA YAK-40
- 003 Austrian Air Services Metro IIA
- 004 CSA IL-62
- 005 Polar Aviation AN-24V
- 006 Balkan TU-154B2
- 007 Adria Airways MD-82
- 008 Aero Caribbean AN-26
- 009 TAROM IL-18V
- 010 MIAT Mongol Airlines TU-154B2
- 001 CAAC 707
- 012 Lybian Arab Airlines IL-76TD
- 013 Aeroflot L-410MU
- 014 CSA IL-18E
- 015 Jet Alsace MD-83
- 016 Aeroflot AN-124
- 017 Iraqi Airways AN-12
- 018 Austrian Airlines A310

Contact: Mr. Pavol Bencik, JPB Postcards, P.O. Box 1325, 900 89 Casta, Czechoslovakia. Price: \$.25 each or all 18 for \$4 plus \$2 postage (U.S. funds)

M.K. VERTRIEB

05 Flughafen (Airport) Hannover / Loganair BAe 146

NEW-PHOTO

Air France Concorde
Interflug IL-18
Interflug IL-62M
Interflug TU-134A in landing
Interflug TU-134A ramp shot
Lufthansa Junkers JU-52 in landing
Lufthansa A320 head-on shot
Lufthansa A320 taking off
Lufthansa A320, two a/cr. on ground

Flughafen (Airport) Leipzig w/rear view
\of Lufthansa 727
D.K.C. POSTCARDS

- (All numbers prefixed A)
- 009 Romavia 707-3K1C
- 010 Guyana Airways TU-154M
- 011 Cayo Largo AN-2
- 012 Aeroflot AN-74
- 013 Flugfelag Nordurlands DHC-6-300
- 014 TAROM TU-154B
- 015 LDT Cargo IL-18D
- 016 Pamfilya DC-3C

PLANE VIEWS

- (All numbers prefixed PV-)
- 035 American Eagle ATR 42
- 036 American Eagle ATR 72
- 037 United Express (Mesa) Beech 1900
- 038 United Express (Air Wisc.) F-27
- 039 United Express (Air Wisc.) BAe 146-
- 040 Trans World Express SF-340A \300
- 041 Trans World Express Beech 1900

PRIVACY PUBLISHING HOUSE

- (Limited edition series of 500 copies.)
- (All numbers prefixed 10/90/)
- 31 Federal Express Cessna 208
- 32 TNT/Malmo Aviation BAe 146GT
- 33 Birmingham European Airways BAC1-11
- 34 Wideroe DHC-6 Twin Otter \400
- 35 Southern International Viscount 700
- 36 Aviogenex 727-200
- 37 Air Provence Int'l Gulfstream I
- 38 Sports Aeriens du Benin DHC-6

- (The following are prefixed 01/91)
- 41 Golden Air Commuter SF-340
- 42 Gofjeld Fly A.S. Cessna U206C
- 43 Jersey European DHC-6
- 44 Gill Air SG-330
- 45 Industries Air Charter Nord 262A
- 46 South East Air BN-2A Islander
- 47 Air Sardinia BN-2A Islander

PRIVATE PUBLISHER

- 09/90a Golden Horn 707-324C
- 09/90b Crossair BAe 146-200
- 09/90c TAROM 707-321C new colors



McDONNELL-DOUGLAS MD-11
Wing span 51.8 m
Length 61.2 m
Height 17.6 m
Max. Cruising speed 976 km/h
Passenger seats 236

SKYLINER CARDS

- 076 Ghana Airways Fokker F-28-2000
- 077 Germanair Fokker F-28-1000
- 078 Felita Air Services Fokker 100
- 079 Aero Venezuela DC-6B

THOUGHT-FACTORY

6 Adria Airbus A320

<<LATE ADDITIONS>>

AIRLINE ISSUES

- DLT Fokker 50, if fr co
- Lufthansa:
737-300, if fl co above coastline
747-200, if fl co in front of clouds
747-400, if fl co with flashing lights
A300-600, if fr co above farmland
A310-200, if fl co overhead shot
A310-300, if fl co above coastline
A310-300 if fl co
A320-200, if fr co 3/4 front view

(With special thanks to Josef Schmitt)

I flew British Airways to London late May and found these FISA cards at Terminal 4 at Heathrow. They may not be new, but they are available for sale through the gift stores at the airport. All are larger than Continental size.

FISA

- L-132 London Heathrow, 4-view combi scene of various aircraft
- L-133 British AW Concorde, gr fl nc
- L-138 London Heathrow, 4-view combi \scene of various aircraft
- L-153 Singapore Airlines 747-400, if fl \above clouds



TRANS WORLD EXPRESS Saab 340A

Experience the convenience of Trans World Express frequent local service or our international travel partnership with Trans World Airlines. The quiet, comfortable Saab 340 offers spacious carry-on storage, flight attendant service, and lavatory.

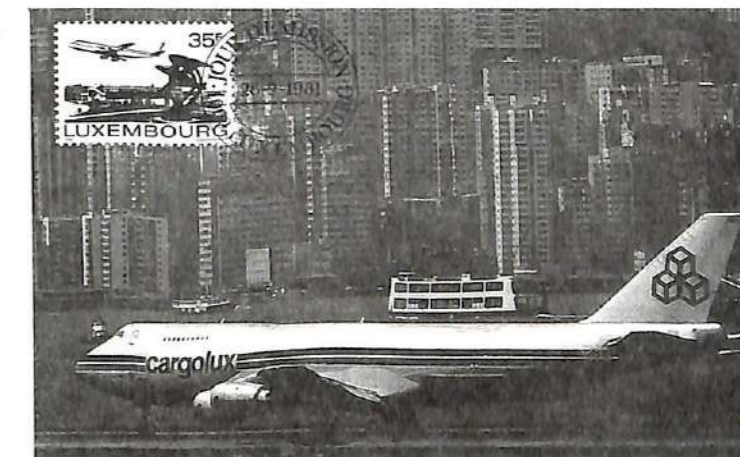
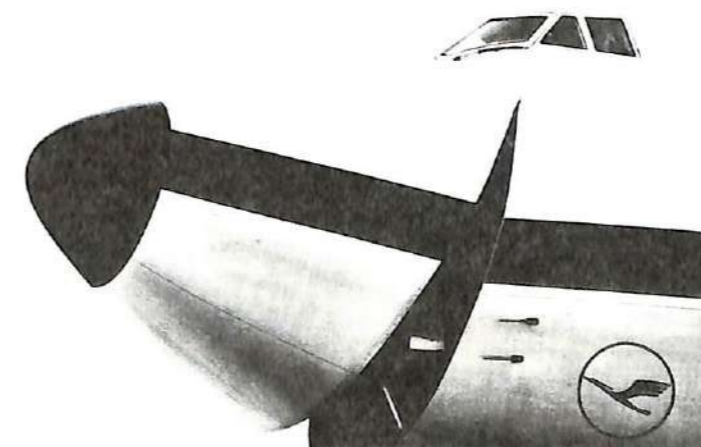
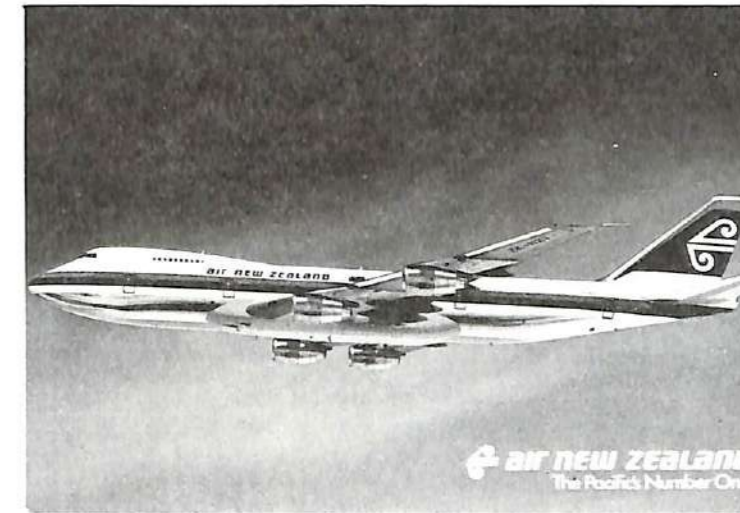
ABOVE LEFT: Artist's impression of Swissair MD-11, HB-IWA msn 48443/458.
ABOVE RIGHT: TWA Express (Metro Air Northeast) SAAB 340A, M749BA msn 340A-152.

Air New Zealand's Boeing 747s link New Zealand with London, Los Angeles, Frankfurt, Dallas, Vancouver, Honolulu, Papeete, Nadi, Sydney, Brisbane, Melbourne, Singapore, Hong Kong, Tokyo.

RIGHT: Air New Zealand 747-219B, ZK-NZW msn 22723/527.

BELOW LEFT: Lufthansa 747 shows its "big mouth"

BELOW RIGHT: Cargolux 747-2R7F (SCD), LX-DCV msn 21650/354



AROUND THE WORLD

of Airline Schedules

Copyright 1991
George W. Cearley, Jr.
William Stubkjaer

The primary feature of the schedule column in this issue is a survey of system timetables published by U.S. airlines during the year 1990. This list is limited to airlines with origins prior to deregulation, and also airlines formed after deregulation which operate pure jet equipment only.

1990 TIMETABLE SURVEY

ALASKA	Feb 25, Apr 1, Jun 4, Jul 1, Sep 4, Oct 28
ALOHA	Jan 31, Apr 1, Jul 1, Sep 4, Oct 28
AMERICA WEST	Jan 2, Apr 1, Jul 15, Sep 8, Oct 28
AMERICAN	Jan 31, Apr 1, May 1, Jun 15, Sep 15, Nov 1, Dec 15
CONTINENTAL	Feb 15, May 1, Sep 5
DELTA	Feb 1, Mar 2, Apr 1, May 1, Jun 1, Jul 1, Sep 1, Nov 1, Dec 15
DISCOVERY	Feb 1
EASTERN	Jan 5, Jan 31, Mar 2, Apr 1, May 1, Jun 1, Jul 2, Aug 1, Sep 6, Oct 1, Nov 1, Dec 2
HAWAIIAN	Jun 1 (System TT)
MIDWAY	Jan 8, Feb 15, Apr 1, May 1, Jun 1, Aug 1, Oct 1, Dec 1
MIDWEST EXPRESS	Mar 1, May 1, Oct 1, Dec 2
NORTHWEST	Jan 9, Jan 31, Mar 2, Apr 1, May 1, Jun 1, Jul 1, Sep 6, Oct 1, Oct 31, Dec 1
PAN AM	Jan 15, Apr 1, May 24, Sep 10, Oct 28
SOUTHWEST	Apr 1, Jun 1, Oct 28
TWA	Jan 14, Apr 1, May 1, Jun 1, Jul 1, Sep 9, Oct 1, Oct 28, Dec 1
UNITED	Jan 5, Feb 15, Apr 1, May 1, Jun 8, Oct 31
U S AIR	Feb 1, Mar 2, May 2, Jun 15, Jul 15, Sep 5, Nov 1

Additional information on Aloha, Eastern, Hawaiian and Midway schedule issues provided by Perry Sloan.



Notes on 1990 Schedule List at Left

ALASKA	Feb 25 and Apr 1 both honored Goodwill Games; Jun 4 introduces new image; all timetables include Horizon Air schedules; direct flight timetables also issued Apr 1, Jul 1, Sep 4, Oct 28.
ALOHA	Timetables include both Aloha and Aloha Island Air.
AMERICA WEST	Jan 2 includes new service to Houston; Apr 1 indicates now serving Boston; Jul 15, now serving DFW; Sep 8 introducing 747 service to JFK.
AMERICAN	Jan 31 includes new service to Australia (Feb 2) and New Zealand (Feb 4); Apr 1, new service to Glasgow (May 15); May 1, new service to Hong Kong (Jul 1); Jun 15 announces service to South America (ex-EA routes).
DISCOVERY	Did not start operation until Mar 25, ceased operation July 13. Only known issue is Feb 1.
HAWAIIAN	Interisland timetables issued Jan 31, Mar 2, Apr 1, Jun 1, Sep 5.
MIDWAY	Jan 8 indicates service to Toronto begins Jan 15; Dec 1 shows some reduction at PHL hub.
NORTHWEST	Frequent flyer TT issued on above dates; city TT issued on Jan 31, Apr 1, May 1, Jun 1, Sep 6, Oct 31, Dec 1; international TT known for Jun 1.
PAN AM	May 24 cover honors 60 years of service to South America.
SOUTHWEST	Apr 1 shows service to Burbank starts Apr 16; Oct 28 indicates service to Reno/Tahoe starts Nov 15.
UNITED	Feb 15 shows Atlantic Coast added as United Express, also new service to Frankfurt (May 15); Apr 1 shows new service to Paris (Aug 1), and Mesa Airlines added as United Express; Oct 31 announces 747-400, Chicago-Tokyo (Jan 8, '91).
U S AIR	Jun 15 states West added as US Air Express, also indicates new service to Frankfurt; Jul 15 announces US Air as official airline of Universal Studios.

AIRLINES International - D/FW

Airline Memorabilia Show & Sale

Saturday, April 4, 1992
9:00 am - 5:00 pm
Dealer set-up at 7:00 am

BIGGEST D/FW SHOW YET, OVER 150 TABLES
OVER 1/2 OF THE TABLES ALREADY SOLD !!

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

- * Large trade area; 7600 square feet
- * \$46 / night, up to 4 people in room (+ 11% tax)
- * Friday - Sunday Airline Employee Rate at Hotel (with I.D.)
- * 24-hour hotel shuttle (#300 on courtesy phone at baggage claim)
- * Friday night slide show
- * Hotel catered food & beverage in display area including continental breakfast and lunch
- * Door Prizes

The Kuwait Airways schedule (shown above and below) was provided by John Ziegler, and illustrates services from Kuwait City (Al Kuwait) which were operated at the time of the invasion in August 1990 by the Iraqi armies of Saddam Hussein-at-Tikriti.

From KUWAIT (KWI UTC +3)	To	Day	Time	Aircraft	Class	Remarks
To ABU DHABI (AUH UTC +4)	09:35 12:10	GF212	737 FJ	
	11:20 15:10	GF234	737 FJ	VIA DOH
	12:40 15:30	GF234	737 FJ	VIA DOH
	12:50 17:00	KU657	727 FJ	VIA DKB
To ADEN (ADE UTC +3)	12:50 15:20	KU653	727 FJ	
	16:10 20:00	GF234	737 FJ	VIA DOH
	19:45 23:45	GF234	737 FJ	VIA DOH
	20:15 00:10	GF234	737 FJ	VIA DOH
To AMMAN (AMM UTC +3)	20:15 00:25	GF234	737 FJ	VIA DOH
	21:45 01:35	KU675	727 FJ	VIA DKB
	22:00 01:55	KU671	727 FJ	VIA DOH
	22:30 02:15	KU661	727 FJ	VIA DKB
To AMSTERDAM (AMS UTC +2)	23:30 03:05	KU731	310 FJ	
	06:15 11:20	KU561	EQV FJ	
To ATHENS (ATH UTC +3)	12:25 19:30	KU177	747 FJ	VIA FRA
	09:30 14:30	KU195	EQV FJ	VIA LCA
	09:30 14:30	KU195	EQV FJ	VIA LCA
	11:30 15:15	KU197	727 FJ	
To BAGHDAD (BDA UTC +4)	11:00 13:35	KU523	EQV FJ	
	17:30 20:05	KU521	EQV FJ	
To BAHRAIN (BAH UTC +3)	06:05 09:10	GF212	737 FJ	
	13:05 14:05	KU625	727 FJ	
	17:45 19:50	GF216	EQV FJ	
To DUBAI (DXB UTC +4)	12:00 14:30	KU873	310 FJ	
	12:50 15:20	KU667	727 FJ	
	12:50 16:40	KU663	727 FJ	VIA AUH
	14:20 16:50	KU873	727 FJ	
To FRANKFURT (FRA UTC +2)	21:45 00:15	KU875	727 FJ	
	21:45 00:15	KU669	727 FJ	
	22:30 01:00	KU661	727 FJ	
	09:40 14:35	LH631	310 FCD	
To LONDON (LHR UTC +1)	10:25 15:30	LH633	AB3 FCD	
	11:15 16:25	KU173	767 FJY	
	11:15 16:25	KU175	767 FJY	
	12:15 17:35	KU175	767 FJY	
To MADRID (MAD UTC +2)	12:15 17:30	KU171	767 FJY	
	12:35 17:15	KU177	747 FJY	
	13:15 18:30	KU171	767 FJY	
	13:15 18:30	KU171	767 FJY	

To JEDDAH (JED UTC +3)	To KARACHI (KHI UTC +5)	To KHARTOUM (KRT UTC +2)	To KUALA LUMPUR (KUL UTC +8)	To LARNACA (LCA UTC +3)	To LONDON (LHR UTC +1)	To MADRID (MAD UTC +2)	To MALAGA (AGP UTC +2)	To MANILA (MNL UTC +8)	To MUSCAT (MCT UTC +4)
...

To NEW YORK (LGA UTC -4)	To NICE (NCE UTC +2)	To PARIS (CDG UTC +2)	To RIYADH (RUH UTC +3)	To ROME (FCO UTC +2)	To SAHARA (SAH UTC +0)	To SHARJAH (SHJ UTC +4)	To TRIPOLI (TIP UTC +2)	To TURIS (TUN UTC +2)
...

EVERY SATURDAY TO MALAYSIA

جدول المواعيد الصيفي
SUMMER TIMETABLE

اعتباراً من ٢٥ مارس الى ٢٧ أكتوبر ١٩٩٠
Effective From 25 March To 27 October 1990

الخطوط الجوية الكويتية
KUWAIT AIRWAYS
The Challenge and the Change

STICKER CHATTER

by DON THOMAS



#1



#2



#3



#4



#5

Once again we have received many stickers and labels from people around the world. There seems to be no end to new airlines starting up, and they all issue colorful labels for publicity purposes. But airlines with long histories are also very well aware of the publicity value these relatively inexpensive items bring them.

HECTOR CABEZAS of Germany sent a nice label from Universair of Palma de Majorca, Spain (#1). This charter airline operates four 737s on flights to this vacation spot in the Balearic Islands in the Mediterranean, off the east coast of Spain.

The Emirates label (#2) came from DAVID WILLIAMSON of British Columbia, Canada. It is in plastic and reversed, intended to be stuck to the inside of a car window. It had to be peeled off and stuck on plastic to show it properly. This same la-

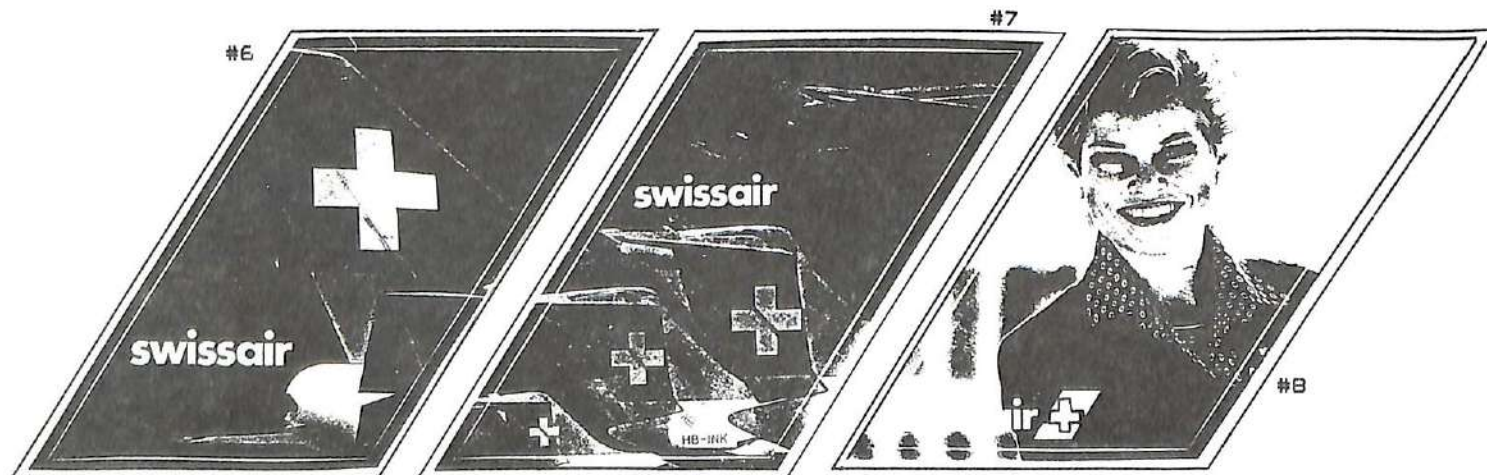
bel of the "International Airline of the United Arab Emirates" comes also as a sticker, in more than one size.

Two of the three Air Atlantique labels (#3,4,5) also come in reverse. They are #3, showing a Bristol 170 Freighter, and #4 with a DC-6 (actually, it is a DC-6A or DC-6A/B, the airline doesn't operate the short-fuse-

lage DC-6). Label #5 is a regular peel-off one showing a DC-3.

I wonder if all three labels come in reverse and regular versions?

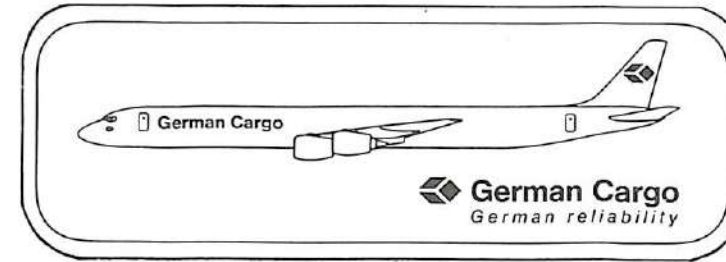
Swissair came out with three new stickers in unusual shapes. #6 shows the tail end of their 747, #7 those of the MD-81 and



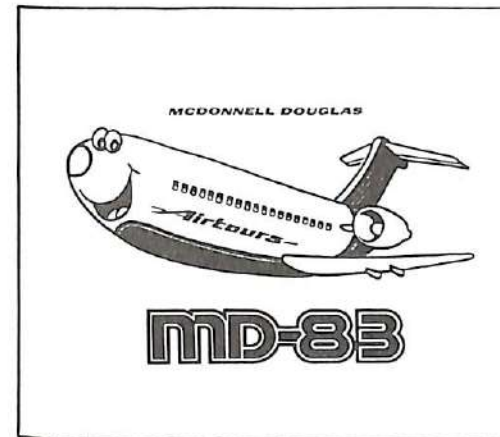
#6

#7

#8



#9



#11

#8 is a photo of a blonde stewardess. Swissair has a reputation for good service.

BILL DEMAREST sent in a German Cargo Label (#9). The airline flies with the DC-8-73F and is a subsidiary of Lufthansa, another airline with a fine reputation.

From RON FAIRCLOUTH of England came several interesting new and nearly-new issues. Princess Air (#10) was a short-lived airline based at Southend Airport. It ceased operations last February.

Airtours (#11) is based at Manchester and uses a fleet of MD-83s for charter flights. Alpenair (#12) is from Vienna, Austria. It has a fleet of executive jets and helicopters for charter work. Shown are two Cessna 550 Citation II aircraft. This label is white on blue.

KLM, which probably has more varieties of labels printed than any other airline, issued this one in 1988 (#13) to celebrate 50 years of service into



#10

Manchester. The label shows a DC-2 and is in blue and white, as are most of KLM's labels.

Braathens S.A.F.E. of Norway has this 737-200 label (#14), with dark blue background.



#12

Their 737-400 label was illustrated in the previous issue of the CAPTAIN'S LOG. It is reprinted here (#15) because the reproduction in that issue was much too dark.

S.A.F.E. stands for "South American and Far Eastern". When the airline was founded after WW2, it had ambitions to start scheduled services to those parts of the world. But when SAS was formed, the governments of Sweden, Norway and Denmark assigned international traffic rights to that airline.

Icelandair came up with this beautiful label showing a seagull (#16). The background of this label is blue, with the form of Iceland in a darker blue (outlined in black here for clarity).



#13



#16



#14



#15

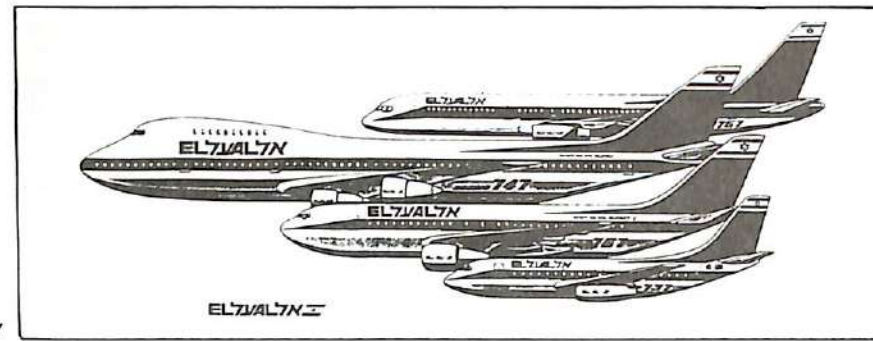
MARVIN GOLDMAN of Ricksville, N.Y., sent in a new El Al label which shows a gaggle of Boeing aircraft, all flying in too close formation (#17). This label is in blue and white. El Al's air mail sticker is blue, red, yellow and white (#18).

DAVE CHERKIS found two new CSA labels from Czechoslovakia. The TU-154M (#19) looks like the Boeing 727. This label is red, white and black on a silver background. The "fly OK/CSA" label (#20) is white on red. "OK" in this label refers to the nationality marks for the country.

HELIO BASTOS SALMON, an aviation photographer in Brazil, sent in a couple of older labels. The one from Aerolineas Peruanas S.A. (APSA) comes in large and small sizes, and also in silver, as well as multi-colored, as is this decal (#21). APSA was one of the airlines founded by C.N. Shelton in 1956 and lasted almost 20 years. It was taken over by AeroPeru.

The other label from Helio is from Panair do Brasil (#22). "Jato" stands for "jet" in Portuguese, not for "jet-assisted take off. It was being used as late as 1965, when the Brazilian government closed down Panair and let it be taken over by Varig. I happened to be in Rio de Janeiro at the time and I remember the pickets around the Panair office of people distressed at losing their jobs.

The next two labels are nice ones. HENK HEIDEN of Holland sent them. The Dutch spell "wide world" as "wijde wereld". The translation of the text on the 767 label (#23) says: "Air Holland travels world wide". The other Air Holland label, showing a 757 (#24) says "Only 5 years old, but we can't be kept down". Both labels are in the blue, orange and white colors of the airline, with the flowers at the bottom of #23 in purple and red.



#17



#18



#20



#19



#21



#24



#22



#23

Canadian Airlines International and Air Canada (#25) each have Airbus A320 labels now. On both the background is white, with the usual wide silver border.

I received a request recently from someone who has a doorknob marked "Shushan Air Port". He wanted to know its source, but could find only that Shushan was part of an ancient section of Iran or Iraq. The Teterboro and Bradley airport museums were unable to help him, so he turned to the WAHS. No problem! Shushan Air Port was the airport for New Orleans in the 1930s, probably named after a mayor of the city, or a state governor. I well remember it from when I was a labor organizer for our Radio Officer's Union back then and went aboard all the U.S. ships in port. Shushan was later demolished for housing and Moisant became the new New Orleans airport.

PAT McCOLLAM sent in the Mesa Airlines BIL (#26). It is green on white, but don't put it in water. The green color will dissolve. Bill also sent in the Skywest BIL, a cardboard tag (#27).

USAir has put a little color in its BILs (#28). The latest is dated 10/89 and has the "US" in red and the "Air" in blue, with the rest of the printing black.

Look for the review of Herman Van Dyk's latest catalog of Baggage Identification Labels in the "Bookcase" section of this issue of the CAPTAIN'S LOG. This volume 2 deals with Europe and the Middle East, and is well-worth having.



#25

HELP us HELP you
By ...

1. Putting identification inside and outside your luggage.
2. Reporting your luggage problems promptly.
3. Locking your luggage.
4. Checking your luggage 30 minutes prior to flight time.
5. Never putting money, valuables, keys, or medicines in your luggage.

#26

mesa airlines

Name _____
Address _____
City _____ State _____ ZIP _____
Phone _____

USAir This is the property of

NAME NOM _____
STREET RUE _____
CITY VILLE _____
STATE PROVINCE _____
TELEPHONE _____

Fly the USA on USAir!

17734
10/89

#27



The stickers below, all issued by Fokker of The Netherlands, are a few years old. They were added by the Editor to fill up the space on the page. All three are all in the dark-blue and orange colors of most Fokker stickers. Colors of the ribbon at the bottom of the "Fokker Balloon Team" sticker is in red, white and blue, the colors of the Dutch national flag.



103



WHAT IS IT?

by KEN TAYLOR

Response to "What Is It?" in the DEC 90 issue of the CAPTAIN'S LOG has been a bit low. I urge all who can help identify some or all of the items in that and other columns, to drop me a line. Even if you don't have all the information, write anyway. Someone else may come forward with the remainder of the details.

I did receive a letter from "Wings and Things" Editor Dick Koran about the Civil Air Transport medallion shown in the CAPTAIN'S LOG of DEC 90 (#1).

He said the Chinese characters at the top of the obverse side (the side with the dragon) refer to Civil Air Transport, the airline started by Gen. Claire Chennault. The bottom row of characters says "47th year of the new Republic of China". The first year of the new republic was 1911, therefore the 47th year corresponds with 1958. The Mandarin Flight was the luxury service operated by CAT's DC-6B from 1958. From JUN 61 the service was operated by the Convair CV-990. The question about the meaning of the medallion has been asked before and the medallion and explanation also appeared in Dick Koran's column in the CAPTAIN'S LOG, of MAR 89.

Next are a set of new questions and puzzles. I hope you can help.

I begin with is a jacket wing from that second-generation airline, National Parks Airways (#2). Is any reader familiar with National Parks Airways? Where did it operate, when, what aircraft did it use and how many? Does anyone have a cap badge or uniform coat button of this airline?

The following are the cap badge and jacket wing of Northwest Airlines (#3, 4). My question is: how long were these in use?

The following three items are pilot cap badges of British Overseas Airways Corp. (BOAC) (#5,6,7) Can anyone date them?

The next question is short: who was or is CCAS (#8)?

#9 shows a silver metal Queen's crown cap badge of British type, with a blue en-



#1



#5



#6



#8



104



#2



#3



#4



#7

#9



amel ribbon along the bottom. The text reads CIVIL AVIATION DEPARTMENT NIGERIA. What is the purpose of the badge and why does it have a Star of David?

Another short question: Who or what is K2 (#10)?

This leather badge of Aeroport du Paris (#11) was obtained at a flea market in Santa Barbara, California. The text at top and bottom and the diamond are yellow. The letters in the diamond are red and the wings are blue on brown leather. This badge is 5.5 in. (14.3 cm) across. What is its purpose?

The pin (#12) shows a trident and its mirror image plus the letters TWA. It is an Equator-crossing memento on a TWA Starstream Jet. When was it issued?

The next question was to be about this very-well made Jimmie Allen BA Flying Cadet wing (#13). I wanted to ask what, when and where? But before this column was finished, a friend, Bruce Gowans of Calgary, who has written a comprehensive history of early aviation in southern Alberta, got into the discussion. It turned out a friend of his, Roy Staniland, has a booklet that was published by British American Oil in 1938, and it provided the answers.

The Jimmie Allen Club was an organization of pilots-to-be, with Jimmie Allen being the Commander of a radio program that broadcast exciting aviation stories for Canadian boys. The radio program and the Jimmie Allen Club were introduced to young Canadian radio listeners in the autumn of 1937. It was sponsored by the British American Oil Company, with BA service stations serving as local headquarters. Boys could file their membership applications at these local BA service stations. Examinations regarding flying airplanes, and aviation in general, were held at the stations following each weekly radio program. The exams were processed in Toronto and when a boy had reached a certain level of knowledge and had built certain aircraft models, he was awarded his Wings. Girls also took part and a number of wings were awarded to girls who met the requirements.

The club and the radio programs operated in 1938 and 1939.

As a matter of interest, the Calgary Herald newspaper of 24 SEP 38 reported that more than 8,000 people attended the Jimmie Allen model airplane con-

test. And again, on 09 AUG 39, more than 3,000 people attended the contest at the Calgary Airport.

I have two wings which are virtually the same. One is made of pewter and the other in a very fine, high-relief die stamping. Thank you, Bruce and Roy, for solving this problem for me.

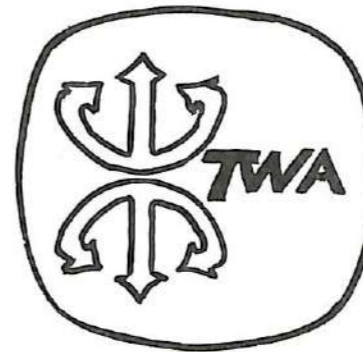
If you have any "What Is Its" in your collection, why not send me a clear Xerox copy or photograph (B&W or color, but no color slides). Chances are good there is someone among the readers of the CAPTAIN'S LOG who can identify it and can provide you with the details you have been seeking.



#10



#11



#12



#13

FROM THE EDITOR:

I can help with two of the items in this "What Is It" column by Ken Taylor (JG).

National Parks Airways was formed at Salt Lake City, Utah, by Alfred Frank on 30 DEC 27. On 01 MAY 28 NPA began a passenger service to Pocatello, Idaho. It was extended to Great Falls, Montana on 01 AUG 28 via

Idaho Falls, Butte and Helena. Also on 01 AUG 28 NPA obtained a mail contract for the route, CAM 26. The 509-mile long route (820 km) was flown with three Fokker Universal passenger aircraft and two Stearman C3MB biplanes for mail. They carried the triangular logo that is shown, on the fuselage, with "National Parks" to the left and "Airways, Inc." to the right.

An application to expand the mail contract to include Missoula and Billings, both in Montana, were rejected by Postmaster General Walter Folger Brown.

The name of the airline was changed to Alfred Frank, Inc.

in JUN 34 and the company was taken over by Western Air Express on 01 AUG 37. (With thanks to "Airlines of the United States since 1914" by Ron Davies.)

The second answer I can provide is only a partial one: The Northwest Airlines badge came into use sometime after 16 APR 34. On that date Northwest Airways changed its name to Northwest Airlines. However, the badge or logo adopted at that time showed a different wing and different border. The badge or logo shown in this column definitely has a more-modern appearance. By 1946 Northwest was using a badge or logo with the letters "NWA" in the center of the wing. Perhaps Stan Baumwald, our Junior Crew Insignia Editor, can fill us in a little more. After all, he spent a large part of his career flying for Northwest.

The Northwest Airlines wing is also shown in Dick Koran's "Wings and Things" column in the CAPTAIN'S LOG of DEC 88, p.37. The wing was the one "as worn by today's air crews", Dick wrote, with the word "AIR" sitting on the Equator. (A previous version of the wing had the Equator running through the word "AIR").

By BOB FELD

On 06 MAY 49 Pacific Southwest Airlines started operations with one leased DC-3 between San Diego and Oakland. Kenneth Friedkin, the founder and president, brought Romona Tower on board as the first stewardess.

The first PSA uniform consisted of a khaki two-piece suit and a white blouse with Peter Pan collar. Dark brown 3" high-heel shoes completed the ensemble. On the left breast she wore a half-wing of gold bullion on a brown background.

As styles changed throughout the years, so did the uniforms.

Between 1970 and 1973 the PSA stewardess wore a mini-dress and jacket ensemble of orange and pink. The hat was orange felt in the shape of a heart. Orange patent knee-high boots or low-heel shoes completed the uniform.

With a new airplane, the Lockheed L-1011, PSA again changed uniforms while retaining the mini-look. The uniform was a mini-dress and jacket ensemble. One version had a red dress with pink and orange trim (shown), the other a pink dress with red and orange trim. Hot pants could also be worn under the jacket. These were red. The accessories consisted of a red felt Garbo-style hat, red knee-high, high-heeled boots and a red purse. This uniform was worn between 1974 and 1976.

06 MAY 80 brought another uniform change, this time to the business look. The uniform consisted of many mix-and-match items. Shown is a burgundy jacket, vest and skirt, and a light burgundy blouse. Completing the uniform were a leather burgundy shoulder strap purse and low-heel shoes, also in burgundy. This uniform was phased out on 05 MAY 84.

The next day brought a new uniform. It offered numerous mix-and-match items in plum and hot pink. Shown is a plum blazer and skirt, a hot-pink blouse and black leather high-heel pumps. This uniform was worn until PSA merged with USAir on 01 APR 88.



1970-1973

1974-1976

PSA

PACIFIC SOUTHWEST AIRLINES

UNIFORMS of PSA

PSA

PACIFIC SOUTHWEST AIRLINES

1980-1984

1984-1988



Con-Air

The Airline You Don't Want To Fly With!

By JOOP GERRITSMAN

Con-Air operates across the entire United States, but you can't buy a ticket for any of its services. It serves dozens of destinations on a scheduled basis, but the Official Airline Guide doesn't list any of these.

As far as airlines go, Con-Air is unique. It is definitely a "no frills" airline, with a zero-dollar advertising budget, drab cabins, a ban on carry-on luggage, in-flight meals of bologna sandwiches with fruit punch poured from a plastic pitcher and flight attendants armed with shotguns. They won't even let you select your seat. Instead, they tell you where to sit, and that is where you sit. Passengers wear handcuffs and waist chains and sometimes leg irons also.

Arriving aircraft are met by several vans, each crewed by three armed people who surround the aircraft and watch the passengers deplane.

But then, you wouldn't want to fly Con-Air if you had a choice. "Con-Air" is the nickname for the aviation division of the U.S. Marshal Service's National Prisoner Transportation System.

Operating an ex-FAA Boeing 727 and another one leased, plus several Cessnas, Beeches and Pipers seized from criminals, Con-Air transports tens of thousands of prisoners each year between federal penitentiaries, or from the place of their arrest to their trial, or back to prison from court.

From the moment the aircraft takes off to the moment it lands, the passengers are watched continuously by the cabin crew of U.S. Marshals, U.S. Bureau of Prisons officials and a medical assistant. The number of cabin crew is determined by the number of prisoners on board.

Moving federal prisoners has always been done by the U.S. Marshals. They are responsible for the transportation, co-ordination and custody of federal prisoners from the time of their arrest to the moment they are delivered to a prison to serve their sentence. In the 19th century this transport took place in special horse-drawn prison vans. Next came automobiles, trucks and buses. But over longer distances, the airplane is much more efficient because travel times are shorter and fewer marshals are needed en-route to watch over prisoners. After all, no prisoner is going to bolt when he is on board a 727 several thousand feet up in the air. But just in case, stun guns and other arms are stashed in secret compartments in the cabin and cockpit.

With information provided by Howard Grant, Dominick Falzone and the Contra Costa Times. Photos by Terry Anderson, Elliot Greenman and Charles E. Stewart. Many thanks to all of you!



(Above) Boeing 727-61 c/n 19176/290 started flying with the FAA in JUL 66 as N127 and became N27 in NOV 76. It was photographed by Charles Stewart at Oklahoma City (OKC) on 13 JUN 80.

(Below) 19176 went to the U.S. Marshals Service in JUN 85 as N2777. Terry Anderson photographed it at Terminal C, Kansas City (MCI) in the late 1980s. The FAA titles were gone from the tail and so was its coat of arms on the nose, with the double cheatline (see photo above) running straight through. Note the "VIP" service provided by the marshal in the foreground, armed with a shotgun. Several more were posted around the 727, Terry said.



(Above) Lockheed L-188A Electra N7135C c/n 1046, was delivered new to Western Airlines in MAY 59. It served with the U.S. Marshal Service on prisoner transport when photographed at its Oklahoma City (OKC) base by Charles Stewart on 08 MAY 79.

(Below) Fairchild-Hiller FH-227D, N2784R c/n 573 was with the Energy Research and Development Administration when photographed at Pittsburgh, PA (PIT), by Elliot Greenman on 02 MAR 77. It operated with the U.S. Marshals in the mid-1980s.



JUNIOR CREW INSIGNIA

by STAN BAUMWALD

To start, I want to give credit to all those who have sent me wings and information for this and all previous columns. Without you, writing the column would be a painful process, but you all make it easy and a pleasure.

Let's begin with DAVE CHERKIS. He sent me the LAB wing (#1). LAB stands for Lloyd Aereo Boliviano and it is the flag carrier of Bolivia in South America. This attractive and large wing is made of plastic with a blue background with gold highlights and a pin back. It is very handsome and is almost a replica of the real pilot's wing of the airline.

Dave also sent the "Flightcraft" pilot wing (#2), but without an explanation. I imag-

(Top to bottom):
#1. Lloyd Aereo Boliviano,
#2. Flightcraft, #7. Pan Am.

ine it is a flying school, but where?

The Conquest Airlines wing (#3) was sent by BARBARA FREEMAN of Texas. I wrote about this wing before, but at that time I had only a poor Xerox copy. Now, here is a photo of this wing. It is made of plastic and has a pin back. The colors are mostly gray with pink and black highlights. I understand that only 1,000 of these were made, so it should be a desirable item.

My good trader-friend JOHN COLLENTINE was down to sunny Florida to visit his daughter and as usual, he called me and we had another profitable swap session ... profitable for both of us. He found a new ALM wing (#4). This one is without the stars, but other than that, it is the same as ALM-1 shown in the Junior Crew Member Wings Book.

By the way, I encourage anyone visiting south Florida to call me and, if you don't have time to visit, at least chat a bit on the phone. Now that I am retired, I will have a bit more free time.

I even found one new wing on my own. In April I went to the Sun and Fun Fly-In at Lakeland, FL for two days of solid exposure to airplanes. For those who don't know, Sun and Fun is just like Oshkosh, except on a smaller scale. In any case, I was able to obtain wing #5. This was difficult to get because it was given only to pilots who flew to this week-long event in a classic or experimental airplane. The wing was presented to them when they registered at the EAA check-in desk.

(Top to bottom):
#3. Conquest Airlines #4. ALM #5. Sun 'n Fun Fly-In, #6. Northwest Airl.



I made trade with TONY LOPEZ of California. With his great collection, he had a need for one of the wings in my collection and I had a great need for one he had. A trade was made and now you can see NWA-2, a Junior Stewardess wing as shown in the Junior Crew Member Wings book (#6). Normally I won't show a wing here that is already in the book, but as the one shown there is from a poor Xerox, I felt this is a good time to break the rule. The rumor is that there are only three of these known to exist. If you have one, please let me know, so we can get a count on this rare piece.

Also, Tony included a Pan Am wing (#7) which I had not seen before and therefore it will be an addition to the book. This wing is like Pan Am-5 but with notable exceptions. Pan Am -5 in the book has a box surrounding the word PAN AM and the one shown here, has not (I knew this wing existed, as reported in previous columns). It also does not have a blue color in the bottom part of the wing where the words "Junior Clipper Stewardess" are. In other words there are two variations: one with blue in the bottom and one with gold only. Also, in the version shown here there is blue in the center of the letter "p" and around the "M".

Back to Dave Cherkis. He asked to print two of the Aeroflot wings (#8 and #9) which were incorrectly described in a previous issue. The first one shows a flight attendant bee helping an older bee onto the aircraft and the second shows a smiling stewardess serving refreshments. These are part of a set of six about which I have talked before.

Dave also came up with a China Airlines wing (#10), World Airways (#11), Ansett (#12) and an "unknown" (#13). I have no details on material or colors for #10, 11 and 12, but the "unknown" is in gold with a light blue logo. If anyone of you who read this, can identify it, please drop me a line and I will be happy to publish the name in the CAPTAIN'S LOG. That is one of the main reasons of existence for the CAPTAIN'S LOG: to be a forum of exchange of information, so that we all learn a bit more about our respective hobbies.

Now for some bad news. I have two other wings to write about, but when I was putting this column together, I was in the process of moving (what a mess!) and my correspondence was already packed away. My



#8



#9



#10

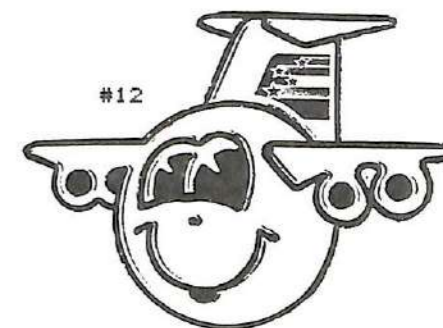
notes show that Sutton has an SWA wing and I have an antique dealer who may have found a "new" UAL wing. Unfortunately, these will have to wait for the next column, after I have unpacked.

For the information of followers and correspondents of this column and my friends, I moved in early June to: 10240 Vestal Ct., Coral Springs, FL 33071. My new telephone number is (305) 752-1462, effective 12 JUN. Our new home is only a few miles from where we lived before, but I have one room here for a hobby room that should be big enough for all my junk. At least, that's what Brandy says, but I doubt it.

That is all for now. Happy collecting and keep the information coming.



#11



#12



#13

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

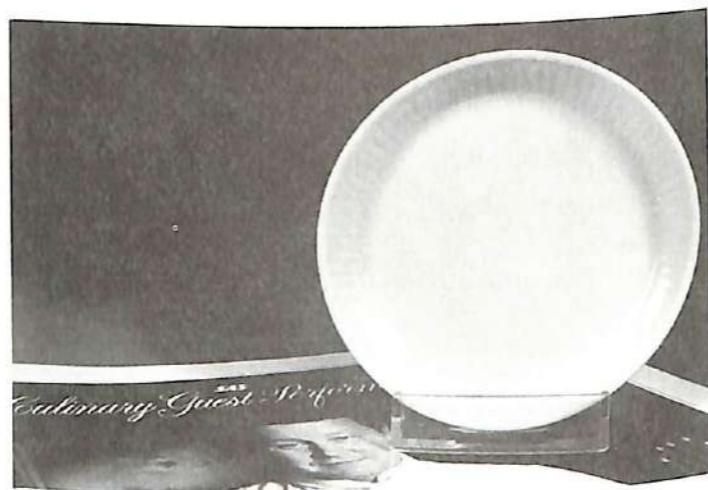
Today many food items, such as butter, salt, pepper, mustard, mayonnaise and so on, are pre-portioned and prepackaged to save labor costs and increase shelf life.

However, passengers who travel in business, club or first-class are not subjected to the nuisance of having to peel back the foil cover of a tiny butter container, or tearing off the end of a mustard packet (and you know how you always get some of that mustard on your fingers no matter how careful you are during this tearing and squeezing maneuver).

Passengers "up front" are spared this messy process because most world-wide airlines provided individual condiment dishes or butter pats. Such small ceramic items fall into the same category as salt & pepper shakers, nut dishes, flower vases and chop stick holders. Royal Doulton of England (a leading china manufacturer) calls them a butter dish or butter pad.

These specially-shaped pieces of china are usually favorites among collectors. Because they are smaller than other dining items, they display well and require less shelf display space. Oh, did I forget to mention that just maybe these smaller items are easier to obtain? I think you know what I mean.

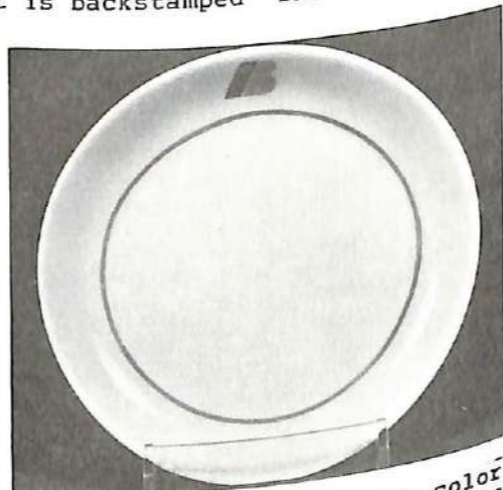
Let's show a few examples of butter pads, some older, but most of current use.



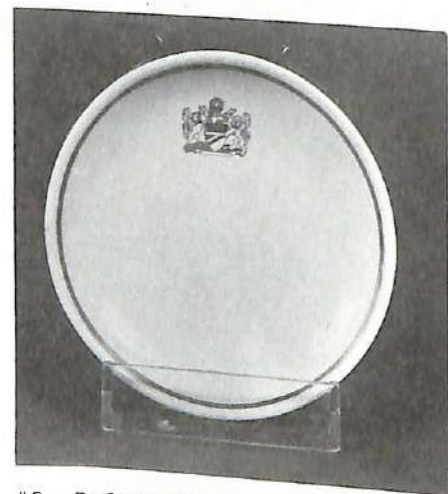
#1. Used by SAS, this is made by Royal Copenhagen and is a plain white china but with ripple design along the edge. It is backstamped "SAS" in blue.



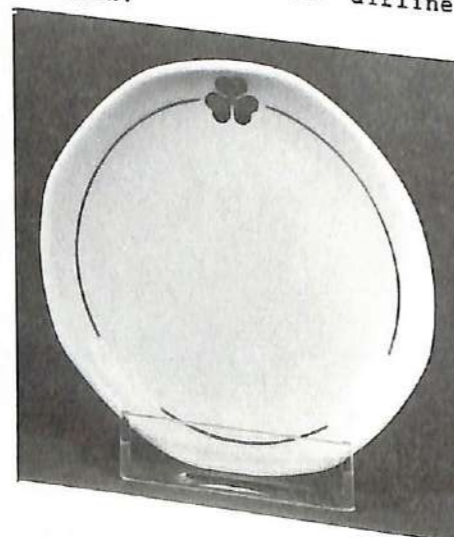
#4 This piece was made for Lufthansa by Rosenthal of Germany. The pattern is gray and the piece carries no airline backmark.



#5. To match the exterior color of their airplanes, Iberia of Spain uses this red and rust-orange pattern for their food service. The piece is not backmarked and it is made by Santa Clara of Spain.



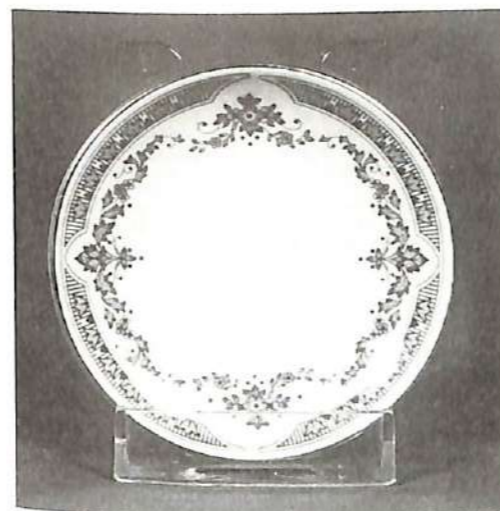
#2. Before the current British Airways china was placed into service a couple of year ago, BA used this pattern, decorated with burnished-gold. It was made by Royal Doulton. The pieces are usually backmarked British Airways.



#3 Aer Lingus of Ireland at present uses this Shamrock Gold pattern in their first-class service. It is decorated in bright gold and made by Royal TARA of Ireland. The pieces are usually backmarked "Property of Aer Lingus".



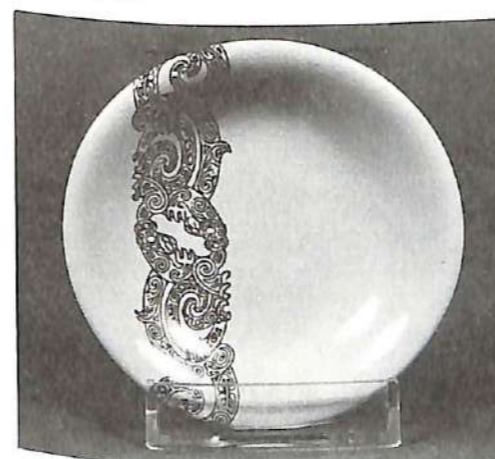
#6. Air India features this plain white china with their logo in burnished gold on the top. Most pieces are backmarked Air-India. This china was made by Nakazato.



#8. This multi-colored blue, cobalt and pink pattern was supplied by Hutschenreuther China of Germany and is in use on those Kuwait Airways aircraft that are still flying. The piece shown is backmarked with the airline name. Other, larger pieces, such as plates, carry the airline name on the top of the chinaware too.

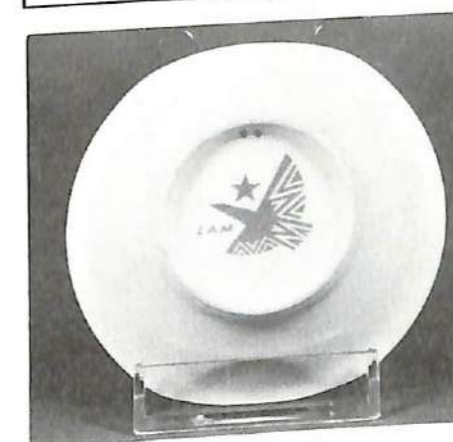


#7. Wardair of Canada pattern is a very delicate design, featuring rose, tan, brown and gold as colors. It was made by Royal Doulton of England and the pieces are usually backmarked "WD" which stands for Wardair.

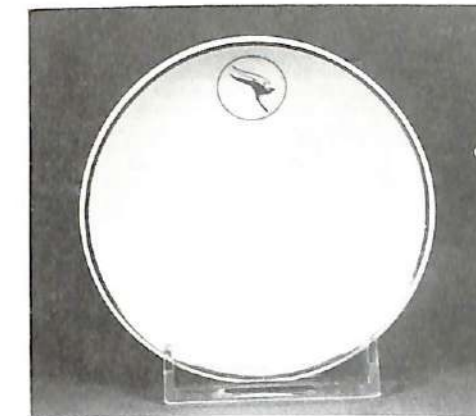


#9. Air New Zealand used this turquoise and brown pattern some years ago. For a long time I only found butter pads in this decoration, but recently I have been able to obtain a complete place setting of this pattern.

If you have an unusual piece of china that you would like to have pictured in the CAPTAIN'S LOG, please let me know.



#10. This plain white china of Linhas Aereas de Mocambique is only backstamped with the airline logo. It was made by Bernardaud in Limoges, France.



#11. Wedgwood China of England made this Qantas piece. The design is burnished gold and most of the carrier's china is backmarked with the Qantas name.



WAHS member Henk Heiden of Holland does quite a bit of travelling, both for his employer and for himself. A couple of years ago, when on the Island of Aruba in the Caribbean, he photographed this sign in a shopping mall in the capital Oranjestad. The sign belongs to a bookstore by that name, Henk wrote.

BOOKCASE



KLM VLEEGTUIGEN (KLM AIRCRAFT)

Author: Bart van der Klaauw (1990).
 Publisher: De Alk, Alkmaar, Holland, available from: Hoekman, Postbus 36, 4400 AA - Yerseke, Holland. Price: Dutch Fl.49.90 + fl.10.- foreign P&H (roughly U.S.\$35 total by I.M.O. Slightly higher when paid by cheque because of foreign bank conversion charges.) Hardcover, 144 pages, 8"x11.5" (21x29.5 cm), Approx. 275 B&W photos + 24 in color.

(Review by Joon Gerritsma)

In nearly 300 photographs printed on high-quality, glossy stock, every aircraft type ever operated by KLM Royal Dutch Airlines is illustrated, from the DH-9 of 1919/1920 to the Boeing 747-400 of today, including the pre-WW2 series of European Fokkers and Koolhovens, the DC-2, DC-3 and the DC-5(1), Lockheed L-14, even the Stearman Hammond Y light aircraft with nosewheel. It was bought in 1937 to prepare KLM pilots for the nosewheel-equipped DC-4, DC-5 and Fokker F-24 that were to join the fleet.

The post-World War 2 fleet included war-surplus Dakotas and Skymasters, followed by the new DC-4-1009 to DC-10, Constellations, Super Constellations and Electras, the Vickers Viscount, Boeing 737 and 747, Airbus 310 and Fokker F-27, 28 and 100. All are illustrated by a multitude of photographs.

Also included are aircraft of KLM's domestic and regional subsidiaries and its helicopter and cartography divisions and there are a complete fleet list of all KLM aircraft since the airline's founding in 1919, a series of photos of aircraft in hybrid liveries and a description of KLM liveries over the years. However, all photographs are in black and white, many taken by the author himself over the years.

It is a relief to note that only 11 photos of the total have been "mutated" by being placed over two adjoining pages. It makes it almost acceptable that two of my favorite shots (a Fokker F-VIII in the West Indies and a CV-240 at Amsterdam) are among them.

To fully enjoy the descriptions for each type and the details of the routes they operated, you should have a basic knowledge of the Dutch language. But it is not so bad if you don't. The text is definitely secondary. Even people who do not understand the language will have no trouble enjoying this fine book, just for the photographs.

The author is the senior aviation journalist in Holland and a former editor of one of the country's major aviation magazines of its time. Now semi-retired, he has remained active as a free-lancer and in this book he has put a part of his vast collection of photographs to great use.

JET AIRLINERS OF THE WORLD 1990

Editor: C.J. Chatfield in collaboration with 10 others (1990).

Publisher: Air-Britain (Historians) Ltd., Tonbridge, Kent, England and available from their Sales Dept., 5 Bradley Rd., Upper Norwood, London SE19 3ET, England.

Softcover, 336 pages (7" x 9" 1/7 x 23 cm), four photos on the cover only.

Price: Br.£9.- for A-B members, Br.£13.50 for others, by I.M.O. Slightly higher when paid by cheque because of foreign bank conversion charges.

(Review by Joon Gerritsma)

This is another in the thoroughly researched monographs Air-Britain has become justly famous for. It is a

straightforward compilation of the production lists of all 50 basic types of commercial jet airliners built since the deHavilland Comet (first flight 27 JUL 49) and up to FEB 90. Soviet aircraft are also included. For each type are given the construction or manufacturer's serial number (c/n or msn), Series, most-recent registration, last known owner/operator and previous identities where known. Registrations allocated but not taken up are listed in brackets.

For example: Fokker F-28, c/n 11226, Srs 4000, Most-recent regn. N477AU, last known owner/operator US Air, previous IDs PH-EZB (N283MP) N119UR.

Two extensive master indexes in the back help you find any particular aircraft quickly in the lists. Also, for Boeing aircraft a Line no.-c/n cross-reference follows the production lists, while the line numbers for Douglas and McDonnell-Douglas aircraft have been included in the main production lists.

I regret the book does not list the names of previous owners/operators and doesn't give dates when aircraft changed hands.

The only photos are the four color shots on the front and back covers.

A must for fleet and production list enthusiasts.



L-R, from: "KLM Vliegtuigen", "Jet Airliners of the World" and "Superprops"

SUPERPROPS Classic Flying Freighters

Compiled, edited and designed by Richard and Janette Widdows, with photographs by: Stephen Piercey, Phillip Wallick, David Oliver, Austin J. Brown & Mark R. Wagner, Karl-Heinz Morawietz & Jorg Weier, 1990.

Publisher: Osprey Publishing Ltd., 59 Grosvenor Street, London, England W1X 9DA. Hardcover, 240 p (9"x11.5"/23 x 29 cm), nearly 450 clr photos

(Review by Joon Gerritsma)

This is one of the nicest "coffee table books" on commercial airliners I have seen for some time. It is filled to the brim with glorious color photographs of old propeller airliners still serving in many remote and not-so-remote corners of the world, including Convairs, the DC Constellations and Connies & Super C-97s and B-17s (cargo carriers in South America, forest fire fighters in California). Even such purely military types as the Privateer, C-119, C-123 and Nep-service somewhere are shown. (But there is not a single Martin twin!)

The text includes only general captions for the photos, with few technical and operational details. I regret that

many photographs were mutilated by being spread over two pages, a thing I absolutely loathe. I much prefer to see a photograph reproduced a little smaller so it fits on one page than seeing it massacred by having it straddle the gutter between two pages.

One caution: these photos have been previously published in Osprey titles "Sky Truck" and "Sky Truck 2" (Stephen Piercey), "Fire Bombers" (Phillip Wallick), "Big Props" and "Miami Props" (Austin J. Brown and Mark R. Wagner), "Alaskan Props" (Karl-Heinz Morawietz & Jorg Weier) and "Bush Flying" (David Oliver).

CATALOG OF AIRLINE BAGGAGE I.D. LABELS Volume 2

Author: Herman Van Dyk, 1991.
 Publisher: self-published by the author, 7 Birchwood Ave., Peabody, MA 01960, USA
 Price: US \$11 per copy, plus US \$3 postage in U.S. and Canada, US \$5 overseas.
 (Review by Don Thomas)

This is the second volume of Mr. Van Dyk's detailed catalog of BILs (Baggage Identification Labels). Vol.1 covered the USA and Canada and this Vol.2 covers Europe and the Middle East.

This is a labor of love. Mr. Van Dyk must be the world's authority in BILs and anyone who has visited his table at any Airliners International convention can attest to this. Missing items can be added to a collection at little expense. Collecting BILs does have advantages. If you bother the reservation clerks at the airport check-in counters for advertising or promotional labels, such as beautiful old-time gummed baggage labels, you get nowhere. The airlines seldom print such labels anymore and if they did, the staff have no time. When they do receive a batch of stickers featuring their latest Boeing or Airbus airplane, they pass them out to their employees or to their salesmen who visit the tour agencies, I believe. In any event, they just never seem available to the public.

However, collecting BILs is easy. Just pass along every counter of every airline at any airport and pick up a BIL or a handful of them. If they are not out, any clerk will look up some later for you. Then, come back a few months and you'll find the design has been changed, or the airline has gone bankrupt, and new airlines have appeared. Some of these plain-looking BILs of the small commuter airlines which have disappeared after a few months, are now really rare, since so few people collect-

ted them when they were available. Such collecting can be fun.

These catalogues are easily used by a collector. Both sides of a cardboard BIL are shown, which has not been possible in the regular Air Transport Label Catalog. An index of all BILs listed is at the end of this catalog. A space is provided behind each identification letter. By using these spaces for checkmarks, a collector can make a record of all BILs in his collection. A photostatic copy of this record can now be given to any fellow collector for trading purposes, provided, of course, that both have the catalog.

New BIL issues may be sent to Mr. van Dyk, as well as to Don Thomas, for inclusion in their respective catalogues.

SOVIET SST The Techno-politics of the Tupolev-144

Author: Howard Moon (1989)
 Publisher: Orion Books, Div. of Crown Publishers, Inc., 201 East 50th Street, New York, NY 10022, USA.
 Price: U.S. \$24.95.
 Hardcover, 276 pages 5.5" x 9" (15 x 22.5 cm), 43 B&W photos and a few drawings.
 (Review by Joon Gerritsma)

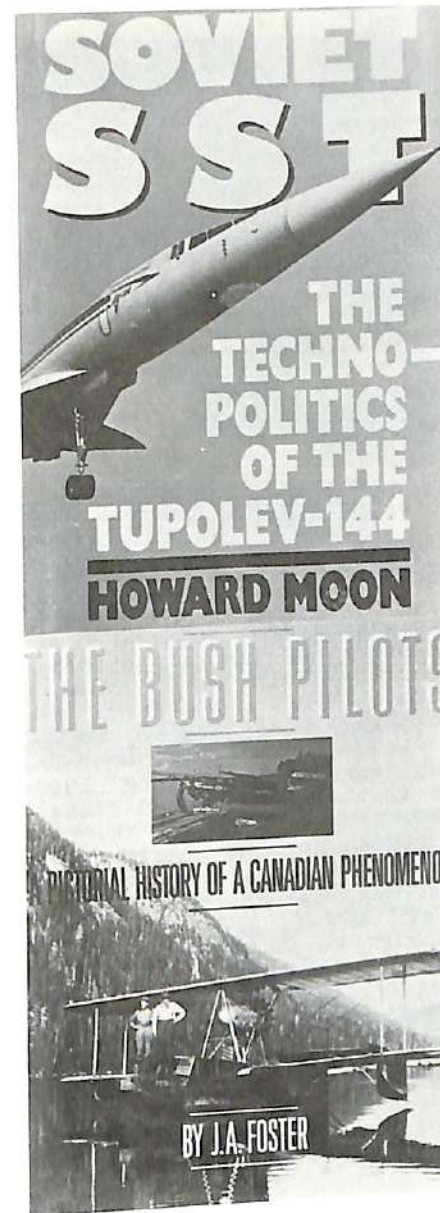
A fascinating book! The author delves into the technical and political development of the TU-144, the world's first flying supersonic airliner. But he also explains the reasons for its failure. A failure involving technological, economic and political reasons.

Moon shows how the Soviets were not able to master the complex technology required to build and operate large supersonic aircraft and their engines. This resulted in extremely poor operating economics. But the drawn-out and painful struggle to get the TU-144 in operation was just as much the result of political decisions in Moscow, where leaders continued to see the TU-144 as an instrument of domestic and international prestige. Government leaders for many years just could not accept the harsh truth that the aircraft had turned into a "magnificent failure" in all respects, unlike its Western counterpart, the Concorde, which has become a technical success, if not a financial one.

In the beginning Soviet leaders were not very keen on the TU-144, but once sold on it, they clung to it tenaciously because they felt admitting its failure would be equal to admitting failure of the entire Soviet system, or as Moon says, "it took Soviet ruling circles several years to develop enthusiasm for the SST, many years more to recognize its shortcomings, and several years more to cancel it" and "The Soviet apparatus is slow to cut losses and acknowledges mistaken strategic decisions rarely, sometimes only twenty to thirty years after the fact." (both p.236). Several publicly announced deadlines for the TU-144 to enter scheduled service passed without anything happening, and even Aeroflot gave up on the aircraft long before the government did.

Moon shows how the Soviets in the early 1970s tried to acquire British-French Concorde engine technology to improve the TU-144's NK-144 engines. They failed because the West knew the engines could also power the Soviets' strategic "Blackjack" bomber. Like the TU-144, the Blackjack also lacked an intercontinental range by a substantial margin.

The causes of crashes of two TU-144s (a prototype at the Paris Air Show in 1973 and a production aircraft in the Soviet Union) are described in detail (for as much as this is possible with Soviet secrecy); the detail changes to the aircraft between the showing of the first publicity scale models in Paris in 1965 and the ultimate production TU-144 of the fall of 1972 are documented. They were an obvious sign the Soviets were having problems. Approximately a dozen and a half TU-144s were built and they are individually listed in an appendix.



THE BUSH PILOTS A Pictorial History of a Canadian Phenomenon

Author: J.A. Foster, 1990.
 Publisher: McClelland & Stewart, Inc., 481 University Ave., Toronto, Ont. Canada M5G 2E9.
 Hardcover 224 pages (7.5"x10"/19x25 cm), 186 B&W photos.
 Price: Can.\$29.95
 (Reviewed by Joon Gerritsma)

I really enjoy this book with its many photographs of the 1920s and 1930s bush planes and bush flying in Canada's north. The author tells the history of barnstorming and bush flying in Canada through the stories of the pilots who made that history. Names like Wop May, Fred McCall (who once landed his Curtiss Jenny on top of a carousel at the Calgary Stampede Exhibition grounds), Punch Dickins, airline tycoon James Richardson of Western Canada Airways and later Canadian Airways, Grant McConnachie of Canadian Pacific Airways, Stan McMillan, Albert Hollick-Kenyon and many, many more.

The text, however, is clearly aimed at the younger reader. The stories are well-known and they are not told in great depth. But I for one am happy to have it, just for the glorious photographs alone.

These photos show the Fokkers, Fairchilds, Bellancas, Junkers and other types of those pioneering days. Even Max Ward of post-WW2 fame is included, and so are the DHC Beavers, Piper Super Cubs and other "modern" aircraft that carry on the tradition.

The section about Ward contains the only slip-up that I have been able to find: in the photo on p.203 Ward takes delivery of a Dash-7, not a Twin Otter.

If your interest lies in bush flying and its adventures, this book is for you.

THE ELECTRA STORY Aviation's Greatest Mystery

Author: Robert J. Serling, 1991.
 Publisher: Bantam Books, New York, N.Y. Softcover pocket book, 192 pages, some drawings.
 Price: U.S. 4.95.

The 1963 hardcover edition of Serling's book, published by Doubleday, is long sold out and a good second-hand copy (if you are lucky enough to find one) sets you back a great deal of money. I know! I found one, but had to beg off for the price. Bantam is therefore to be commended for re-publishing this classic in its Air & Space Series at a low price everyone can afford.

Mr. Serling discusses at great length the technical detective work that went into solving two mysterious Electra crashes, Braniff Flight 542 at Buffalo, TX, on 29 SEP 59, and Northwest Orient Flight 710 at Tell City, IN, 17 MAR 60. It was finally determined "whirl mode" was responsible. This is a vibration of the engine induced by a jolt, of the nature caused for instance by clear-air turbulence. If not dampened soon, these vibrations are transferred to the wing and weaken it to the point where it breaks off.

It sounds simple in these few words, but you've got to read the book to learn about the fascinating technical sleuthing that went on to discover this. I read the book in session, simply could not put it down before I had finished.

This pocket edition does not include the photographs of the original edition, but it does have the technical drawings of the original.

I must challenge a statement by the author on p.60. The U.S. Navy did not operate the Orion anti-submarine version of the Electra on 23 MAR 60, the day an Electra operators conference was called by FAA head "Pete" Quesada to discuss grounding the Electra. By that time only an aerodynamic prototype (converted from

This book is the first time this reviewer has seen in print his own belief that there were two TU-144 prototypes instead of one, as the Soviets made us believe. Since I have never seen a registration that could have applied to that second prototype, I was never able to explain why I believed this. Moon, however, has a simple answer: based on work published by the well-known British aviation writer Bill Gunston, he says both prototypes had the same registration "for crash insurance" (p.239). I wish I had thought of it!

"Soviet SST" contains dozens of footnotes for each chapter, referring to the wide variety of sources Moon has drawn from, and a useful glossary of Soviet terms and acronyms, as well as an extensive index. A great book.

I am disappointed, however, with the photographic content. Granted, this is primarily a technical and political history of the TU-144, not a pictorial one, but, Mr. Publisher, once you decided to include photographs, you might as well have done a good job of it! The choice of photos is poor and their reproduction even worse. Many photos are from official (and unofficial?) Soviet sources and it is probably excusable they are not of the finest quality to begin with. But the finest quality taken in the West suffer heavily from poor reproduction.

However, forget the photos. This book is worth every penny, just for its text. Get it, you'll love it!

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

My apologies for the long absence of the playing card column. I have been so busy working and taking the children to their various sports games on weekends that I just could not seem to make the time to do the column. The other reason is that I can not obtain much in the way of new decks. As always if you have new decks to report please send me a deck, a card or a clear Xerox copy so we can confirm the issue of these new cards. Even if you have only heard talk of new decks, please drop me a line and I will follow up on it.

In keeping with the subject matter in this issue, I thought I'd show some cards showing the Boeing 747 on their backs.

I start with Air New Zealand which has the 747 flying left to right through clouds. Note that this card is substantially smaller than standard cards: only 2.5 x 1.75 in (6.3 x 4.4 cm). Most cards are approximately 3.5 x 2.25 in (9 x 5.75 cm) in size.

Next is Alia, the Royal Jordanian Airline. This card has a white outer border and red inner border. The aircraft is flying left to right.

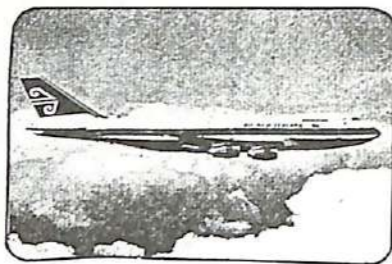
Korean Air has issued different decks illustrating their 747, over the years. I am showing you the old and current color schemes. The old card is turned long ways and in both the aircraft is flying right to left. The background of the old card shows a coastal scene, while in the new card the aircraft is flying over a snow-capped mountain range, not unlike many Boeing publicity photos taken over Mt. Rainier.

Kuwait Airways issued a deck in the 1970s with their 747 against a cloud background. The card has a white border.

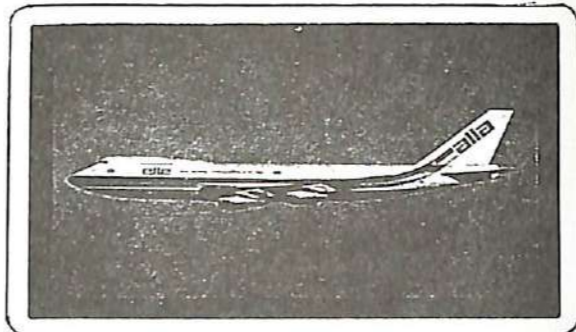
Qantas did issue a matching pair of decks with the silhouette of a 747 flying toward the sun. One deck has a blue background (shown), the other an orange one.

Saudia of Saudi Arabia has issued various decks illustrating their 747, 747SP (shown here) and L-1011.

The Singapore Airlines card shows one of their 747 taxiing on the ground. The card has a black border and the main color of the picture is orange. The SIA logo in the lower right corner is in gold.



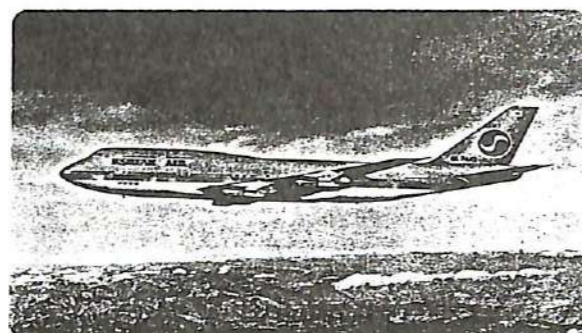
Air New Zealand



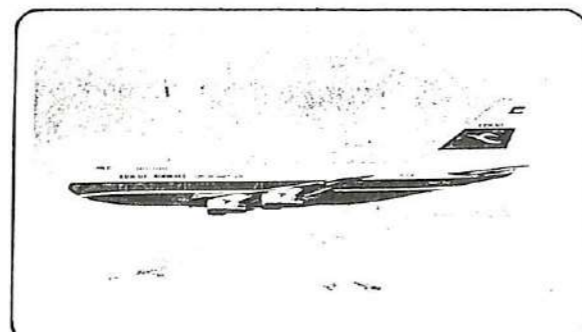
Alia, The Royal Jordanian Airline



Korean Air Lines (old colors)



Korean Airlines (current colors)



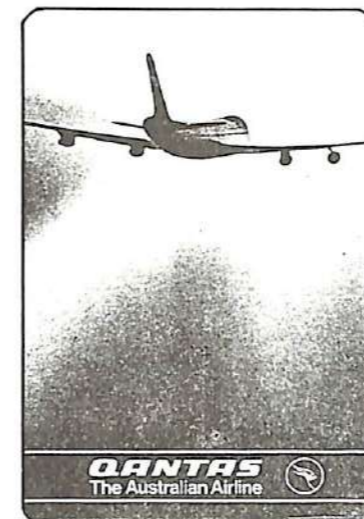
Kuwait Airways

TWA issued two different 747 decks in their collector series in the 1970s. One shows the aircraft flying to the left and the other has in in opposite direction. Both cards have a white border and black bar with white text along the bottom.

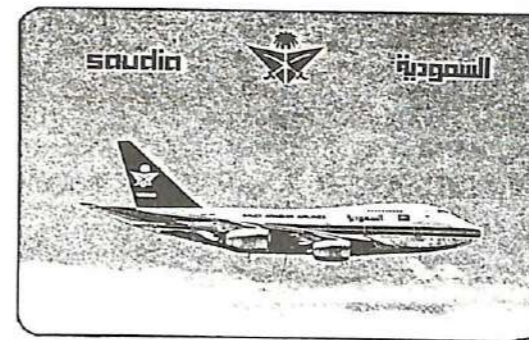
Japan Air Lines issued the same decks in the late 1960s and in the 1970s with different insert cards showing the 747 and DC-8 in the early days. These cards have been shown in previous issues of the CAPTAIN'S LOG.

I hope you enjoy these examples of cards illustrating the Boeing 747.

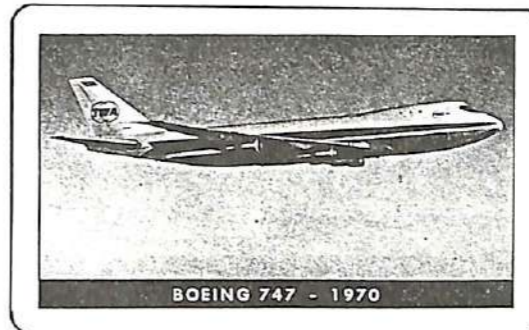
The next time I will show new decks issued by Federal Express and Japan Air Lines. Until then: Happy Collecting.



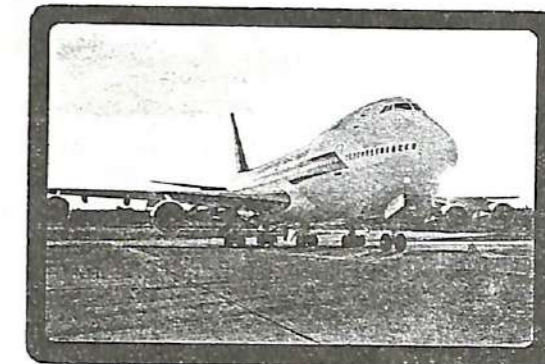
Qantas



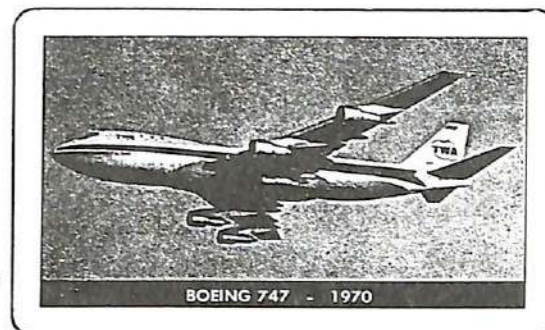
Saudia



(TWA)



Singapore Airlines



BOEING 747 - 1970

BOOKCASE

Continued from p.113

an Electra) and one Orion prototype had flown. It is also not true (p.158) the French Caravelle was the only "plane" (I presume Serling means "airliner") that had operated cargo only for a while before being cleared for passenger service. By that time, the Russians had for many years already operated their new airliners on cargo-only services only for some months or even years, to iron out any problems.

If you don't have the original edition of "The Electra Story", this is your chance to get the book anyway. Buy it!

THE LAST OF THE BUSH PILOTS PIONEER BUSH PILOT BLAZE OF NOON

Publisher: Bantam Books, New York, N.Y. Softcover pocket books, 192 pages, some drawings of pioneer aircraft in each. Price: U.S. 4.95 each.

Three more softcover pocket books in the Bantam Air & Space Series.

"The Last of the Bush Pilots" by Halmon Helmericks traces his career as a bush pilot, also in Alaska, and is interwoven with experiences by others.

"Pioneer Bush Pilot" by Ira Harkey is about the life and flying of Noel Wien, famous in Alaska to this day.

"Blaze of Noon" by Ernest K. Gann is about the early days of the air mail in the USA. It is a fictional account of how the four MacDonal brothers found themselves being air mail pilots, but the story is based on pure facts, as we are accustomed to from Gann.

All three titles have been published before, respectively in 1969, 1974 and 1946.

The other seven current titles in the Air & Space series have no connection with airline aviation.

The other seven current titles in the Air & Space series have no connection with airline aviation.



WAALHAVEN 1920-1940

Author: J.L. Areense (1990)
Publisher: De Bataafsche Leeuw, Amsterdam, available from: H. de Weerd Bookstore, Middellaan 34, 7314 GC Apeldoorn, Holland.
Price: Dutch Fl.30.- (roughly U.S.\$15.- by I.M.O. Slightly higher when paid by cheque because of foreign bank conversion charges. P&H extra. Softcover, 112 pages, 8"x 12" (21 x 30 cm), 131 B&W photos, maps and diagrams. (Review by Joop Gerritsma)

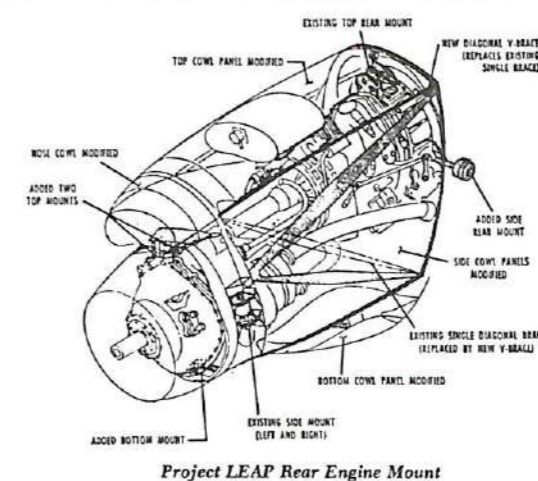
This is a very specialized book about the history of Waalhaven Airport, near Rotterdam, Holland. While Rotterdam is the largest transshipment seaport in the world, its airport has always operated in the deep and long shadow of Schiphol Airport at Amsterdam, the Dutch capital.

Waalhaven was KLM's maintenance base for most of the years between the two World Wars. It was included in KLM's domestic network and on some services to England, Belgium and France. Frits Koolhoven (CAPTAIN'S LOG 16/4, DEC 90) established his factory here in 1927.

Located south of the city, Waalhaven was destroyed by German bombers during Hitler's onslaught on Holland in MAY 40 and was never rebuilt. Today Rotterdam is served by Zestienhoven Airport to the north of the city.

There are many nice photographs of KLM Fokkers and Koolhovens and of between-the-wars Dutch light aircraft, but you definitely must have a good knowledge of the Dutch language to find this book useful.

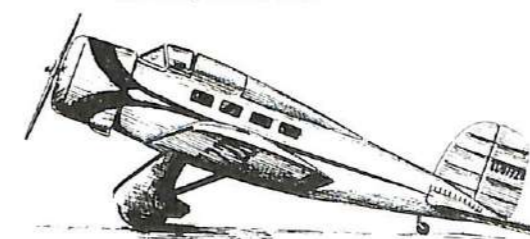
PLEASE NOTE: Before ordering books directly from overseas by mail, you may wish to contact the publisher and/or book seller mentioned and ask about availability, price (exchange rates do vary from day to day) and postage and handling charges. Your bank or post office can advise you on how to send money to a foreign country. You should not assume that cheques or money orders in the currency of your home country, are acceptable in the country where the book comes from. And if they are, there are often fees attached to cashing them. -JG



Project LEAP Rear Engine Mount

Above: from "The Electra Story"

Below: from "Pioneer Bush Pilot" (The Story of Noel Wien)



Lockheed Orion

more EASTERN strike buttons

By AL TASCA

This is a second series of EAL/IAM strike-related Anti-Lorenzo airline collectibles. The first series was published in the MAR 89 issue of the CAPTAIN'S LOG.

Along with the Eastern strike items I will also show some buttons from other striking unions which I picked up while travelling with the TWU (Transport Workers Union) caravan. The TWU represented Eastern's flight attendants. This was a motor caravan that left Miami on 20 AUG 89 and travelled to 15 cities to promote our (IAM/TWU) cause. It ended with us being up in front of the Labor Day parade on 04 SEP and then on to Washington for one final rally. During the course of the trip, many of our anti-Lorenzo buttons were either sold to members of other unions or traded for their own labor dispute buttons. Because of this, it was not uncommon to see striking Eastern employees wearing labor dispute buttons from other striking unions. This also goes for T-shirts.

Let me start by making one correction to the previous article. I was told the '83 button in Fig.5 (shown here again) is not as stated, but reflected the year that Continental Airlines filed for bankruptcy. (A)

Now the new items: (Note: all buttons are 2.25"/5.7 cm in diameter, unless otherwise specified.)

Fig.1 compares Frank Borman (former EAL president) with Frank Lorenzo. Flamingo color with black letters.

Fig.2. S.O.S. (Suspension of Service) refers to when the pilots were trying to get a national shutdown by all ALPA pilots of all the airlines. White with black letters.

Fig.3 was issued by ALPA to show that they honored and walked with the IAM and TWU on the picket line. White with medium blue letters. The ribbon is black-lined with medium blue logo in black-outlined circle.

Fig.4. A button reflecting the new program that Eastern came out with when they offered undertakers frequent flyer bonus mileage if they shipped human remains on Eastern. Very light purple (orchid?) with black letters and skeleton. Also comes in pink and black.



Editor's note:

In its JUN 89 issue, the CAPTAIN'S LOG, published illustrations of several special stickers, lapel pins, buttons etc. that were issued by the International Association of Machinists and Aerospace Workers. They all related to their struggle with Eastern Air Lines.

The union had struck EAL on 04 MAR 89 and Al Tasca quickly rounded up a dozen items and submitted them.

The CAPTAIN'S LOG published this material, not to take sides in the dispute, but to alert collectors to the fact the items were available and that nobody at that time could predict for how long they would be.

The column, however, generated several negative comments, both in writing and in personal discussions. People said the CAPTAIN'S LOG had taken sides in the dispute by publishing this material.

I said then and I still say today those comments could not have been farther from the truth. But to avoid further controversy, I decided right then to hold a second batch of these EAL/IAM strike items until after the dispute was resolved, in one way or

another.

Late on Friday, 18 JAN 91, Eastern Air Lines shut down for good, ending 62 years of operations, most of these as one of America's principal and truly great airlines.

I do not intend to comment on all actions and counter-actions that led to this. Other people, far more qualified on the subject than I am, will no doubt continue to have plenty to say about it for years to come. All I am saying here is that I, as an airline enthusiast, deeply regret it came to this. I also feel extremely sorry for all people involved, people who lost their jobs and who have to start all over again, many from scratch.

However, with the sad demise of Eastern Air Lines, I feel freed from the voluntary restraint on publishing in the CAPTAIN'S LOG the second batch of EAL/IAM strike memorabilia submitted by Mr. Tasca back in 1989. Again, this is not a showing of where our sympathies lie. It is merely a matter of recording the existence of these items for those collectors who are interested in them. -JG

Fig.5 reflects the dissatisfaction of the unions when Lorenzo tried to liquidate Eastern without first negotiating with them. White with black writing and red buster sign.

Fig.6 was given to me by an Orlando flight attendant while we were picketing at MCO, Green with white letters.

Fig.7. "STRIKE" button. Unlike the labeled-over button in Fig.6 of my previous article, this is a real button. Bright orange with black letters.

Fig.8 reflects the battle cry of the three Eastern unions: "ONE DAY LONGER" than Frank Lorenzo. White with red letters.

Fig.9. are encouragement buttons for all three unions. Flamingo with black letters.

Fig.10. Lorenzo buster button. Same as the button in Fig. 7 of the previous article, only larger. White with black letters and red buster sign.

Fig.11. Same as above, but "honors" EAL president Phil Bakes. Same colors.

Fig.12. Dracula (Lorenzo) being warded off by the Statue of Liberty. Black with a white background. 1.75 x 2.75" (4.5 x 7 cm).

Fig.13. Lorenzo's chain of command: the three Stooges. White with black letters and black & white pictures.

Fig.14 shows that a Frank is really a Weenie. White with black writing and black & white picture.

Fig.15. FYF - Frank, You're Fired, or anything else that you want it to mean - use your own imagination. White with black letters.

Fig.16. SYF - Screw you Frank. White with black letters and black & white picture and screw.

Fig.17. Reflects Joe Ritchie's attempt to buy Eastern. (If the Howard group had still been interested by this time, it would have read "We're powered by Howard".) Light green with black letters.

Fig.18. This is not a button, but a clicker used to bug the scabs as they passed by. White with black letters and red buster sign.

Fig.19. Another "Frank is a Weenie" button made by an IAM member in the Borman days. Only 500 of these were made. Bright orange with black writing. 3" (7.6 cm) diameter.

Fig.20. Reflects when Frank Borman wanted to continue the 3.5% wage give-back program. Cheaply hand-made. Probably the only one around. White with black letters. 3" (7.5 cm) dia.

Fig.21. Reflects Borman's statement that 3.5 % of our salary was equivalent to one or



#10



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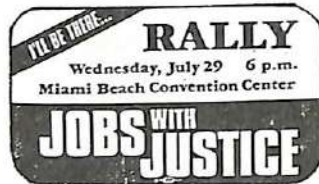
#24

two six-packs of beer a week. This statement was strongly resented, especially by the non-drinkers. Red and white. 3" (7.6 cm) diameter.

Fig.22. Put out during the wage-for-stock investment program when all the employee groups were working together to make a company they were part-owner of, as profitable as possible. Dark blue with white letters.

Fig.23. As the above, but in white with dark blue letters.

Fig.24. "My hat's in the ring". Shows Eastern Air Lines employee 20-year service pin in the center. White with blue letters. The hat is done in red, white and blue with a gold ring around it.



#25



#26



#27

Fig.25. Issued and given out at the "Jobs With Justice" rally. Done in white and brown. 1.75 x 2.75" (4.75 x 7 cm).

Fig.26. Another "Jobs With Justice" rally button. Dark blue with white letters.

Fig.27. "Mine is on the line" shows a butt sitting on a line. I was told that this reflects the time when employees were being reprimanded or even fired for just about any reason. Yellow and black.

THE FOLLOWING BUTTONS ARE SELF-EXPLANATORY.

Fig.28. white with black letters.

Fig.29. White with black "proud" and "union" and red "to be".

Fig.30. White with black "what" and red "IAM"s. Period is also black.

Fig.31. White with black "are" and daisies, red "scabs" and "scum".

Fig.32. White, red letters.

Fig.33. White with black letters.

Fig.34. White with dark blue letters, red heart and red, white and blue flag.

Fig.35. Pale yellow and black. Also in pink and black.

Fig.36. White and black. Also in pale yellow and black.

Fig.37. White and black. Also in golden yellow and black.

Fig.38. Black and white. Has a matching T-shirt also.

Fig.39. Golden yellow and black.

Fig.40. White and red.

Fig.41. White with dark blue letters, except for "Lorenzo?" which is in red. Flag is red, white and blue. 3" (7.6 cm) diameter.

Fig.42. White with black letters and red buster sign.

Fig.43. White with black letters and red buster sign.

Fig.44. White and black.

Fig.45. Red with white letters. 3" (7.6 cm) diameter.

Fig.46. Dark blue sticker with white letters, stuck over another button.

Fig.47. Button with white letters on a darker blue than above.

Fig.48. Bryan campaign button. White and green. (Note: Charlie Bryan was the president of the IAM local at Eastern.)

Fig.49. White with red heart and blue letters. 1.75" (4.5 cm) diameter.

Fig.50. Sticker over a button for a 1982 solidarity day. Done in red, white and blue.



#42



#43



#44



#45



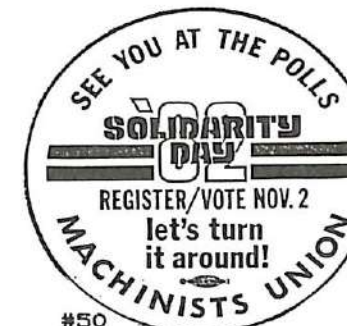
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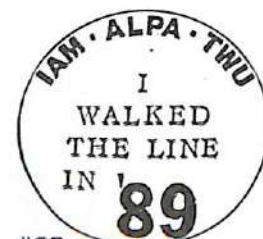
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#54

THE FOLLOWING ARE NOT IAM ISSUES:

Fig.51. Yellow with black face and red tongue.
Fig.52. Red, black letters.
Fig.53. Red, white letters.
Fig.54. White with red stop sign and white letters.



#28



#29



#30



#31



#32



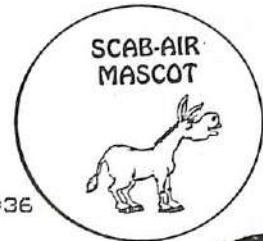
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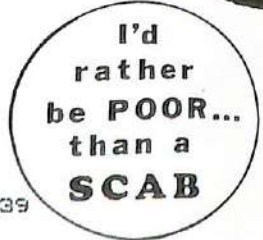
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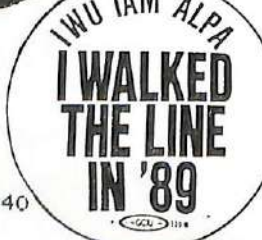
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#41



118



IN MEMORIAM

EASTERN AIR LINES

Eastern DC-8-61 and a DC-9-10. Public relations photos of this nature, putting the largest aircraft in the fleet alongside the smallest, so that the largest will look even larger, were popular in the 1970s and 1980s.

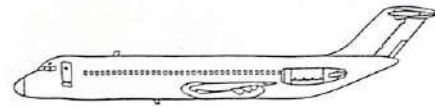
(Eastern photo via Joop Gerritsma)

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MEETINGS & CONVENTIONS

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

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



17 AUG 91 (Saturday)
MINNEAPOLIS, Minnesota

Midwest Airlines Expo. Comfort Inn, 1321 East 78th Street, Bloomington, MN 55425. Show open 0900-1600 hrs. Trading, buying, selling of airline memorabilia. As a show feature, Jack Butz will display a portion of his personal collection of airline memorabilia. Show adm. \$3 at the door. Ch. under 12 free. Display tables \$18 (incl 2 adult adm.). Contact Rita Runyon, 901 Main St., Hopkins, MN 55343, Ph. (612) 435-8927
Hotel ph. (612) 854-3400. For reservations: 1-800-221-2222, rates for show \$39/day. Free airport shuttle service.



07 SEP 91 (Saturday)
NEWARK, New Jersey

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



Between mid-SEP & mid-OCT 91
ERLANGER, Kentucky

OKI (Ohio-Kentucky-Indiana) airline memorabilia flea market. Best Western Hotel, Erlanger. Special room rates and free bus shuttle from Greater Cincinnati Int'l Airport. No date set yet, but scheduled sometime between mid-SEP and mid-OCT. A "test" meeting on 16 MAR was successful. Hospitality room (Friday night only), trade room set-up Friday night. If you want to be on their mailing list, send your name and address to OKI Jetliners, 3381 Apple Tree Lane, Erlanger, KY 41018.

AirlineExpo
Atlanta '91



21 SEP 91 (Saturday)
ATLANTA, Georgia

Airline Expo, "North America's Best One-Day Airline Show" Sharon Atlanta Airport Hotel, 1325 Virginia Ave., Atlanta, GA 30337. Special conv. room rate \$55 S & D. Ph 1-800-325-3535 for conv. guests. Regular rate quoted, special rate given on check-in. Free airport shuttle. Show open 0900-1700 hrs. Adm. \$3 at the door, Ch. under 12 free. Model contest, trading, buying, selling of memorabilia, slide shows displays, trivia contest, door prizes all day.

Los Angeles Airliner Xpo

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

05 OCT 91 (Saturday)
LOS ANGELES, California

Airliner Xpo. Viscount Hotel, LAX (Note revised date and location!) Adm \$4 at the door. For more details and info on table rent, write Airliner Xpo at P.O. Box 820, Seal Beach, CA 90740-0820 or phone John Dekker (714) 841-4446 or Tina Williams at (213) 598-4033.



BAY AREA AIRLINE
HISTORICAL SOCIETY

12 OCT 91 (Saturday)
SAN FRANCISCO, California

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

13 OCT 91 (Sunday)
MANCHESTER, England

First Manchester International Aviation Enthusiast's Convention, presented by Flightdeck. The Heald Green Hotel, Finney Lane, Heald Green, Cheshire. Show times 100-1700 hrs. Adm. 50 p. For more info and for table reservations: write Sue Fairbotham, Flightdeck, The Airband Shop, 192 Wilmslow Road, Heald Green, Cheshire SK8 3BH, England. Ph. (061) 499-9350, Fax (061) 499-9349

26 OCT 91 (Saturday)
MIAMI, Florida

Florida Airline Historical Association Memorabilia Show. Ramada Hotel, (MIA-East side) NW 22 St, Miami, FL 33142, Ph. (305) 871-1700. Show hours 0930-1630 hrs. Details and table res info from Don and Linda Levine, 1836 NE 213 Lane, Miami, FL 33179, Ph (305) 935-1791 or (305) 935-2922.

02 NOV 91 (Saturday)
WASHINGTON, D.C.

The first Washington, D.C. Airline Collectibles Show Howard Johnson National Airport Hotel, 2650 Jefferson Davis Highway, Arlington, VA 22202. Rooms \$55 per night, Res. 1-800-654-2000 (mention Airline Collectibles Show). Free shuttle bus from National Airport. Show open 0900-1700 hrs. Buy, trade, sell of airline memorabilia and collectibles. Adm \$3 at door, Ch under 12 free. Display tables \$20 each (incl. 2 adm). Table set-up at 0700 hrs. Write or phone Fred Chan, P.O. Box 473, Burtonsville, MD 20866, Ph (301) 381-4626, or Tony Trapp, 608 Valley Sr SE, Vienna, VA 22180, Ph (703) 938-0175.

04 APR 92 (Saturday)
DALLAS, Texas

Airlines International DFW Airline Memorabilia Show and Sale, Holiday Inn, DFW Airport NORTH, 4441 Highway 114 at Esters Road (Between DFW and Belt Line Road). Show open 0900-1700 hrs. Dealer set-up 0700 hrs. Info: George Cearley Jr., P.O. Box 12312, Dallas, TX 75225.

25 APR 92 (Saturday)
CHICAGO, Illinois

Airliner and Aviation Show. Sofitel Hotel. Show open 0800-1800 hrs. Table booking discount before 01 NOV 91. Details from Linda Dickerson (708) 854-1152.

15-16 MAY 92 (Fri-Sat)
PHOENIX, Arizona

Airline Southwest Expo, Holiday Inn Airport (PHX), 4300 East Washington. Show open Fri: 1700-2200 hrs (Dealer set-up at 1700 hrs), Sat: 0900-1700 hrs (Dealer set-up 0700 hrs). Adm. \$3- per day, \$4- for both days, payable at door. Tables \$20. Hotel res: (602) 273-7778 (ask for Candice for Expo rate \$49 S, \$59 D). Bus trips to Davis-Monthan AFB or Marana Airpark on Fri for \$25 round trip. For more info and tables: Alan B. Merkle, 107 East St. John, Phoenix, AZ 85022, Ph (602) 993-8276.

24-28 JUN 92 (Wed-Sun)
ORANGE COUNTY, California

Airliners International '92. The Hyatt, Irvine (SNA) DC-2 and DC-3 flights will be offered. Details: Airliners Int'l '92, Box 820, Seal Beach, CA 90740-0820 or John Dekker Ph. (714) 841-4446, Fax (714) 848-4445, or Tom Williams Ph. (213) 598-4033.

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

DENVER, Colorado

Colorado Airliners International AMR Combs facility at Stapleton Airport at 7 p.m. Meetings. Speakers, films, trading & more on the program. For info write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. Please note: On occasion the meeting takes place on a day other than the last Tuesday of the month. Check with CAI before making travel and hotel reservations.



Flite-Line postcard No 185 features Boeing 727-264 of Mexicana "pink tail with purple design." New card obtained at Airliners Int'l 91.

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

by

Paul F. Collins

Airliners International "91" is now history and everyone is looking forward to going to California in 1992 and Washington, D.C. in 1993. The AI 91 committee did a super job hosting this grand affair. I did not believe that there would be much of a walk-in trade at the convention this year, but due to the hard work of the committee, the convention had tremendous media coverage and the folks in the area responded! As far as vendors, there was just about anything you collect available from those selling material. It's hard to believe, but each convention just seems to get better than the previous ones held. There will be a complete story on the AI "91" show in the next issue of the "LOG"--Joop did not have time to get all the film developed for this issue! Be sure to catch all the convention coverage in the next issue.

It was certainly nice to meet all the old friends that stopped by the Society table at the convention. I would like to thank all those that inquired about my health. The kinds words expressed were greatly appreciated. Due to the media coverage mentioned above, we were able to obtain a number of new members for the Society. Also a number of members took advantage of their attendance at the convention to pay their 1991 dues.

I would like to take this time to welcome all those members that have recently joined the Society. I would also like to explain to all those new members, and some older members as well, the difference between the World Airline Historical Society and the Captain's Log. There is no difference. The Society is the Log and the Log is the Society. Simple? The WAHS has no officers and holds no meetings. The intent was there when the organization first began, but it just never came about. This is not to say that sometime down the old runway that officers will not be needed, but the feelings of most members is to let well enough alone--at this time. The Log is the quarterly publication of the Society. The Log is what the Society is all about. The Log has its own staff, from Editor Joop Gerritsma, who is doing a super job, down to

to each of his associate editors. The Society/Log will only be as good as this staff of writers. They are the backbone of the organization. Over the years the Log has had a very good staff of writers. It is certainly my hope and wish that all the current editors remain on staff for many years to come and that along the way some new people are added to cover areas that we are not currently covering. If your interested in becoming a staff members, please contact the Editor. I am sure he will be glad to hear from you.

Let me go back just a little. The Society does have one officer--Paul Collins! Somebody has to run the show! I have used several titles over the years, but none of them pay very much. I like the title of President, but CEO was nice for a while. Membership Director is nice, but is a lot of work and takes up a lot of time. Treasure is boring, I hate trying to make the check book balance. Advertising director is interesting, I enjoy doing the layouts for the ads in the LOG, but I don't like going after the adverts. Distribution is a good job, wish I had more time to get involved with it. What's left? Whatever it is, it eventually gets done! Any questions?

For the first time ever, I have placed several advertisements for the Society in several collectors magazines. The results won't be known for a little while. If they are good, I will be advertising in other publications. This leads to a question that I have for all of you. Please advise Society HQ if you know the name and address of any airline retiree group. I would like to contact them with regards to the Society. These people would be a good source for memberships. Let me know if you know of any such groups. Also advise if you of any group that is working on restoring an airliner type aircraft. This could be the source of additional members.

As mentioned in the last issue of the LOG we have some folks that are maintaining a list of the many miniconventions that are being held around the country. Dick Wallin and Hal Turin have been the guiding force on this project. Included in this issue you will find the current update on miniconventions that have been reported. September and October seem to be pretty busy months for collectors. If you are planning on hosting a convention, please see the list and contact either of the two gentlemen mentioned above and advise them of your intentions. This will be to everyone's advantage.

Since the last issue of the Log came out, we have had a large number of new members join and a number of members renew. The up-date included with this issue will be big. Please file this up-date with the roster that was mailed with the last issue of the Log. We are now getting very few Logs returned due to non-notice of change of address. We are getting a number of change of addresses from the post office, but at least the Logs in question are being delivered (forwarded) to the members new address. We still need for you to send in your change of address when you move. We need this information so your Log can be delivered--on time. Your help in this matter will be appreciated.

That about takes care of this issue of the Log. Should you have any questions about the magazine or the Society, please write or call. Always glad to hear from members. Until next time--happy collecting!

Paul

GARAGE SALE!

Don Thomas, our Sticker Editor, and editor of a number of nostalgia type books, is having a garage sale. This sale is necessary so Don can make room for stock of some new books he is having published. The books being offered are several of Don's earlier works and they are beautiful, with all pages being in color! The price is beautiful also--\$8.00 each! If your interest in older aviation material, these books belong in your collection. To order, send your check or money order to Don Thomas, 1801 Oak Creek Drive, Dunedin, FL 34698. When ordering add \$1.00 per book for postage and handling. Florida residents add 50¢ tax per book. Those located outside the U.S. please write for additional postage and handling fees.

#1 POSTER ART OF THE AIRLINES

This book contains 64 pages of the most artistic airline posters of the 1920s to the 1970s. The large 9x12 pages show off the beautiful colors of these rare posters to the best advantage, with accompanying text. PAN AMERICAN AIRWAYS is featured, along with its associates and contemporary competitors, U.S. and foreign. PANAGRA, CAT, PANAIR, CNAC, UNITED BRANIFF, ZEPPELIN, TWA, IMPERIAL, KLM, and others are shown, with many vintage aircraft, Douglas twins, Constellations, Fokkers, and Fords. Foreword by R.E.G. Davies of the Smithsonian's NASM.

#2 NOSTALGIA PANAMERICANA

Selling Romance in Color--a 64 page 9x12 book, every page in beautiful color, featuring the flying boats of PAN AMERICAN AIRWAYS, its predecessors, associates, and contemporaries. The colorful art work of the early brochures and other advertising takes the reader back into the 1930s for a peek at the excitement created by early air travel, when flying was a thrill and an adventure for the passenger, and when the airlines were trying to convince the public of the safety and convenience of flight. Foreword by R.E.G. Davies of the Smithsonian's NASM.

#3 NOSTALGIA NORTHAMERICANA

Colorful 1930s era publicity of the trunk airlines of the U.S. and their ancestors--AMERICAN, TWA, UNITED, and EASTERN. Many types of early aircraft shown; many long-forgotten airlines featured. 64 pages, 9x12, all in color. Foreword by R.E.G. Davies of the Smithsonian.

#4 LINDBERGH AND COMMERCIAL AVIATION

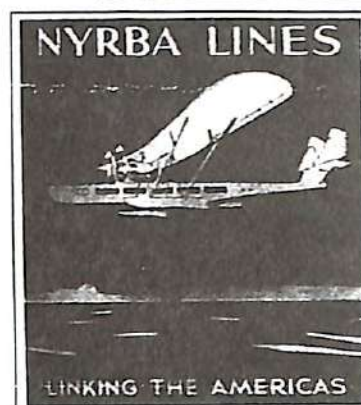
A colorful review of his contribution as Technical Director in the 1930s to TAT, TWA, and PAN AMERICAN AIRWAYS. Seldom-seen photographs of Lindbergh and other prominent aviation figures of the time, plus associated publicity and flight covers. 40 pages, 9x12 and in color.

Not only would these books be an important addition to your own library, but they would make great Christmas gifts for those that you know collect aviation memorabilia. Christmas is not that far off!

INTERNATIONAL AWARD WINNER
The Most Comprehensive, Extraordinary Story Ever Told About
New York, Rio, Buenos Aires Airlines Aerophilately and Memorabilia
and
One of the Most Human Interest Stories About Aerophilately Ever Written!

NYRBA's

(New York, Rio & Buenos Aires, Airlines)



Triple
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Outlaw Flight,
and its
Postal
Markings

by
Julius Grigore, Jr.
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An illustrated, first-time report about
NYRBA Inaugural Flight Crash and Outlaw Covers,
Postal Markings, and Serviced Air Mail Envelopes
including the

NYRBA-Pan American Airways struggle for the
longest Air Mail Route in the world. AND
How the U.S. Post Office Department was involved with
NYRBA Outlaw Covers and the

NYRBA-Pan American Airways controversy

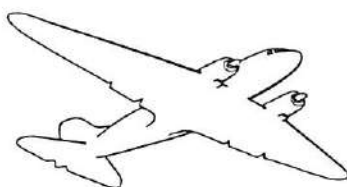
\$15.00 postpaid (foreign add \$6.00)

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FOREIGN ADDRESSES

In the last issue of the LOG I mentioned that in this issues we would list several addresses of folks that have written us from Russia. The following is those addresses along with a note about the person that is listed (if available). I'm sure any of these folks could provide you with some material that until now you might not have been able to obtain. Why not drop them a line and welcome them into the real world of airline memorabilia collecting!

Alexandr Petrochenco
u1. Shradera 10-49
210015 Vitebsk USSR

Interested in history of aviation and particularly in models.

Egils Pelecis
Strelnieku 7-5
Riga, Latvia 226010
USSR

I interested in military modeling and will trade US made military kits for Soviet made airline kits.

Vitaliy (that's all)
r. Tawkeht yr. Aucyhoca
KC-n 4 gom 72 KC-pa 9
Kyzbmuhy Bumanuio

Again, this person is interested in exchanging models (1/72) and other bits of information on aviation.

Doru Varlan
P.O. Box 18-115
Postal Office 18
71500 Bucharest
Romania

Pilot for TAROM airlines and editor of first ever Romanian aviation mag. He is interested in all types of aviation, especially books and magazines on aviation.

POSTCARDS AND MODELS FROM GERMANY

Josef Schmitt wishes to announce that he has for sale the following. A collection with over 4800 different postcards of commercial airliners (old and new cards--airline and publisher editions) and a stock of duplicate cards. This collection is to be sold as a unit and will not be broken up. Highest offer received will get this great collection. Write to address below or call number below.

Josef would also like to advise that Movifoto cards from Colombia are still available, in low numbers, from him at the address below. Please write him for details on what cards are still available.

Mr. Schmitt would like to advise those in Germany, and Europe in general, that Voqelaar high quality aircraft models are now available in that area of the world. If you have a particular aircraft that you would like a model of, please contact Josef at the address below and he will place you in contact with Voqelaar models.

Josef Schmitt, Jr
Frau-von Uta-StroBe 24
D-8000 München 89
GERMANY
Tele: 089/424037

INFORMATION REQUESTED

Julius Grigore, Jr is seeking information for a comprehensive monograph and major survey on the postal history of the Panama Canal Zone 1904 to 1979. He is looking for just about anything that was published and issued during this time frame. Should you have any information that would be of use to Mr. Grigore, please contact him at the address given here. Julius Grigore, Jr, 425 South Harbor Drive, Venice, FL 32485 or call 813-485-6019.

LATE ARRIVING RAVES AND REVIEWS

Just arrived at Society HQ is the latest release from AVIATION MEDIA. "Plane Spotters" takes you on a nice tour of various airports where you meet a variety of aircraft. Lots of DC-8s in a wide assortment of names and colors. I was impressed with the nice color on this tape. The Hawaiian Air and Forbes Magazine aircraft were just beautiful, to mention just two of the many aircraft featured on this release. One thing I really liked was that the background music was not overpowering like you hear on some of the tapes now on the market. Also there was just enough commentary that it did not take away from the aircraft that was being shown. The bottom titles was an interesting feature as well. All-in-all, this is a fine tape. (See advert for tape on inside back cover.) Tape available from Aviation Media, 717 E. Tujunga Ave., Burbank, CA 91501 for \$26.95 plus \$2.00 postage and handling.

Another recent arrival at Society HQ is the very well done history of El Al Airlines by Marvin G. Goldman. This is a tremendously researched and written book on a very controversial airline. Mr. Goldman leaves no stones unturned however in the text and photographs used to illustrate the story. These photos are outstanding as are the illustrations by Mike Machat of the various aircraft flown by this carrier over the years. This book belongs on your library shelf regardless if your an El Al fan or not. The story, the pictures and illustrations will make this one of the top aviation books for this year and years to come. The book, "El Al Star in the Sky" is available from our friends at World Transport Press, Inc., P.O. Box 521238, Miami, FL 33152 for \$29.95. Well worth the cost.

BACK ISSUES OF LOG

There are a number of back issues of the CAPTAIN'S LOG available. Single issues are \$3.00 which includes postage and handling. We have sold out on a number of copies so it is almost impossible to offer complete volumes like we have in the past. If your interested in obtaining back issues, please write and we will be happy to send you a complete list of all issues still available. This list will also tell you what the feature article of each issue happens to be. Send your requests to WAHS, Back Issues, 3381 Apple Tree Lane, Erlanger, KY 41018. Make all checks and money orders payable to the World Airline Historical Society.

YESTERDAY'S AIRLINES

AIRLINE LOGOS REPRODUCED IN PEWTER

on Belt Buckle \$11.00
on set of 2, 9 1/2 oz. Rocks Glasses \$14.00
on set of 4, 9 1/2 oz. Rocks Glasses \$24.00
on English Pewter 16 oz Tankard \$28.00
on colored 11 oz Ceramic Coffee Mug \$8.00

MOHAWK-black	ALLEGHENY-cobalt blue	AIRNORTH-white
EMPIRE-orange	LAKE CENTRAL-cobalt blue	NORTHEAST-yellow
FRONTIER-orange	PSA-orange	WESTERN-midnight blue
BRANIFF-cobalt blue	NATIONAL-white	ALTAIR-light blue
PIEDMONT-light blue	TRANS CANADA-midnight blue	PEOPLES EXPRESS-sand

SOUTHERN-cobalt blue

REPUBLIC-white inc. BOTH NORTH CENTRAL and SOUTHERN

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784 Fairway Circle
Baldwinsville, NY 13027

Shipping / Handling charges 1 item \$1.00
2 or more items \$2.50

NAME _____

ADDRESS _____



NEW CARDS FOR THE COLLECTOR

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

IAWP Company
140 W. Possum Road
Springfield, OH 45506

CATALOG OF AIRLINE BAGGAGE I.D. LABELS

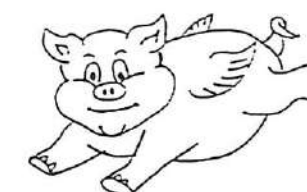
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47 pages, 770 illustrations

VOL.2, EUROPE & MIDDLE EAST

45 pages, 762 illustrations

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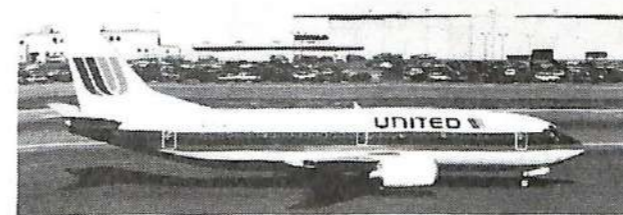
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