



World Airline
Historical Society



THE AIRLINE
MEMORABILIA
COLLECTOR'S
QUARTERLY

VOL. 17 NO. 3
SEPT 1991

June 24-28, 1992
biggest airliner memorabilia event ever

CAPTAIN'S LOG



ALSO IN
THIS ISSUE:



HISTORY and FLEET LIST
of Wisconsin Central &
North Central Airlines

Full reports on the AI'91
plus our regular columns

This photograph of a brand-new American Airlines McDonnell-Douglas MD-11 (N1752K, msn 48421/452) on short finals was the winner of the Salon Photo category at the Airliners International convention in Orlando, Florida in July. It was taken by Ronson Cheong of San Bruno, California. A smaller print of the same photograph took 3rd place in the color print category. For full photo contest results, see p.160-161. Congratulations to Ronson and to all other winners in the AI contests.



WORLD AIRLINE HISTORICAL SOCIETY

Paul F. Collins
President & Membership director
3381 Apple Tree Lane
ERLANGER, KY 41018, USA
Ph. 606-342-9039

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

Editorial addresses - see below

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.

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

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

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

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

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

MEMBERSHIP FEES

USA \$15.00 (Permit mail only)
Canada \$15.00 (Add \$6.00 for 1st Class)
Europe \$15.00 (Add \$12.00 for Air Mail)
Pacific, Africa &
Middle East .. \$15.00 (Add \$15.00 for Air Mail)
Central &
South America \$15.00 (Add \$12.00 for Air Mail)

All rates to be paid in U.S. dollars by cheques drawn on a U.S. bank or by International Postal Money Order in U.S. dollars.

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

CAPTAIN'S LOG EDITORIAL TEAM

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

Associate Editors/Department Heads:

- International JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Labels DON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
- Schedules GEORGE W. CEARLEY JR., P.O. Box 12312, Dallas, TX 75225
- Postcards WILLIAM M. DEMAREST, Sugartown Mews Apts. 0-508, DEVON, PA 19333.
- Book Reviews JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Model News GERRY COLE, 504 Harvard St., Vestal, NY 13850
- Slide Collecting RICHARD J. FEDORCO II, 53 Carteret Ave., Carteret, NJ 07008-2515
- Playing Cards THOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
- Dining Service RICHARD W. LUCKIN, 621 Cascade Ct., Golden, CO 80403-1581
- Wings and Things RICHARD KORAN, 1051 Woodlea Road, Birmingham, MI 48009
- Airport Histories JIM (JET) THOMPSON, 37 N. Everett Ave., Columbus, OH 43213
- Cocktail Items AL S. TASCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
- Staff Artist RON COLE, 504 Harvard St., Vestal, NY 13850
- Junior Crew Insignia STAN BAUMWALD, 10240 Vestal Ct., Coral Springs, FL 33071
- Safety Cards ROBERT NEAL MARSHALL, 12921 Bonaparte Ave-2, Los Angeles, CA 90066
- What is it? KEN TAYLOR, R.R. 7, Calgary, Alberta, Canada T2P 2G7

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

Thank you

TOP RIGHT: The Airliners International 1991 convention in Orlando, Florida in July was bigger and busier than many previous AIs. The event grows bigger every year. Next year's AI will take place in Orange County, California (see p.159).



BOTTOM RIGHT: Adriaan Vogelhaar (centre) and daughter Adriana came from Brazil to the AI with their models. David Marx (right) shows interest.



CAPTAIN'S LOG

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

EDITOR: Joop Gerritsma

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

Opinions expressed and claims made in signed articles and/or in advertisements which appear in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for claims arising from statements made in signed articles and/or advertising copy. It is the responsibility of advertisers to check the contents of their advertisements upon receiving the magazine.

© All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the authors, photographers, artists and/or other originators of such material. Reproduction of this material is strictly prohibited without prior written permission by the copyright holder(s).



VOL.17, No.3, SEPT 1991

FLIGHT MANIFEST

- 130 TAKE-OFF TALK
- 131 AIRLINE PROFILE: WISCONSIN CENTRAL & NORTH CENTRAL AIRLINES BRIAN DANIELSON
- 137 THE STORY OF "OLD 728" JOOP GERRITSMA
- 138 WISCONSIN/NORTH CENTRAL FLEET LISTS JOOP GERRITSMA
- 141 WORLD OF AIRLINE SCHEDULES .. GEORGE W. CEARLEY JR.
- 148 STICKER CHATTER DON THOMAS
- 152 WINGS & THINGS RICHARD KORAN
- 157 MARTIN CAIDIN LANCE ROSS
- 159 AI'91 BANQUET CONTESTS WINNERS
AI'92 IN ORANGE COUNTY
- 160 AI'91 PHOTO CONTEST WINNERS
- 162 AIRLINE MODELING GERRY COLE
- 164 AI'91 MODEL CONTEST WINNERS JOOP GERRITSMA
- 166 POSTCARD CORNER BILL DEMAREST
- 170 AIRLINE SAFETY CARDS ROBERT NEAL MARSHALL
- 174 THE SLIDE COLLECTOR RICHARD FEDORCO II
- 176 CANADAIR RJ (REGIONAL JET) JOOP GERRITSMA
- 177 REMEMBERING THE AVRO (CANADA) C.102 JOOP GERRITSMA
- 178 AIRLINE DINNERWARE RICHARD LUCKIN
- 180 WHAT IS IT? KEN TAYLOR
- 181 AIRLINE HAPPY HOUR AL TASCA
- 183 JUNIOR CREW INSIGNIA STAN BAUMWALD
- 184 AI'91 TRIVIA CONTEST LINDA JONES/JET THOMPSON
- 185 MEETINGS & CONVENTIONS
- 186 MEMBERSHIP NEWS PAUL F. COLLINS

TAKE-OFF TALK

If there would be only one lasting memory about the Airliners International convention in Orlando, Florida in July, it would be that it was so BIG. There were more dealers than ever before, forcing the use of two large display rooms, and more pre-registered and walk-in participants.

There is the smooth, without-a-hitch operation of the entire convention, thanks to the hard work both before and during, by co-chairpersons Linda Levine and Phil Glatt, their executive committee and committee members. Everything went so smooth, I overheard "Mr. Convention Floor" Don Levine say that Linda had everything so well under control, he had nothing to do, nothing to straighten out. I am sad to say Don, I don't believe anyone felt sorry for you!

The staff and facilities of the Orlando Marriott Hotel on International Drive also contributed enormously to the success of AI '91. They deserve our sincere thanks, too.

Then there was the unexpected arrival of two aviation buffs from Moscow on Saturday. Vladimir Mischustin, Director of the Aeroflot Museum at Moscow's Sheremetjevo Airport, and Captain Oleg Charitonov, Aeroflot pilot and Historical Aviation Adviser to the airport museum had been invited to AI'91 by Hector Cabezas, "Aeroflot's man in Frankfurt". They flew into MCO from SVO (Moscow) via SNN and MIA and brought display and trading material along. They went back home with bags full of Western airline memorabilia acquired in trade. Although the WAHS has had several members in what is now former Communist Eastern Europe for many years, who could have predicted only one year ago that we would see Russian airliner enthusiasts at an AI convention? Our president, Paul Collins, told me the Aeroflot museum has become a member of the society. In appreciation of having started it all, Mr. Mischustin and Capt. Charitonov presented Paul with an Aeroflot history picture book - in Russian - at the concluding banquet.

That brings me to Martin Caidin. Having read several books by this famous, almost legendary aviation writer, I was really pleased when I heard he would be the banquet speaker. Little had I anticipated he would bring me and everybody else, to tears with laughter with his tales about how he tweaked the nose of officialdom when flying his Junkers JU 52/3M in American skies before selling it to Lufthansa. It did not take long for Mr. Caidin to have the crowd howling with laughter and I strongly recommend you read the report about it written by Lance Ross for this issue. It is the next-best thing to having been there yourself.

From all comments I heard, the tours organized by the AI committee were greatly enjoyed by those who took part in them. I myself had booked only for the MCO ramp tour. I enjoyed it and I came away with several rolls of aircraft negatives, both for my own collection and for trading later on. The "star" of these, no doubt, was a VASP DC-10 in their new billboard livery. I had also booked for the "Collections" seminar, but I was unable to make it there in time.

I did not book for the Kennedy Space Center tour because I have no interest at all in space-flight. Since I had previously flown on a CV-340, I also skipped the sight-seeing flight on the Trans Florida CV-240 to spend some more time on the convention floor. In a way, this suited me fine, because the outside temperature at 100 degrees F (40 C), together with the high humidity of the air, was a bit too much for me. I am used to more-moderate daily summer highs in the mid- to high 80s (around 30 C) where I live. But I did talk to several participants in these tours, and they told me they liked the offering.

A new feature this year, the poolside barbecue, was a huge success. The food and drinks were good, the crowd large and the "rare airliner" slide show great. My sincere congratulations and thanks to the person who came up with this idea.

Of course there were many other highlights: the constant finding of friends not seen since last year's convention; the searching through boxes full of postcards, photos, stickers, wings, books and untold other items to find that one item that will complete one's collection; watching of the continuous slide shows in side rooms and admiring the best in airliner photography and model building in the contest rooms.

But those things can only be experienced by being there. If you were not, no number of words here can accurately describe the pleasure these things bring. Do yourself a favor and be in Orange county next year.

I had flown to MCO from BUF to BOS on a SAAB SF-340 of Business Express (a Delta Connector) and then to MCO on a Delta 767 and returned by the same airlines and aircraft types. If my experience is anything to go by, Delta was a great choice as the "official airline" of AI'91. They did not complain one bit when I, returning home, showed up at the check-in counter with a suitcase that was literally bulging with books, magazines, photographs and postcards. To anyone who knows how much paper really weighs, it was obvious from looking at me lugging the thing along that it was grossly over the maximum allowable baggage weight. Perhaps the airline's staff looked the other way because they knew neither the 767 nor the SF-340 on my return flights (on Monday) was completely filled.

What ever the reason, Thank you, Delta!

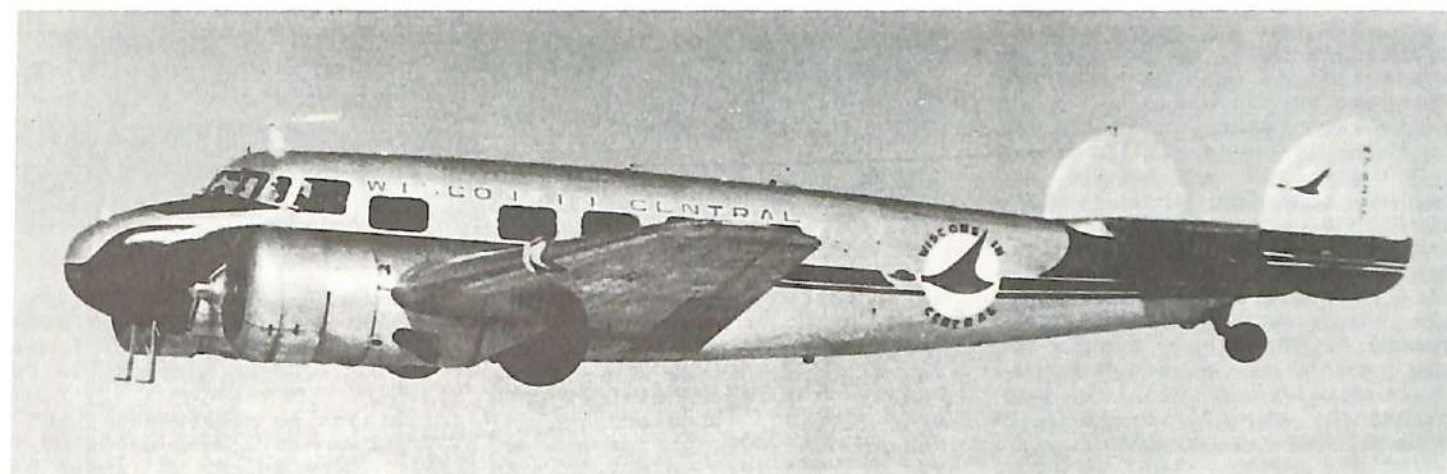
Elsewhere in this issue, you will find reports on next year's convention location: Orange County; the choice for 1993: Washington, D.C.; the WAHS business meeting and the names of the AI'91 convention committee.

Also in this issue are the winning photos in the photo and slide contest and photos of the winning airliner models.

Last but not least, this issue contains the questions and answers of the Trivia contest of the convention's concluding banquet.

Loop

AIRLINE PROFILE



Lockheed L-10A N79237. Livery is blue trim with red titles and red Herman body.

NORTH CENTRAL AIRLINES

Route of the Northliners

What was to become Wisconsin Central Airlines was started by the Four Wheel Drive Auto Company (FWD) in 1939 as a corporate aviation division. Passenger rail service between FWD's hometown of Clintonville in Wisconsin and Chicago, Illinois, had virtually ceased by 1937 and FWD was looking for an other way to transport its executives between the two cities fast and safely.

The air service was the idea of FWD president Walter Olen. Since he had no money to buy an airplane, Olen traded a company truck for a four-seat WACO cabin biplane. FWD also paid toward enlarging the local airport and a five-seat Howard DGA was bought shortly after.

Other businessmen from the Clintonville area soon began hitching rides on the aircraft on a standby basis and it soon became apparent to Olen that there was a need for a public air service between the two cities.

As a result, Wisconsin Central Airlines was founded on 15 MAY 44, based on the FWD's private air service and using the WACO and Howard. FWD held 52% of the shares and its advertising manager, Francis M. Higgins, became the airline's first president.

The Civil Aeronautics Board in 1943 had begun a study of feeder airline service in the United States and on 22 JUN 44

WISCONSIN CENTRAL AIRLINES BEGAN CERTIFIED SERVICE IN 1948. OVER THE YEARS THAT FOLLOWED THE AIRLINE AND ITS SUCCESSOR COMPANY, NORTH CENTRAL AIRLINES, GREW FROM ITS MID-WESTERN BASE TO NATION-WIDE STATUS WITH DESTINATIONS AS FAR AWAY AS FLORIDA, TEXAS AND CALIFORNIA. THIS IS THE STORY OF THAT GROWTH, RIGHT UP TO THE MERGER WITH SOUTHERN AIRLINES TO FORM REPUBLIC AIRLINES IN 1979.

By BRIAN DANIELSON

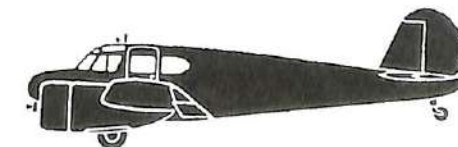
Wisconsin Central made an application for two routes: Chicago - Duluth (Minnesota) via Clintonville and Marquette (Michigan) - St. Paul (Minnesota).

There were about 1,600 applications filed for feeder air service all across the U.S.A. 34 of these were for service in Wisconsin alone.

An anticipated waiting period of 60 days for a decision dragged out to MAR 46 before anything was heard from the CAB and the news was not good. The board's examiner recommended the Wisconsin Central application be rejected because the company, he said, was "not fit, willing and able to perform its promised service." Since his recommendation was not necessarily the final decision, Wisconsin Central started an intrastate service in Wisconsin (for which no CAB approval was

required). The purpose was to convince the CAB the carrier could operate as promised. Operating five days a week with two twin-engine Cessna UC-78 Bobcats (the "Bamboo Bomber"), the service linked Madison, Milwaukee, Clintonville, Wausau, Rhinelander and Superior, right across the state.

The service was not a financial success and was halted on 01 NOV 46, with the airline deep in debt. But it had the desired effect, because on 31 DEC 46 Wisconsin Central was certificated by the CAB. One condition was that FWD could not own any part of it.



Cessna UC-78

The newly-certificated airline was authorized to fly nearly 1,400 route miles to 43 destinations, including Chicago, Milwaukee, Green Bay, Minneapolis/St. Paul and Duluth/Superior.

Hal N. Carr was hired away from TWA as vice-president/traffic in 1947. He was only 25 years old and went on to become chairman of the board and chief executive officer on 02 APR 69.

Three 10-passenger Lockheed L-10A Electras were bought and to make room for modern radio equipment, one seat was taken out of the cabin, leaving nine. Money was so short, the new airline could afford to paint its name only on one side (port) of the first L-10A for the benefit of news photographers during its official presentation at Clintonville. A proper livery, complete with cheatline below the windows, was introduced shortly before the start of services.

Since facilities at the Clintonville airport were too small, the airline moved its headquarters to a former air force hangar at the Madison airport. It remained there until 1952.

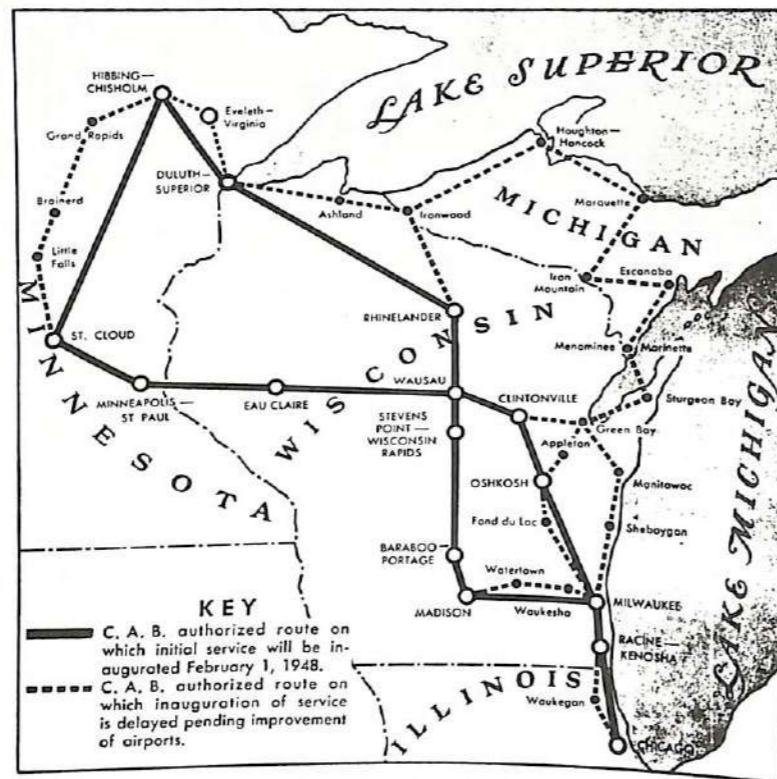


Gummed label issued by Wisconsin Central showing "Herman" mallard logo. Label colors are blue on yellow. (Via author)

For its official logo, Wisconsin Central chose a streamlined, silhouetted mallard duck with a circle around it. The mallard was chosen because of its high-speed flights over short distances and because it is native to the area. The circle represented the sun by day and the moon by night. Probably influenced by some cartoon drawings by employees of the young airline, the duck was given the name "Herman." It sounded good and it stuck.

The official first service was flown between Minneapolis/St. Paul and Hibbing/Chisholm on 24 FEB 48 and the network included 15 airports serving 19 cities in the three states of Wisconsin, Minnesota and Illinois. The authority granted for the other 31 destinations could not be exercised because of inadequate airport facilities there.

WISCONSIN CENTRAL AIRLINES



Wisconsin Central's original network of 15 airports and 19 cities (solid lines) to which services were inaugurated on 24 FEB 48. The dotted lines show routes authorized by the CAB, but not served pending airport improvements. (WCA map)

In the spring of 1948 three more L-10As were added and in the fall the aircraft were upgraded with up-to-date navigation equipment to permit night and instrument flying. Wisconsin Central was the only airline in the U.S. that operated its own en-route ground navigation stations and 90% of the scheduled miles were completed. On-time performance also improved greatly, despite the poor weather conditions in the state in the winter. The airline carried 11,298 passengers that year. Bernard (Bud) Sweet was hired as general accountant in 1948. He went on to become president in APR 69.

The number of revenue passengers in 1949 was 32,625, triple the total of 1948. The airline now employed 191 people, including 40 pilots. Applications were filed for new routes into Iowa and North Dakota and for additional points in Michigan, Wisconsin and Minnesota.

The growth continued and 1950 saw almost 50,000 passen-

gers carried. Not only were the L-10As getting too small for the demand, they were also wearing out fast and in OCT 50 six DC-3s were bought from TWA. Two were delivered that same month and the others in JAN, FEB and MAR 51. The last L-10A Electra was taken out of service on 01 MAY 51. The six had operated nearly six million miles for Wisconsin Central and had never been involved in a serious incident.

900 route miles were added in 1951, including Twin Cities - Fargo (North Dakota) with three en-route stops; Minneapolis/St. Paul - Grand Forks (North Dakota) with four stops; a non-stop service between the Twin Cities and Duluth/Superior and a seasonal service from Hibbing/Chisholm to International Falls (Minnesota). The airline also received Twin Cities to Chicago authority with five stops en-route. Total route mileage was now close to 2,300 and nearly 100,000 passengers were carried that year.



Wisconsin Central DC-3, N38941, Msn 6332. (Bill Thompson photo)

In only four years, Wisconsin Central had become the third-largest of the 13 local service airlines in the country.

The introduction of the larger DC-3 did not come without some humor. On one flight the aircraft was taxiing out to the runway when the captain told the tower he was returning to the terminal because "we have one more passenger than seats." When the aircraft once more was taxiing to the runway, the controller asked the captain, "Did you remove the extra passenger?"

"No," the captain replied, "we put on an extra seat."

With the introduction of the DC-3 came the first cabin attendants - all men. On the L-10A the captain and co-pilot had looked after the needs of the passengers.

Two DC-3s were bought from Eastern Air Lines early in 1952 and two more were leased from TWA. One of these former Eastern DC-3s was N21728. It was to become the most-famous aircraft ever in the fleet. It had been delivered by Douglas on 11 AUG 39, and had 51,389 hrs 12 mins of flying time when bought by Wisconsin Central. When it was retired from scheduled service in 1965 the aircraft had flown 83,032 hrs 52 mins. '728 then became the airline's corporate aircraft and its total time was 84,875 hrs when it was donated to the Ford Museum in Dearborn, Michigan, in MAY 75 (see separate story).

Wisconsin Central inaugurated service to 14 new destinations in 1951 and now operated in five states. At a special meeting on 24 SEP 52 the stockholders voted to change the airline's name to North Central Airlines to reflect the wider area that was being served. In 1953 the airline acquired eight DC-3s with the help of a loan from the Purdue Founda-

tion. He returned North Central to profitability and in terms of the number of passengers carried, it became sole occupant of first place among the local service airlines in 1954.

Expansion of the network continued and on 01 MAY 55 a Chicago (Midway) - Detroit service was added with stops at South Bend, Kalamazoo, Battle Creek and Jackson. Operating six flights a day, North Central replaced American Airlines which had been operating two services a day. Over the years, NCA would increase its frequency to 14 flights a day. The one millionth passenger was carried in JUN 55 and on 19 MAY 55 North Central received its permanent certificate when U.S. President Dwight Eisenhower signed permanent certificates for all local service airlines. The fleet now included 19 DC-3s and new routes were being awarded. But a plan to start helicopter operations linking airports with the downtowns of North Central's three largest cities, was dropped and the CAB, in 1957, turned down the proposed merger with Lake Central.

North Central moved to new headquarters at Wold-Chamberlain Field at the twin cities of Minneapolis/St. Paul in 1952 and for a while the going was rough. Its own facilities were not yet ready and two separate locations on the airport had to be used for the fleet while the general office was a few miles away. The disarray resulted in delays and cancelled flights.

While it had taken seven years, from 1948 to 1955, to carry the first million passengers, it took less than two years to carry the second million: the two-millionth passenger was boarded in APR 57. Eight new cities and three more states were added that year. North Central was now comfortably the largest of the local service airlines in number of passengers boarded with nearly 681,000 in 1957. It had 24 DC-3 in service at year's end and in 1958 North Central became the largest DC-3 operator in the USA with 32 in the fleet.

Detroit, Grand Rapids and Lansing (all in Michigan), together with a number of smaller communities, joined the network in 1953. North Central carried 217,663 revenue passengers that year and moved up into second place among the local service airlines. But the rapid route and fleet expansion and the move to new headquarters, had plunged the airline deep in debt.

Hal Carr, who had left at the end of 1951, was brought back as president and general manager in APR 54 to reverse

DC-3-2016, N33632 (a pre-WW2 model) in red and blue North Central "feather" livery. Msn 4138, Flt.# 25. (Bill Thompson photo)





ed to replace the DC-3s. The choice fell on the Convair CV-340 and the first five, called "Super Northliners", joined the fleet in 1959. They were bought from Continental Airlines. It was an opportune time to change the livery by stretching the airline title across the top of the windows and moving "Herman" to the vertical tail. A new maintenance hangar was built on Wold-Chamberlain Airport for the Convairs.

Service was started to Cleveland, Ohio and to two Canadian destinations: Port Arthur /Fort William (now Thunder Bay) in Ontario and to Regina in Saskatchewan, the latter via Minot, North Dakota. North Central carried more than one million passengers in 1960 and served 90 destinations. Following the introduction of the Convairs, a start was made with phasing the DC-3 out of service, but this process would not be completed for another eight years. North Central now began standardizing its fleet on the Convair and the fleet would grow to 32 by the end of 1966.

About this time the major airlines and many local service carriers were re-equipping with jets and North Central could not afford to stay behind. It chose the DC-9-31 and ordered five in JUL 65 for delivery in 1967 and 1968. An option was taken on another five. New hangars were needed to service these aircraft and a 102-acre plot of land on the south side of the airport was chosen.

The first DC-9 arrived at Minneapolis/St. Paul on 28 JUL 67 and as the jet taxied up to the hangar, some employees held up welcoming signs. One of these read, "You forgot the props!". The DC-9 entered service on 08 SEP 67.

In AUG 1966 North Central had decided to re-engine its Convairs with the Allison 501-D13 propjet, turning them into CV-580s. The first two entered service on 01 APR 67. Another six were converted that year and the remaining fleet followed in the next two years (see fleet list). The option to buy the second five DC-9-31 was taken up in AUG 66 for delivery in 1968.

The last DC-3 was finally retired in 1969. The last service was flown on 07 FEB from the Twin Cities to Nankato. North Central was now an all-turbine airline.

To benefit from the long-range potential, DC-9's Central sought non-stop authority between its major destinations and applied for longer routes. Among the ones awarded were Detroit - Toronto, Minneapolis/St. Paul - Milwaukee and Milwaukee - Detroit. Non-stop authority for the Twin Cities to Denver and

ABOVE: Loading cargo onto unidentified CV-440 in red and blue "feather" livery, at Chicago in about 1960. (Photo via author)
 BELOW: Modified livery with stylized "feather" motif is seen on CV-440 N9067R, Msn 160, Fleet # 306 at MSP. (Photo via author)
 BOTTOM: Sight many remember well: North Central CV-580 waiting for passengers. Pictured is N3423 in aqua colors introduced in 1967. Msn 77, Flt.# 524. (Photo via Joop Gerritsma files)



Twin Cities to Chicago was granted and a new route, Milwaukee - Columbus - Dayton - Cincinnati (all in Ohio) was started. The airline's temporary certificates for Sioux Falls - Twin Cities and Sioux City - Kansas were made permanent. North Central replaced Braniff on this route and the network now numbered 90 points in 11 states and two Canadian provinces.

In OCT 69 NCA dedicated a new, \$17-million general office and 750-foot long, three-bay hangar at Wold-Chamberlain Field.

The 1970s became a decade of great expansion for North Central. New services were inaugurated and the DC-9 fleet was greatly expanded.

4,318,643 passengers were carried in 1972, the airline's 25th year. A 25th anniversary flight was made in FEB 1973 with the corporate DC-3, '728, re-enacting flights on the original 1,028-mile route system of 1948. The aircraft was piloted by some of the airline's original captains. On 22 MAY 73, North Central became the first regional airline to be listed on the New York stock exchange. Three more DC-9-31 were added to the fleet in 1972/1973 and two DC-9-32 were bought second-hand.

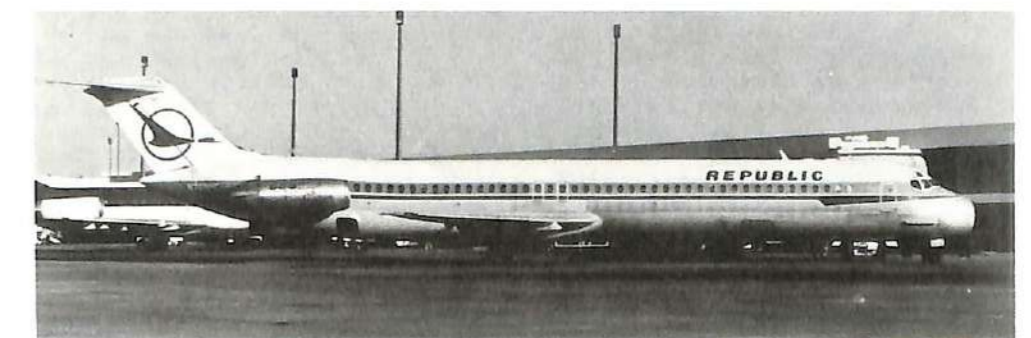
Non-stop Detroit-Boston service started in 1976 and a still-larger aircraft, the DC-9-51 for 130 passengers, joined the airline on 06 APR. It went into service on the 25th. Five more arrived later in the year, three in 1977, six in 1978 and three in the first half of 1979. Another 10, ordered by North Central, were delivered to Republic after the merger. Three Boeing 727-200s were ordered in 1978 for delivery in 1980. They were also delivered to Republic. Also in 1978 13 new destinations were added and two non-stop routes were inaugurated: Detroit - Atlanta and Cincinnati - Philadelphia. 6,911,000 passengers were carried. Total route-mileage more than doubled that year from 10,900 to 22,400. The network now stretched all the way from New York State to California and from Saskatchewan, Canada, to Texas and Florida, for a total of 103 points in 20 states and two Canadian provinces. The fleet now included 36 DC-9s and 23 Convairs. The network was 22,400 miles long and more than 6.9 million passengers were carried in 1978.

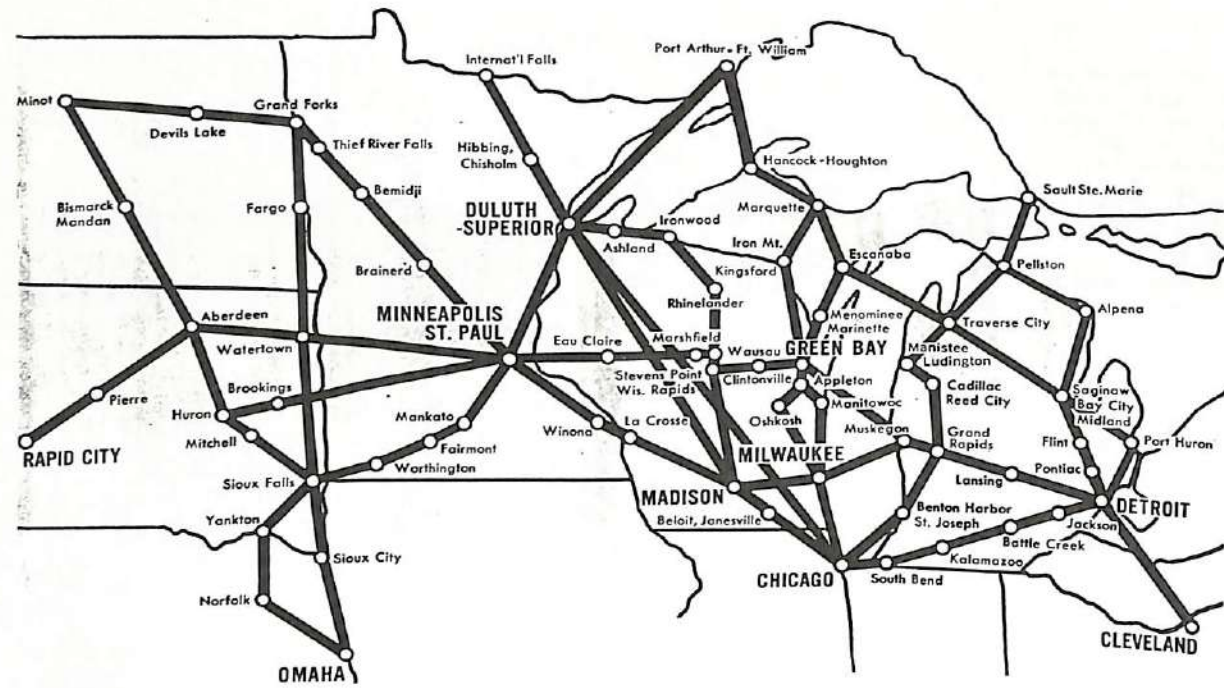


CV-580 N4805C photographed after the merger, still in full North Central livery, but already carrying Republic titles. Msn 60, Flt.# 508. (Photo via Joop Gerritsma files)

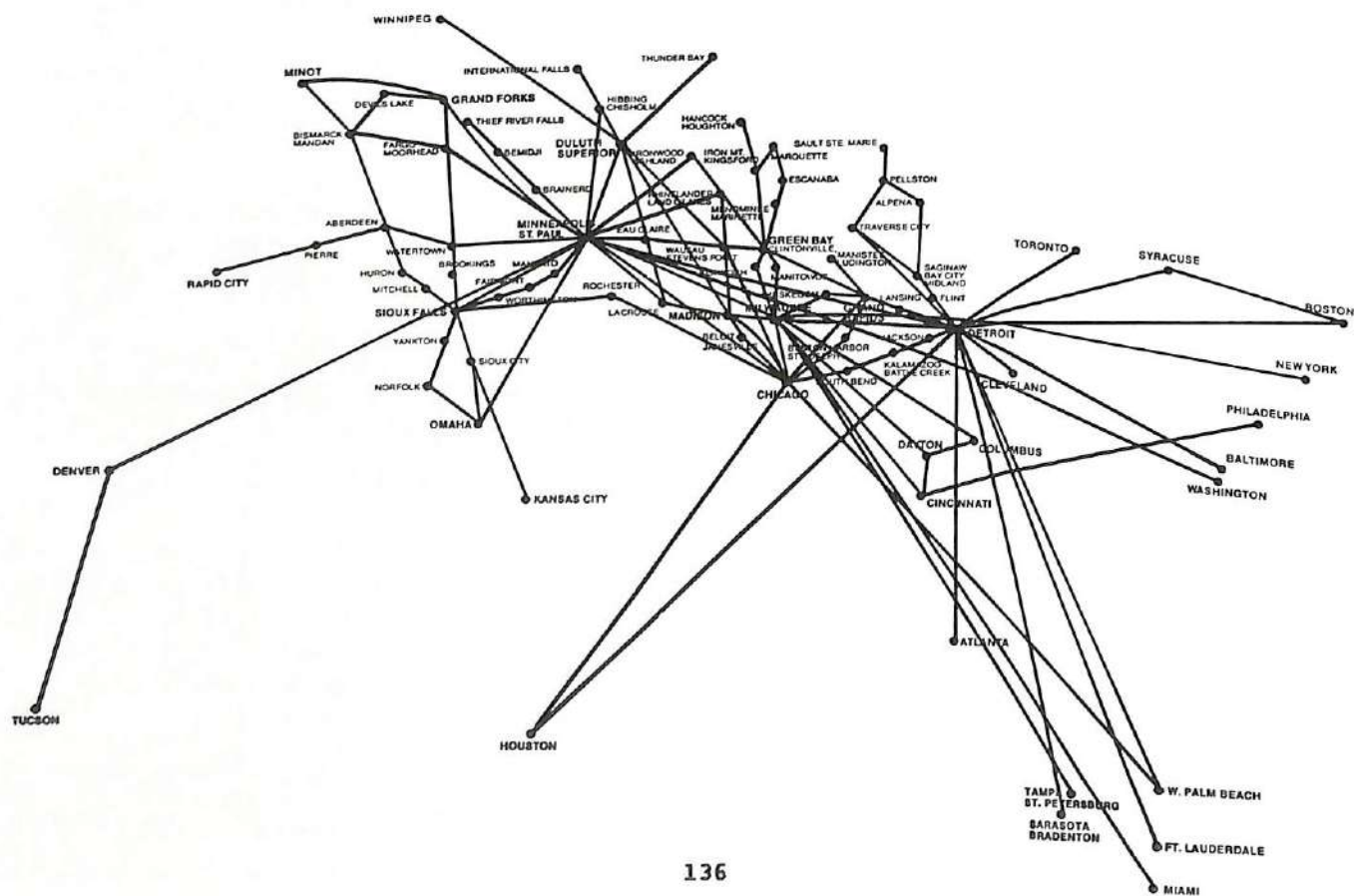


ABOVE: DC-9-31 N964N in full North Central Airlines aqua livery. Msn 47416, Flt.# 914.
 BELOW: DC-9-31 N963N already repainted in the new Republic livery, but still with North Central titles, pending the official consummation of the merger. Msn 47415, Flt.# 913.
 BOTTOM: DC-9-51 N769NC still in full North Central aqua livery, but already with Republic titles. Msn 47757, Flt.# 850. (All via Joop Gerritsma files)





NORTH CENTRAL NETWORKS AS THEY STOOD
IN JAN/FEB 63 (above) AND 08 JUN 79 (below)



The airline's major hubs were Minneapolis, Chicago and Detroit

However, North Central was soon to change. Looking for rapid expansion, North Central and Southern Airways in late 1978 announced agreement in principle to merge. The merger was endorsed at a special stockholders' meeting in FEB 79. A CAB law judge approved the proposed merger that same month and U.S. President Jimmy Carter signed the agreement on 05 JUN. The merger became official on 01 JUL 79, when North Central and Southern joined to form Republic Airlines. North Central's Hal Carr became the chairman and Southern's Frank Hulse vice-chairman. Bernard (Bud) Sweet of North Central became the new airline's president and general manager.

At the time of the merger, North Central's fleet stood at 18 DC-9-51, 18 DC-9-31, 2 DC-9-32, 24 CV-580 and 1 executive CV-580. The latter had taken the place of DC-3 '728 in 1975.

A major reason for the merger was the "fit" of the two networks. The airlines met at a dozen destinations, but had no routes in common. North Central covered the north-central region of the U.S. and Southern was big in the south. But apart from North Central's few routes into Florida, Texas and California, neither had any major north-south routes and both airlines were feeding most of their north-south traffic to the larger trunk carriers. By joining forces, they kept that traffic for themselves.

The author wishes to thank Walsworth Publishing Company of Marceline, Missouri, for granting permission to use material from Robert J. Serling's 1973 book "CEILING UNLIMITED" in the preparation of this history.

Other sources used are the Airline Yearbook editions of Airline Executive magazine 1978 and 1979, and the SEP 79 issue of that magazine.

The 1973 and 1978 annual reports of North Central Airlines and several of its time-tables have also been used.

The editor thanks Diann Stoekman and the Republic Employees Activities Club for permission to use the photos of the L-10A that appears at the opening of this history.



The famous DC-3 N21728, "Old 728" at the Henry Ford Museum at Dearborn, MI on 15 JUL 87. Msn 2144, Flt.# 728. (Photo by Joop Gerritsma)

The Story of

By JOOP GERRITSMAN

"OLD 728"

When North Central Airlines donated its Douglas DC-3, msn. 2144, N21728 to the Ford Museum at Dearborn, MI, on 28 MAY 75, she was the highest-time DC-3 in the world. Between AUG 39 and APR 65, a period of nearly 26 years, she had flown a total of 84,875 hrs, of which 83,032 hrs 52 mins were in airline service. Even more remarkable is, at least for a DC-3, that she had had only two owners in all those years.

Msn. 2144 was completed by Douglas as a DC-3-201B for Eastern Air Lines in AUG 39 and was delivered on the 19th of that month. She had the civil registration NC21728 and carried fleet number 349. She was the 12th pre-war DC-3 delivered to EAL out of 21 and was powered by two Wright Cyclone R-1820-G2 engines of 1,000 hp each.

For the next 22 1/2 years NC21728 carried the colors of "The Great Silver Fleet" over Eastern's routes all across the eastern part of the USA, from New York in the north to Miami in the south and from Chicago in the mid-west to Brownsville on the Mexican border.

In 1949 NC21728 lost the "C" in her civil registration, to become N21728, after the FAA had abandoned the system of letters that denoted the purpose of an aircraft (C stood for Commercial).

Then, after more than 50,000 hrs with EAL, "728" was sold to Wisconsin Central Airlines on 04 MAR 52 (together with msn.

2258, N15594, a pre-WW2 DC-3 -201D). Soon, "728" was operating on Wisconsin Central's local services in Wisconsin, Michigan, Minnesota and other upper mid-western states.

In SEP 52 Wisconsin Central Airlines was renamed North Central Airlines. N21728 took on the new colors and was given fleet number 18, but not much else changed in her life for another 13 years. But on 26 APR 65 "Ol' 728", as she had affectionately become known, made her last flight in North Central's scheduled service.

Leaving Milwaukee, WI, at 6:25 a.m. as Flight 2, the aircraft was crewed by Capt. Jim Robb and F/O Jay Thomas. The flight went first to Chicago O'Hare where it arrived 35 minutes later. As Flight 467 the aircraft left the "Windy City" again at 7:30 a.m. for the return flight to Milwaukee and then continued on to Madison, LaCrosse and Minneapolis/St. Paul, arriving at 10:59 a.m.

Following servicing and a crew change, "728" took off again at 3:30 p.m. under Flight Number 757 for Brookings, Huron and Pierre, SD. At the Twin Cities, "728" had been taken over by Capt. Herb Spletstoeser, one of Wisconsin Central's original pilots. His F/O was Jim Topping.

The return flight to the Twin Cities, Flight 758, arrived at 10:19 p.m. and "728" had carried 111 passengers that day and had operated every segment of the route on schedule.

When her engines were shut down and the props had stopped

spinning on arrival at Minneapolis/St. Paul, "728" had flown 83,032 hrs 52 mins since new, or almost 9 1/2 years of non-stop flying, said North Central's company magazine "Northliner". She had covered an estimated 12,039,785 miles (19,263,656 km), equal to 480 trips around the world along the Equator, or 25 return trips to the moon, or the equivalent of 1,667 round trips between Boston and Honolulu, Hawaii via San Francisco. She had produced more than 260 million passenger miles and had burned eight million gallons of fuel, enough to keep a car running for 11,000 years.

"Northliner" also said "728" had worn out 550 main gear tires, 25,000 spark plugs and 136 engines. Pilots joked that everything about 728 had been changed except her serial number and her shadow. In fact, "Northliner" said, 90% of the aircraft was still original and because of improvements made over the years, it was a better and safer aircraft than when it first left the factory.

The remember the withdrawal from service of "728, Donald W. Douglas, Sr., chairman of the board of the Douglas Aircraft Company, presented North Central president Hal Carr with a bronze plaque which says: "This aircraft N21728 has flown more hours than any other plane in the history of aviation. It is symbolic of all the DC-3's and the role they have played in the development of air transportation."

(Signed: Donald W. Douglas, Chairman of the Board.)

North Central president Hal Carr, however, did not want to see "728" leave. He had her re-fitted into a corporate transport and flying laboratory to test out new equipment before it was installed in the fleet. The cabin was used to try out various flight service amenities, furnishings and color schemes. In the process, the cabin was turned into one of the most-luxurious DC-3 interiors ever. "728" was also fitted with a large panoramic window on each side.

In this form, "728" flew another 1,843 hours for North Central on mainly promotional and development work, thus bringing the total flight time to 84,875.

The end of her career came

in JUN 75, when Carr decided keeping 728 was becoming too expensive. DC-3 parts and engines were harder and harder to get, and the new generation of mechanics at the airline was more familiar with the inner workings of the Allison prop-jets of the Convair CV-580 and the Pratt & Whitney jets of the DC-9 than with the piston engines of the DC-3.

Since her retirement to the Ford Museum, "728" has been surpassed in flight time by another DC-3, msn 1997, also a former Eastern Air Lines air-

craft. At last count, this DC-3-201, when operating with PBA out of Florida, had flown more than 87,000 airframe hours.

Today, "728 sits in the Ford Museum. She was photographed there by the author on 15 JUL 87. Sitting out in the open, her turquoise colors were a little faded but otherwise she appeared in good condition.

If any of our readers has an update on her fate since that date, we would love to hear about it.

WISCONSIN CENTRAL FLEET LIST

(Compiled by Joop Gerritsma)

(T.O.S. - Taken on strength)
(S.O.C. - Struck off charge)

WACO N13434 Acquired 05/44

HOWARD DGA N71E 05/44 to 03/46

CESSNA UC-78 BOBCAT

NC51401 03/46 to 11/46
NC63662 03/46 11/46

LOCKHEED L-10A ELECTRA

NC14243 Msn.1002 WCA bought
NC14262 1014 its first
NC16084 1072 two L-10A
NC17391 1101 in 08/47.
N79237 ? The last
service was
flown on
01 MAY 51.

plus one other,
which I have not
been able to identify.

CESSNA 170

N37184 Approximately 1951/52
(Registration not confirmed. Was
taken from a photograph.) Aircraft
used as a corporate transport.

DOUGLAS DC-3

Msn. T.O.C.

Pre-WW2 models:

N1945 3294 02/52 Lsd from TWA
N14931 2118 02/52 Lsd from TWA
N15598 2258 04/52 ex-Eastern
N17312 1922 10/50 ex-TWA
N17320 1966 10/50 ex-TWA
N18949 2013 03/51 ex-TWA
N21728 2144 03/52 ex-Eastern
N38943 3280 01/51 ex-TWA
Converted surplus military models:
N26214 4991 02/51
N38941 6332 02/51

All DC-3s went to North Central in 1952 following the name change.

NORTH CENTRAL AIRLINES FLEET LIST

(Compiled by Joop Gerritsma)

Douglas DC-3

Msn. Fl# T.O.S. S.O.C.

*N408D 2247 ? 02/58 09/64 ex-Mohawk
*N817 2121 31 02/56 12/65 ex-Southern
*N1945 3294 17 12/52 04/54 Leased from TWA (1)
04/54 02/65 Owned by North Central
N2400 26877 ? 1956 12/65 Lsd from U.S.Navy
N2401 26263 ? 1956 12/65 Lsd from U.S.Navy
*N5649 4090 35 05/57 10/67
N12954 4996 27 09/53 03/69 ex-Purdue Aeronautics
N12978 4983 23 04/53 12/64 ex-Purdue Aeronautics
*N14931 2118 29 12/52 04/54 (1) Leased only from TWA
04/54 12/64 Bought from TWA
*N15598 2258 19 10/52 04/68 (1)
N15748 6337 36 06/57 09/68 ex-Eastern Air Lines
N15773 4982 28 08/53 12/64 ex-Purdue Aeronautics
*N17312 1922 11 12/52 12/66 (1)
*N17318 1933 30 04/56 06/68 ex-California Central AL
*N17320 1966 10 12/52 12/65 (1)
N18196 6326 20 02/53 12/63 ex-Purdue Aeronautics
*N18949 2013 16 12/52 10/67 (1)
*N21728 2144 18 12/52 06/75 (1)
*N21729 2141 22 03/53 11/64 ex-Purdue Aeronautics
*N25648 2236 34 05/57 04/68 ex-Mackey Airlines
*N25651 2226 38 06/57 11/68 ex-Mackey Airlines
N26214 4991 15 12/52 09/67 ex-TWA (1)
*N28341 3278 41 05/58 09/65 ex-Delta Airlines

*N28381 4089 21 02/53 05/58 ex-Purdue Aeronautics
*N28385 4093 24 05/53 12/63 ex-Purdue Aeronautics
N33347 6322 40 05/58 11/68 ex-Delta Airlines
*N33632 4138 25 07/53 11/64 ex-Purdue Aeronautics
*N33633 4139 26 07/53 11/64 ex-Eastern Airlines
N38941 6332 12 12/52 02/66 (1)
*N38943 3280 14 12/52 06/66 (1)
N44997 1685 ? 04/57 09/62 On lease only. Ex-TWA
N86553 4715 ? 04/65 02/66 On lease only. Ex-TWA
N88854 11677 ? 04/58 11/68 On lease only.

* These are pre-WW2 DC-3s. The others are conversions of war-surplus military models.
- (1) in last col.: transferred from Wisconsin Central.
- Five fleet numbers are missing: 13, 32, 33, 37 and 39.
- There are six aircraft that could not be matched to a fleet number.

CONVAIR CV-340/440

Msn Fl# T.O.S. S.O.C.

N2728R 67 05/64 05/69 ex-3M Comp.
(ex-Continental N90856)
N2729R 150 06/64 08/68 ex-3-M Comp.
N3418 61 08/67 02/68 ex-Braniff A.W.
N3429 109 07/66 03/67 ex-Braniff A.W.
N3430 55 10/64 06/69 ex-Alaska A.L., ex-Braniff
(ex-Continental N90856)
N2729R 150 06/64 08/68 ex-3-M Comp.
N3418 61 08/67 02/68 ex-Braniff A.W.
N3429 109 07/66 03/67 ex-Braniff A.W.
N3430 55 10/64 06/69 ex-Alaska A.L., ex-Braniff
N4634S 176 02/64 04/67 ex-LACSA (PAA)
N4801C 30 11/60 07/69 ex-Delta A.L.
N4802C 38 05/62 03/69 ex-Delta A.L.
N4803C 39 04/62 03/69 ex-Delta A.L.
N4804C 51 06/62 02/69 ex-Delta A.L.
N4805C 60 09/60 11/67 ex-Delta A.L.
N4810C 100 08/61 05/69 ex-Delta A.L.
N4811C 101 10/61 12/68 ex-Delta A.L.
N7517U 13 02/65 06/67 ex-Texaco Canada
N7528U 137 07/65 11/68 ex-LAN-Chile
N7529U 58 07/65 09/65 ex-LAN-Chile
N7530U 116 06/65 02/69 ex-LAN-Chile
N9067R 160 306 11/60 04/68 ex-LACSA (PAA)
N90852 22 301? 03/59 06/68 ex-Continental A.L.
N90854 49 02/59 03/68 ex-Continental A.L.
N90855 50 04/59 10/68 ex-Continental A.L.
N90857 82 01/59 01/68 ex-Continental A.L.
N90858 83 04/59 01/69 ex-Continental A.L.

- All but two were built as CV-340 and were converted to CV-440 standard either by a previous owner or for/by North Central just prior to delivery to them. There is no record N7529U and N3429 were converted to CV-440.
- All except N7529U were converted to CV-580 while with North Central and were re-delivered on the dates in the S.O.C. column (N7529U was sold to Hawaiian A.L. and was converted to a CV-640 by them, 07/66.)

CONVAIR CV-440

Msn Fl# T.O.C. S.O.S.

N2041 334 441 02/63 05/68 ex-National A.L.
N2042 347 442 01/63 08/68 ex-National A.L.
N2044 352 443 11/62 02/68 ex-National A.L.
N2045 369 11/62 07/68 ex-National A.L.
N2046 370 12/62 09/68 ex-National A.L.
N4822C 377 11/64 12/72 ex-Delta A.L.
N4824C 379 05/65 07/67 ex-Delta A.L.
N4825C 380 04/65 01/67 ex-Delta A.L.
N7743U 390 10/65 10/68 ex-Shell Canada
N8444H 327A 03/66 05/69 ex-Union Producing Co.

- All were converted to CV-580 while with North Central and were re-delivered on the dates in the S.O.C. column.

CONVAIR CV-580

Msn Fl# T.O.S. S.O.S.

N968N 462 551 10/67 07/79 to Republic) ex-RCAP
N969N 475 552 05/67 07/79 to Republic) CV-540
N2041 334 541 05/68 07/79 to Republic)
Was converted for use as North Central's executive aircraft and was reregistered N580N - see below.
N2042 347 542 08/68 07/79 to Republic

N2044 352 543 02/68 /77 Sold
N2728R 67 516 05/69 07/79 to Republic
N2729R 150 517 08/68 07/79 to Republic
N3418 61 523 02/68 07/79 to Republic
N3423 77 524 03/68 07/79 to Republic
N3429 109 522 03/67 07/78 Sold
N3430 55 518 06/69 07/79 to Republic
N4634S 176 515 04/67 04/77 Sold
N4801C 30 509 07/69 07/79 to Republic
N4802C 38 512 03/69 10/76 Sold
N4804C 51 514 02/69 10/76 Sold
N4805C 60 508 11/67 07/79 to Republic
N4810C 100 507 05/69 03/77 Sold
N4811C 101 510 05/69 07/79 to Republic
N4822C 377 546 12/67 07/79 to Republic
N4824C 379 550 07/67 07/79 to Republic
N4825C 380 549 01/67 07/78 Crashed
N7517U 13 519 06/67 07/79 to Republic
N7528U 137 520 11/68 07/79 to Republic
N7530U 116 521 02/69 07/79 to Republic
N7743U 390 547 10/68 07/79 to Republic
N8444H 327A 548 05/69 07/79 to Republic
N9067R 160 506 04/68 07/79 to Republic
N90852 22 501 06/68 07/79 to Republic
N90854 49 502 03/68 07/79 to Republic
N90855 50 503 10/68 07/79 to Republic
N90857 82 504 01/68 07/79 to Republic
N580N 334 541 07/75 07/79 to Republic

- Many of the CV-580 were initially owned by leasing companies and were leased back to North Central before the airline bought them. The dates in the T.O.S. column are those when the aircraft joined North Central, be it on lease or owned.

the airline bought them. The dates in the T.O.S. column are those when the aircraft joined North Central, be it on lease or owned.

DOUGLAS DC-9-31

Msn. Fl# T.O.S. S.O.C.

N940N 47572 918 10/73 07/79 to Republic
N943N 47647 921 05/76 07/79 to Republic
N945N 47664 922 05/75 07/79 to Republic
N949N 47566 916 04/72 07/79 to Republic
N951N 47067 901 07/67 03/77 Sold
N952N 47073 902 09/67 07/79 to Republic
N953N 47083 903 10/67 07/79 to Republic
N954N 47159 904 01/68 12/72 W.O. at O'Hare, Chicago
N955N 47160 905 01/68 07/79 to Republic
N956N 47252 906 04/68 07/79 to Republic
N957N 47253 907 04/68 07/79 to Republic
N958N 47254 908 04/68 07/79 to Republic
N959N 47255 909 05/68 07/79 to Republic
N960N 47256 910 06/68 07/79 to Republic
N961N 47405 911 05/69 07/79 to Republic
N962N 47406 912 05/69 07/79 to Republic
N963N 47415 913 09/69 07/79 to Republic
N964N 47416 914 07/70 07/79 to Republic
N965N 47417 915 07/70 07/79 to Republic
N967N 47573 917 05/73 07/79 to Republic

DC-9-32

Msn. Fl# T.O.S. S.O.C.

N941N 47450 919 01/73 07/79 to Republic
N942N 47459 920 01/73 07/79 to Republic
Both were bought second-hand from bankrupt W.German charter airline Atlantis Airways.

DC-9-51

Msn. Fl# T.O.S. S.O.C.

N760NC 47708 851 04/76 07/79 to Republic
N761NC 47709 852 04/76 07/79 to Republic
N962NC 47710 853 04/76 07/79 to Republic
N763NC 47716 854 09/76 07/79 to Republic
N764NC 47717 855 12/76 07/79 to Republic
N765NC 47718 856 11/76 07/79 to Republic
N766NC 47739 857 03/77 07/79 to Republic
N767NC 47724 858 04/77 07/79 to Republic
N768NC 47729 859 05/77 07/79 to Republic

N769NC	47757	860	05/78	07/79	to Republic
N770NC	47758	861	07/78	07/79	to Republic
N771NC	47769	862	08/78	07/79	to Republic
N772NC	47774	863	09/78	07/79	to Republic
N773NC	47775	864	10/78	07/79	to Republic
N774NC	47776	865	11/78	07/79	to Republic
N775NC	47785	866	04/79	07/79	to Republic
N776NC	47786	867	04/79	07/79	to Republic
N777NC	47787	868	06/79	07/79	to Republic

The last three were sold to GATX Leasing shortly after their delivery and leased back to North Central.

The following 10 DC-9-51 were on order but had not yet been delivered at the time of the merger with Southern. They were all owned by GATX Leasing and were delivered to Republic.

Msn.	Fl#	Msn.	Fl#	
N778NC	48100	869	N783NC 48108	874
N779NC	48101	870	N784NC 48109	875
N780NC	48102	871	N785NC 48110	876
N781NC	48121	872	N786NC 48148	877
N782NC	48107	873	N787NC 48149	878

BOEING 727-287 Advanced

Msn.	Fl#	
N711NC	22019	711) Ordered by North Central but
N712NC	22020	712) not yet delivered at the time
N713NC	22021	713) of the merger. Owned by GATX

Leasing, they were delivered to Republic and became N715RC, N712RC and N716RC respectively.

Three tails that illustrate the end of North Central: DC-9s N769NC in North Central's aqua livery, N8905E in the blue of Southern and N3309L (formerly of Southern) in the new Republic livery and titles. (Photo via Joop Gerritsma files)



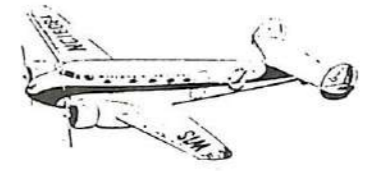
Some questions remain with regard to the Fleet numbers:
 - DC-3 N21728 has also carried Fl.# 728. Which other DC-3s were renumbered IN THE 700 SERIES and when? Or was N21728 given the fleet number 728 to match its registration and because it was affectionately called "Old 728"?
 - There doesn't seem to be a logical sequential order in the Fleet numbers of the DC-3s and Convairs. They are not in the same order as the aircraft N-numbers, nor in the order of their delivery to North Central. Were the fleet numbers perhaps assigned in the order in which the aircraft were bought from their previous owners? Or in the order in which they were pulled off the line for major maintenance after the numbering system was started?

FLEET LIST ACKNOWLEDGEMENTS:
 - The DC-3 listings were compiled with the help of the book "THE DOUGLAS DC-3 and its predecessors" by J.M.G. Gradidge, published by Air-Britain, Tonbridge, Kent, England, 1984.
 - Help with the Convair listings was provided by the following books: "Piston Engine Airliner Production List" 1991 by A.B. Eastwood and J. Roach; "Turboprop Airliner Production List" 1990 by John Roach and Tony Eastwood, both published by The Aviation Hobby Shop, West Drayton, Middlesex, England and "The Convair Twins 240 to 640" by Gary L. Killion, published by MacDonald and Jane's, London, England, 1979.
 - Details for the DC-9 listings were provided by the book: "1987 Airliner Production List" by Nigel M. Tomkins and Ricky-Dene Halliday, published by Aviation Data Centre, London, England, 1986 and the JP Airline Fleets/JP Airline Fleets International, 1976-1979.

AROUND THE WORLD

of Airline Schedules

Copyright 1991
George W. Cearley, Jr.



The entire schedule article is devoted to the history of Wisconsin Central and North Central Airlines from 1948 to 1979 - until the merger with Southern Airways resulting in the formation of Republic Airlines, July 1, 1979.

WISCONSIN CENTRAL AIRLINES, INC.

GENERAL OFFICES: MUNICIPAL AIRPORT, CLINTONVILLE, WIS. PHONE 221
FRANCIS M. HIGGINS, President
H. N. CARR, Executive Vice President
A. I. PETT, Vice President - Operations
A. E. SCHWANDT, Secretary-Treasurer
OPERATIONS BASE: MUNICIPAL AIRPORT, MADISON, WIS. GIFFORD 7540

Route of the Northliners

NORTHBOUND - Read Down				EFFECTIVE FEB. 1, 1948 ALL FLIGHTS DAILY				SOUTHBOUND - Read Up									
Flight 1 AM	Flight 2 AM	Flight 3 PM	Flight 4 PM	Flight 1 AM	Flight 2 AM	Flight 3 PM	Flight 4 PM	Flight 5 PM	Flight 6 PM	Flight 7 PM	Flight 8 PM						
8:15	8:50	9:08	9:20	Lv. (CST) CHICAGO	Ar. RACINE-KENOSHA	Ar. MILWAUKEE	Ar. OSHKOSH	Ar. CLINTONVILLE	Ar. MADISON	Ar. STEVENS PT.-WISCONSIN RAPIDS	Ar. WAUSAU	Ar. RHINELANDER	Ar. DULUTH-SUPERIOR	Ar. EAU CLAIRE	Ar. MINNEAPOLIS-ST. PAUL	Ar. ST. CLOUD	Ar. HIBBING-CHISHOLM
9:57	10:01	10:27	10:45	Lv. CHICAGO	Lv. RACINE-KENOSHA	Lv. MILWAUKEE	Lv. OSHKOSH	Lv. CLINTONVILLE	Lv. MADISON	Lv. STEVENS PT.-WISCONSIN RAPIDS	Lv. WAUSAU	Lv. RHINELANDER	Lv. DULUTH-SUPERIOR	Lv. EAU CLAIRE	Lv. MINNEAPOLIS-ST. PAUL	Lv. ST. CLOUD	Lv. HIBBING-CHISHOLM
11:46	11:50	12:57	1:05	Lv. CHICAGO	Lv. RACINE-KENOSHA	Lv. MILWAUKEE	Lv. OSHKOSH	Lv. CLINTONVILLE	Lv. MADISON	Lv. STEVENS PT.-WISCONSIN RAPIDS	Lv. WAUSAU	Lv. RHINELANDER	Lv. DULUTH-SUPERIOR	Lv. EAU CLAIRE	Lv. MINNEAPOLIS-ST. PAUL	Lv. ST. CLOUD	Lv. HIBBING-CHISHOLM
1:31 PM				Lv. CHICAGO	Lv. RACINE-KENOSHA	Lv. MILWAUKEE	Lv. OSHKOSH	Lv. CLINTONVILLE	Lv. MADISON	Lv. STEVENS PT.-WISCONSIN RAPIDS	Lv. WAUSAU	Lv. RHINELANDER	Lv. DULUTH-SUPERIOR	Lv. EAU CLAIRE	Lv. MINNEAPOLIS-ST. PAUL	Lv. ST. CLOUD	Lv. HIBBING-CHISHOLM
				Ar. CHICAGO	Ar. RACINE-KENOSHA	Ar. MILWAUKEE	Ar. OSHKOSH	Ar. CLINTONVILLE	Ar. MADISON	Ar. STEVENS PT.-WISCONSIN RAPIDS	Ar. WAUSAU	Ar. RHINELANDER	Ar. DULUTH-SUPERIOR	Ar. EAU CLAIRE	Ar. MINNEAPOLIS-ST. PAUL	Ar. ST. CLOUD	Ar. HIBBING-CHISHOLM
				Ar. CHICAGO	Ar. RACINE-KENOSHA	Ar. MILWAUKEE	Ar. OSHKOSH	Ar. CLINTONVILLE	Ar. MADISON	Ar. STEVENS PT.-WISCONSIN RAPIDS	Ar. WAUSAU	Ar. RHINELANDER	Ar. DULUTH-SUPERIOR	Ar. EAU CLAIRE	Ar. MINNEAPOLIS-ST. PAUL	Ar. ST. CLOUD	Ar. HIBBING-CHISHOLM

ONE-WAY FARES

BETWEEN	Chicago	Chisholm	Clintonville	Duluth-Superior	Eau Claire	Madison	Milwaukee	Minneapolis-St. Paul	Oshkosh	Racine-Kenosha	Rhineland	St. Cloud	Stevens Point-Rapids	Wausau
Chicago	\$30.00	\$11.05	\$27.25	\$20.05	\$4.80	\$4.50	\$24.80	\$9.25	\$4.10	\$17.90	\$28.85	\$13.15	\$14.65	
Chisholm-Hibbing	\$30.00		18.05	2.95	18.05	23.50	26.00	13.30	21.25	26.90	12.40	9.25	17.15	15.65
Clintonville	11.85	18.65		15.70	8.40	10.85	7.25	13.15	2.60	8.25	6.25	17.20	4.50	3.00
Duluth-Superior	27.25	3.95	15.70		18.10	20.55	23.05	16.25	18.30	23.95	9.45	12.20	14.20	12.70
Eau Claire	20.05	18.05	8.40	18.10		13.25	15.75	4.75	11.00	16.65	8.65	8.80	6.90	5.42
Madison	6.00	23.50	10.85	20.55	13.25		4.00	18.00	8.75	4.90	11.10	22.05	6.25	7.85
Milwaukee	4.50	25.00	7.25	23.05	15.75	4.00		20.50	4.75	1.50	13.60	24.55	10.25	10.35
Minneapolis-St. Paul	24.80	13.30	13.15	16.25	4.75	18.00	20.50		15.75	21.40	13.40	4.05	11.65	10.15
Oshkosh	9.25	21.25	2.60	18.30	11.00	8.75	4.75	15.75		5.85	8.85	19.80	7.10	5.60
Racine-Kenosha	4.10	26.90	8.25	23.95	16.65	4.90	1.50	21.40	5.85		14.50	25.45	11.25	11.25
Rhineland	17.90	12.40	6.25	9.45	8.65	11.10	13.60	13.40	8.85	14.50		17.45	4.25	3.25
St. Cloud	28.85	9.25	17.20	12.20	8.80	22.05	24.55	4.05	19.80	25.45	17.45		15.70	14.20
Stevens Point-Rapids	13.15	17.15	4.50	14.20	6.90	6.25	10.25	11.65	7.10	11.25	4.75	15.70		1.50
Wausau	14.65	15.65	3.00	12.70	5.40	7.85	10.15	5.80	11.25	1.25	14.20	1.50		

Round trip fares twice one-way fares. - Children 2 to 12 travel half fare. - All fares subject to 15% Federal Tax.

PASSENGERS

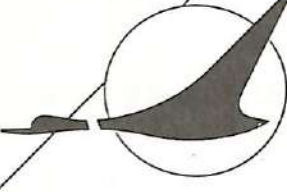
AIR MAIL AIR EXPRESS

Wisconsin Central will provide daily, round trip passenger service to all points on the route indicated above. Air mail service at the new 5c rate is provided to all cities on the Wisconsin Central System and through connecting air service to all parts of the nation; air express service between cities on the route and through connecting airlines to all parts of the country.

At left and above: Route map, timetable and fares of Wisconsin Central Airlines as of February 1, 1948. However, the first service did not take place until February 24th. Only one flight of several scheduled operated - Minneapolis to Hibbing/Chisholm. Nearly all flights did operate the next day, February 25th. (George Cearley Collection)

WISCONSIN CENTRAL AIRLINES
FLIGHT SCHEDULE

CONVENIENT CONNECTIONS WITH 14 MAJOR AIRLINES



NOVEMBER 1, 1950

NATIONAL SAFETY COUNCIL
1949 AVIATION SAFETY AWARD
 TO
WISCONSIN CENTRAL AIRLINES, INC.

In recognition of its contribution to Safe Air Transportation having operated the entire year of 1949 and, as of December 31, 1949.

7,666,000 PASSENGER MILES
 without a passenger or crew fatality in scheduled passenger carrying flight operations

United Kingdom

In 1950 Wisconsin Central was given the National Safety Council Award for having operated the entire year of 1949 without a passenger or crew fatality. (George Cearley Collection)

WISCONSIN CENTRAL AIRLINES
FLIGHT SCHEDULE

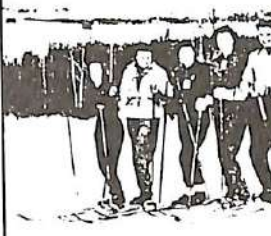
NOW DeLuxe DC-3 Airliners



JULY 1, 1951

In Fall 1950 Wisconsin Central purchased six DC-3's from Trans World Airlines (TWA). The last of the L-10A "Electras" (operated since February 1948) was phased out of service May 1951. The airline which had in 1950 been exclusively an L-10 operator was now offering DC-3's on all flights. (George Cearley Collection)

north central AIRLINES
 FORMERLY WISCONSIN CENTRAL AIRLINES



SKIING AT IRON MOUNTAIN, WAUSAU, WISCONSIN — ON THE ROUTE OF NORTH CENTRAL AIRLINES

JANUARY 1, 1953

NOW... we're
NORTH CENTRAL AIRLINES
 - Formerly WISCONSIN CENTRAL AIRLINES

In September of this year our Board of Directors decided to change the name of Wisconsin Central Airlines to NORTH CENTRAL AIRLINES, to be effective December 16, 1952.

We think you will be interested in a few of the facts that prompted this decision.

FIVE YEARS AGO, we began scheduled airline service with two small Lockheed. These planes seated nine passengers and carried a limited amount of mail. TODAY, we have nineteen of the faster, larger, better-equipped DC-3's. These "Northliners," as we call them, carry twenty-one passengers. And there's plenty of room for mail and cargo.

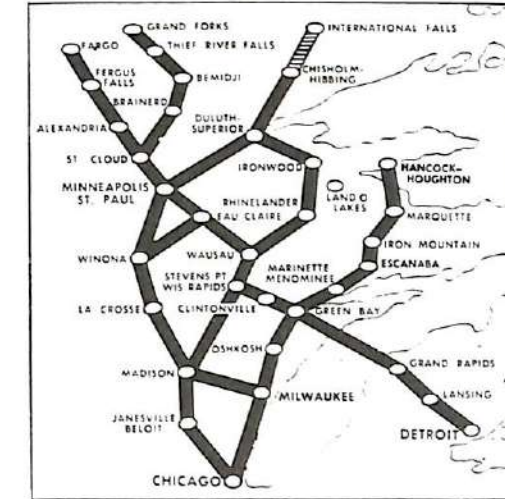
FIVE YEARS AGO, we served thirteen cities—most of them in Wisconsin. TODAY, our service goes to forty-one communities and penetrates deeply into five states.

AND SO, TODAY, to better identify our airline as one that serves the vast North Central region, we have changed our name.

AND TODAY, while we may have a new name, we're the same enthusiastic group of people dedicated to providing air transportation to the many communities in the North Central States, within the area of our route, needing this fast, modern, enjoyable means of travel.

NORTH CENTRAL AIRLINES
 (Formerly Wisconsin Central Airlines)
 GENERAL OFFICE: 1300 UNIVERSITY AVENUE
 MILWAUKEE, WISCONSIN

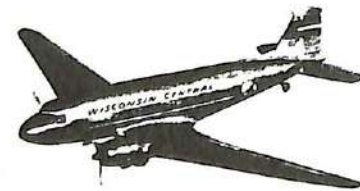
ROUTE OF THE NORTHLINERS
 SERVING ILLINOIS • WISCONSIN • MICHIGAN • MINNESOTA • NORTH DAKOTA

ROUTE OF THE NORTHLINERS **WISCONSIN CENTRAL AIRLINES, INC.**
 OFFICES: MUNICIPAL AIRPORT, MADISON, WISCONSIN

SOUTHBOUND — Read Down							ALL FLIGHTS DAILY		NORTHBOUND — Read Up														
Flight 332	Flight 312	Flight 310	Flight 324	Flight 308	Flight 314	Flight 322	Flight 306	Flight 304	Flight 302	(CST)	CITY	(CST)	Flight 301	Flight 323	Flight 303	Flight 305	Flight 315	Flight 307	Flight 331	Flight 309	Flight 311	Flight 325	
7:20	4:00									Lv.	Hibbing-Chisholm	Ar.	9:04		1:37	7:04							
8:02										Lv.	Brainerd	Lv.	9:22			6:22							
8:04										Lv.	MINNEAPOLIS-ST. PAUL	Ar.	9:29			6:29							
8:54										Lv.	MINNEAPOLIS-ST. PAUL	Ar.	9:39			6:39							
										Lv.	Eau Claire-Chippewa Falls	Ar.				2:49		5:19					
										Lv.	Eau Claire-Chippewa Falls	Ar.				2:11		7:41					
										Lv.	Duluth-Superior	Ar.				12:12		7:39					
										Lv.	Duluth-Superior	Ar.				11:59							
										Lv.	Ironwood	Ar.				12:25							
										Lv.	Rhinelander	Ar.				11:52							
										Lv.	Rhinelander	Ar.				11:59							
										Lv.	Wausau	Ar.				11:24	1:29			6:59			
										Lv.	Wausau	Ar.				11:22	1:27			6:57			
										Lv.	Stevens Point-Wisconsin Rapids	Ar.				11:05	1:10			6:46			
										Lv.	Stevens Point-Wisconsin Rapids	Ar.				11:03	1:08			6:38			
										Lv.	Madison	Ar.				10:29							
										Lv.	Madison	Ar.				10:05				9:05	10:20	11:50	
										Lv.	Clintonville	Ar.				12:46							
										Lv.	Clintonville	Ar.				12:44							
										Lv.	Houghton-Hancock	Ar.				11:58							
										Lv.	Houghton-Hancock	Ar.				11:23							
										Lv.	Marquette	Ar.				11:21							
										Lv.	Marquette	Ar.				11:51							
										Lv.	Iron Mountain	Ar.				11:52							
										Lv.	Iron Mountain	Ar.				12:25							
										Lv.	Escanaba	Ar.				10:36							
										Lv.	Escanaba	Ar.				10:54							
										Lv.	Menominee-Marinette	Ar.				10:36							
										Lv.	Menominee-Marinette	Ar.				10:27							
										Lv.	Green Bay	Ar.				12:25				5:53			
										Lv.	Green Bay	Ar.				12:21				5:51	7:51		
										Lv.	Oshkosh	Ar.				11:54				5:28	7:28		
										Lv.	Oshkosh	Ar.				9:54				5:26	7:26		
										Lv.	MILWAUKEE	Ar.				9:11				4:50	6:50		
										Lv.	MILWAUKEE	Ar.				8:52				4:37	6:37		
										Lv.	Beloit	Ar.				9:11				8:43	10:43		
										Lv.	Beloit	Ar.				9:00				8:01	10:01		
										Lv.	CHICAGO	Ar.				8:15				8:00	9:00	10:30	

AM—Light Face Type. PM—Bold Face Type. CST—Central Standard Time. *Eastern Standard Time. Douglas DC-3 on all flights.



SIX HOUR RECONFIRMATION OF RESERVATIONS REQUIRED

Passengers holding confirmed space on Wisconsin Central Airlines should reconfirm their reservation at least six hours before scheduled departure time if —

1. Ticket is purchased at a station other than the station from which the passenger is boarding the plane.
2. Reservation is for the return trip of a round trip ticket.

Failure to communicate with the local Wisconsin Central office at least six hours prior to flight time may result in cancellation and resale of this space.

TEN MINUTE AIRPORT CHECK-IN TIME

Routes and schedules of Wisconsin Central July 1951, illustrating all DC-3 flights serving four states. With the DC-3 came the airline's first flight attendants - male stewards. (George Cearley Collection)

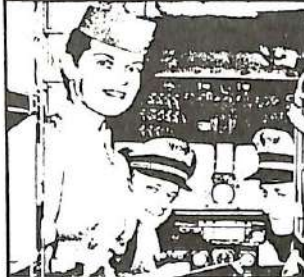
NORTH CENTRAL AIRLINES
 FORMERLY WISCONSIN CENTRAL AIRLINES



Our "New Look" — Passenger service goes glamorous on the Route of the Northliners as the new crew does take you to your destination.

EFFECTIVE AUGUST 1, 1954

NORTH CENTRAL AIRLINES




Stewardess—Captain—Pilot—Officer. Courteous, experienced crew at your service.

EFFECTIVE NOVEMBER 1, 1954

NORTH CENTRAL AIRLINES

Congratulations, Milwaukee!




New airline terminal at Milwaukee—served by North Central Airlines with 44 flights daily.

EFFECTIVE SEPT.-OCTOBER 1955

NORTH CENTRAL AIRLINES

ENTERING OUR 9th YEAR

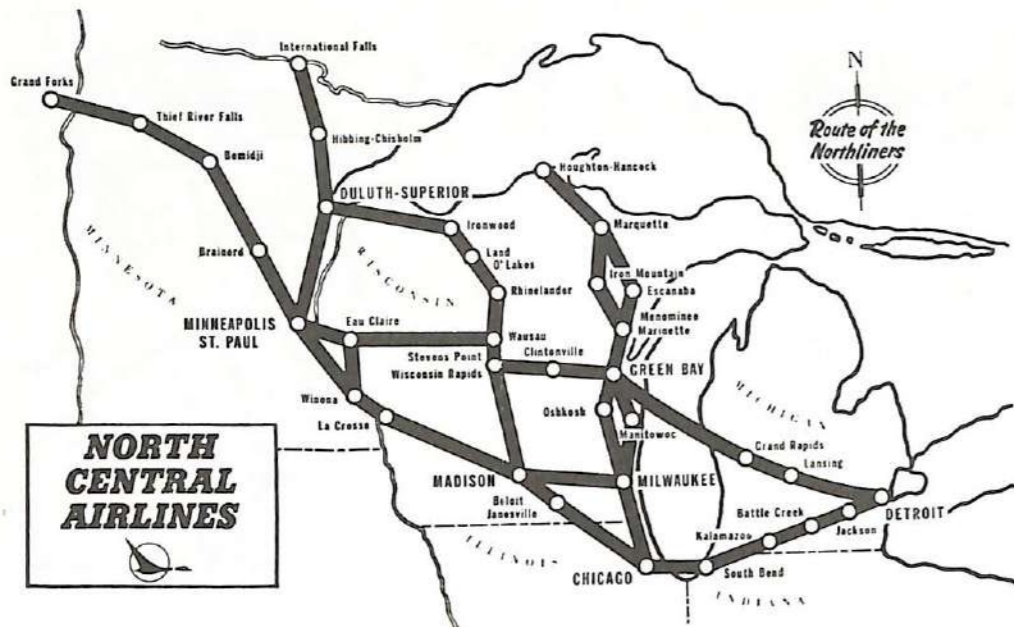


OVER 25,000,000 passenger miles since inauguration of scheduled service on February 24, 1948.

EFFECTIVE FEBRUARY-MARCH 1956

The January 1, 1953, timetable at left reflects the name change of the airline from Wisconsin Central to North Central which occurred on December 16, 1952 (as illustrated in the ad at center). Route map at right shows extensions to Detroit, Fargo, and Grand Forks, added since the acquisition of DC-3's in 1951. (George Cearley Collection)

North Central hired its first stewardesses in 1954. With the addition of stewardesses also came a refurbishing of DC-3 interiors, with the addition of carry-on luggage racks and five more passenger seats. On May 1, 1955, flights were inaugurated on a new route from Chicago to South Bend, Kalamazoo, Battle Creek, Jackson, and Detroit. In Summer 1955, a new passenger terminal was completed at Milwaukee's General Mitchell Field. In 1956, North Central had completed eight full years of service, entering its 9th year. (George Cearley Collection)



AIRLINES

APRIL 29 NEW SERVICE
TO AND FROM CHICAGO'S NEWEST AIRPORT

O'HARE FIELD

North Central Airlines will offer you a choice of two Chicago airports - convenient daily service at O'Hare Field, as well as our regular daily service at Chicago's Midway Airport.

EFFECTIVE APRIL 1, 1956

Left: Routes of North Central as of April 1956. On April 29th that year North Central began offering flights out of Chicago's new O'Hare Field (right). The airport was named in honor of World War II hero, Edward O'Hare. (George Cearley Collection)

AIRLINES

Now In service

Super Northliners

EFFECTIVE APRIL 26, 1959

NORTH CENTRAL AIRLINES

Now...New Service

4 FLIGHTS DAILY

EFFECTIVE JANUARY 1, 1960

NORTH CENTRAL AIRLINES

ENTERING OUR 14TH YEAR

EFFECTIVE FEBRUARY 1, 1961

NORTH CENTRAL AIRLINES

Announcing... NEW SERVICE

Effective April 30
DASHFIELD, WISCONSIN

Effective May 1
REGINA, SASKATCHEWAN

EFFECTIVE APRIL 30, 1961

On April 26, 1959, North Central inaugurated service with the first of five Convair 340's - acquired from Continental Air Lines. New Chicago-Grand Rapids flights began January 1, 1960. North Central entered its 14th year of service in 1961 and early that year began serving Cleveland, and also Regina, Saskatchewan from Minot, N.D. (George Cearley Collection)

AIRLINES

NEW SERVICE...STARTING JUNE 1
4 FLIGHTS DAILY GRAND FORKS-OMAHA

EFFECTIVE APRIL 28, 1957

AIRLINES

4 FLIGHTS DAILY
Starting December 1st
NON-STOP
CHICAGO-DULUTH

EFFECTIVE OCTOBER 27, 1957

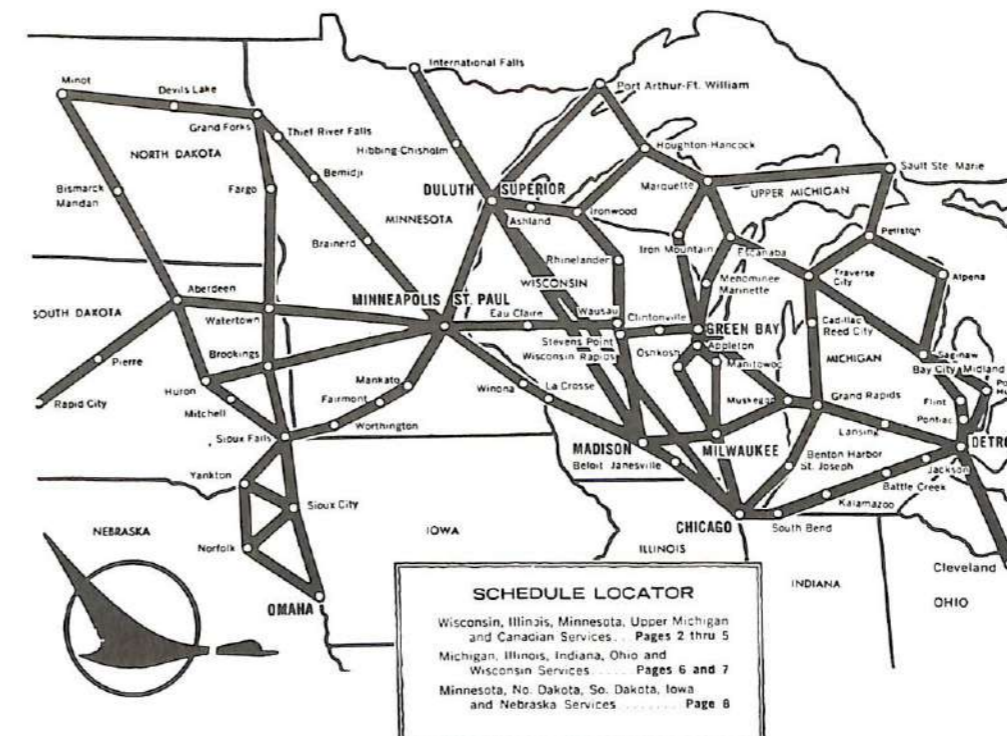
NORTH CENTRAL AIRLINES

NOW....NEW SERVICE
on the route of the Northliners—

NORTH DAKOTA
MINOT • BISMARCK-MANDAN
• DEVIL'S LAKE

SOUTH DAKOTA
ABERDEEN • HURON • MITCHELL
PIERRE • RAPID CITY • SPEARFISH

MINNESOTA
MANKATO • WORTHINGTON



AIRLINES

NOW...
All Northliner flights serving Chicago
ARRIVE AND DEPART
The New O'Hare Terminal

EFFECTIVE FEBRUARY 1, 1962

Flights began in Spring 1957 (left) on a new route from Grand Forks to Omaha, adding eight cities to the airline's system. This occurred as a result of a CAB decision which transferred this former Braniff Airways route to North Central. Nonstop Chicago-Duluth flights were added in Fall 1957 (center). Finally, in early 1959, new services were added at a number of points in North and South Dakota and Minnesota. This occurred as a result of a CAB decision in the Seven States Area Investigation which transferred former Braniff Airways and Western Air Lines routes to North Central. (George Cearley Collection)

Spring 1961 route map shows additions to system in 1959, 1960, and 1961. The route additions in the northern portion of Michigan's lower peninsula occurred mainly as a result of the CAB decision in the Great Lakes Area Investigation in 1960 which transferred Capital Airlines routes to North Central. In February 1962 North Central transferred all of its Chicago operations to O'Hare with the completion of new terminal facilities. Since 1956 the airline had operated at both O'Hare and Midway Airports. (George Cearley Collection)

OCTOBER 28 1967

NORTH CENTRAL AIRLINES

91 cities

NORTH CENTRAL AIRLINES

EFFECTIVE SEPTEMBER 8, 1967

Now Serving
TORONTO

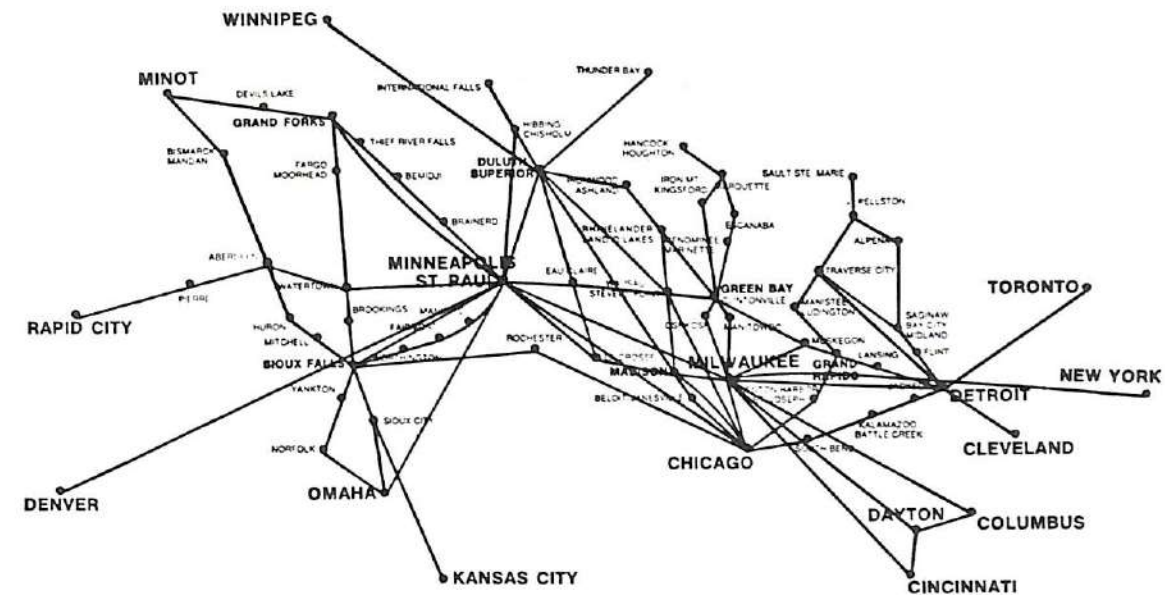
NORTHBOUND

Flight Number	287	23	455	469	570	125	245	25	577	689	129	235
Class of Service	A	A	F	A	A	A	A	F	A	A	A	A
Aircraft	CON VAIR	CON VAIR	DC-9	PROF JET	PROF JET	CON VAIR	PROF JET	PROF JET	DC-9	CON VAIR	CON VAIR	CON VAIR
Frequency	Ex. Sa.			Ex. Sa.			Ex. Sa.			Ex. Sa.		
CHICAGO (O'Hare) CDT Lv	7:00	7:00	7:30	8:10	8:10	8:10	8:10	8:15	8:15	10:00	10:40	
Beloit-Janesville Lv										10:33		
MILWAUKEE Lv	7:35			7:55	8:35		8:35	9:41		10:35	11:15	
MILWAUKEE Lv		347		8:10	8:50		8:55			11:25		
Manitowish-Shelbygan Lv					9:15							
Oakesh-Appleton Lv					9:25		9:18			11:55		
Oakesh-Appleton Lv					8:12					12:03		
DETROIT (Metropolitan) EDT Lv	7:00											
Lansing Lv	7:21											
Grand Rapids Lv	8:02											
Grand Rapids Lv	8:25											
GREEN BAY-Clintonville CDT Lv	8:00	8:18	8:25				9:37					12:21
GREEN BAY-Clintonville Lv	8:35	8:40	8:45				9:55					
Menominee-Marquette EST Lv	8:57											
Menominee-Marquette Lv	9:03											
Escanaba Lv	9:24											
Escanaba Lv	9:30											
Iron Mountain-Kingsford CDT Lv					9:14							
Iron Mountain-Kingsford Lv					9:20							
Marquette Lv					9:43							
Marquette Lv					9:55							
HANCOCK-HOUGHTON EST Lv					10:15							
MADISON CDT Lv							8:33	9:10		10:55		
MADISON Lv							8:45	9:25				
La Crosse Lv							9:25	9:38				
Winona Lv							9:38	9:51				
Winona Lv							9:42					
Stevens Pt.-Wis. Rapids Lv							9:01	10:00				
Stevens Pt.-Wis. Rapids Lv							9:10	10:05				
WAUSAU-MARSHFIELD Lv										10:00		
Eau Claire Lv							9:52	10:10		10:10		
MPLS.-ST. PAUL Lv							10:04	10:10				
MPLS.-ST. PAUL Lv										10:00		
Rhineland Lv								10:23		10:25		
Rhineland Lv								10:25		10:25		
Lans O'Leary Lv								10:50				
Ironwood-Ashland Lv								10:55				
Ironwood-Ashland Lv								11:24		10:40	10:50	
DULUTH-SUPERIOR Lv												

NORTH CENTRAL AIRLINES

COMING SOON
**DETROIT
BOSTON
NONSTOPS**

EFFECTIVE OCTOBER 31, 1976



Left: New North Central timetable design from Fall 1962. On April 1, 1967, North Central entered the jet age with jet-powered CV-580's. A new route (center) was added to Toronto from Detroit August 1, 1967, and (right) DC-9 Srs 30 pure jet flights began September 8, 1967. (George Cearley Collection)

Schedule and routes of North Central as of Fall 1976. That year the airline was operating a fleet of 27 Convair 580's and 25 DC-9's. (George Cearley Collection)

NORTH CENTRAL AIRLINES

EFFECTIVE JUNE 15, 1969

NONSTOP JET SERVICE
MPLS./ST. PAUL-DENVER
(SEE FRONT FOLD)

NORTH CENTRAL AIRLINES

EFFECTIVE MARCH 1, 1970

NOW SERVING
CINCINNATI-DAYTON-COLUMBUS

NORTH CENTRAL AIRLINES

EFFECTIVE OCTOBER 25, 1973

NOW SERVING
NEW YORK

EFFECTIVE APRIL 29 1973

good people make an airline great

NORTH CENTRAL AIRLINES

NORTH CENTRAL

schedule

effective
december 15
1978

...NOW
houston • miami
sarasota • tampa
syracuse • tucson
west palm beach

NORTH CENTRAL

effective
june 8

NEW NONSTOPS
MINNEAPOLIS/ST. PAUL
WASHINGTON, D.C.
(National Airport)
Effective June 25

REPUBLIC

schedule

effective
july 1
1979

formerly --
NORTH CENTRAL/Southern

we're
building
your kind
of airline

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

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

Left: On June 15, 1969, North Central inaugurated Minneapolis/St. Paul-Denver nonstop flights. Center: Three cities in Ohio (Cincinnati, Columbus, and Dayton) joined North Central's system March 1, 1970, and New York was added on a route from Milwaukee later that year. Right: In 1973 North Central celebrated its 25th Anniversary. (George Cearley Collection)

Timetables at left and center show new North Central services added during 1978-1979. Right: 1st Republic Airlines timetable, incorporating the routes and services of North Central and Southern which merged in 1979.



STICKER CHATTER

by DON THOMAS

Wisconsin Central Airlines, which first flew in 1948 (see elsewhere in this issue of the CAPTAIN'S LOG), first issued a brown-on-cream label. Its second label, shown here (#1), is better known. It is blue on a yellow background. Both these labels showed the airline's flying duck ("Herman") logo, which continued in use when the name was changed to North Central Airlines in 1952.

North Central first used a round label in red and white, with "Herman" in blue (#2), but it soon switched to a larger, oval label (#3), using the same colors, mostly red, and the same slogan "Route of the Northliners". The next design was an odd-shaped label with the bird over a target design (#4). There are two types of this one, with different size lettering.

When North Central bought its DC-9 aircraft, Douglas Aircraft printed a comma-shaped adhesive label which was distributed by the airline. It said "When you have a choice - North Central DC-9." After North Central combined with Southern Republic Airways in 1979 to become Republic Airlines, a black "Herman" was superimposed over the turquoise one and the Douglas label read "Fly Republic Airlines DC-9" (#5).

The Orlando Airliners '91 convention was bigger and better than ever. We missed a few regulars such as Fred Hems from England and Peter Rentzsch from Germany, but Japan, Colombia and other countries were represented. Dave Prins from KLM was there, as usual. Don and Linda Levine were busy as bees, always available, but there seemed to be very few, if any, problems to be solved. There were so many tables that two separate large rooms were used. A great plus at this convention was that we were all furnished with a list of table holders and where they were located. With that map we had instant communication with whoever was most important to us. At previous conventions it was a matter of cruising around trying to locate other tables or people in which we had an interest. The special dealers' session on Wednesday night was a plus for many. Some dealers probably did more business in



#1



#2



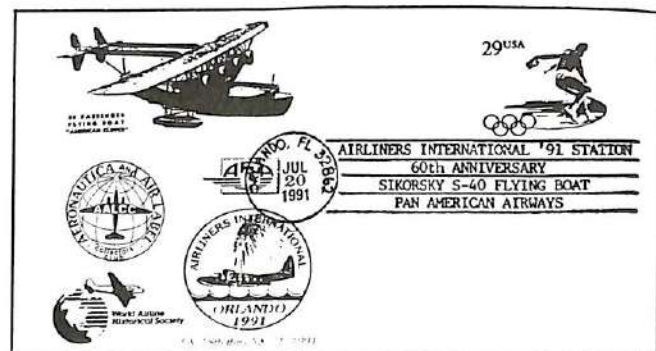
#3



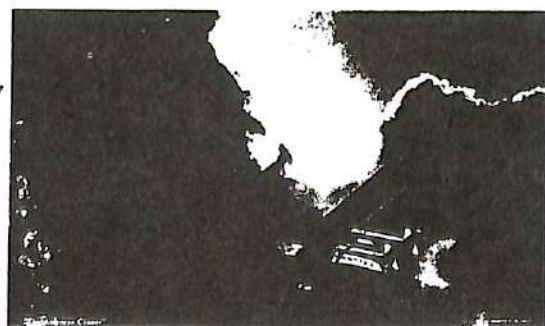
#4



#5



#6



#7

First of Pan American Airways' S-40 Clippers, the American Clipper, of 1931. Reprinted 1991 by Post Card Collectors Club of AFA, Box 1239, Elgin IL 60121.

that session than in the other days, without the need to be at their table to receive a rush of the non-table holders and the general public.

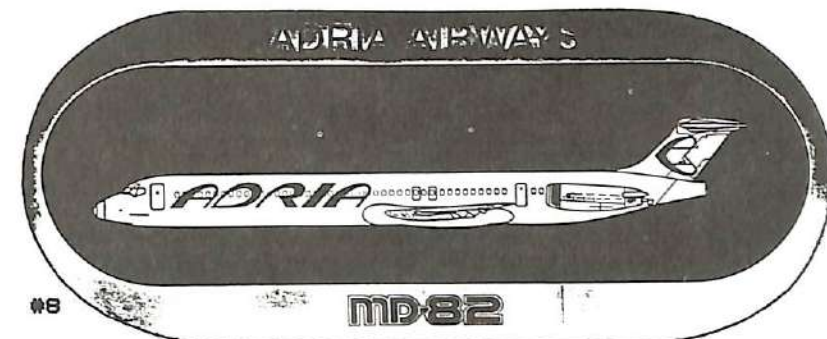
Especially for the convention, the Aeronautical & Air Label Collectors Club of the AFA designed a cachet celebrating the 60th anniversary of the Sikorsky S-40 "American Clipper", the first of Pan Am's clipper ships. It also designed a special postmark for the event, which was used by the U.S. Post Office table during the convention (#6). The Post Card Collectors Club of the AFA reprinted an old Pan American Airways card showing the S-40 in the sky below some storm clouds (#7). This card was included with the souvenir covers. All can be obtained from the AFA, Box 1239, Elgin, IL, 60121-1239. Their office is staffed with part-time volunteers, so don't expect a quick reply.

One table at the convention had a spread of Airbus labels - a great way to add to a collection of these labels, at \$1 each. The following were available:

- A300 Viasa;
- A300-600 Airbus Industrie, Korean Air and LaTur;
- A300-600R American Airlines, Air Liberte, China Airlines, Egypt Air, Monarch;
- A310 British Caledonian, Cyprus Airways, Interflug;
- A310-200 Hapag-Lloyd Flug;
- A310-300 Austrian, CSA, TEA;
- A320 Adria, Air Inter in light blue and one in a dark blue, Air Malta, All Nippon Airways, Ansett, Egypt Air, Indian Airlines, LACSA, Northwest, Royal Jordanian;
- A321 Airbus Industrie;
- A340 Airbus Industrie

We won't illustrate them. We all know what the big oval Airbus labels look like with their silver borders and various colored backgrounds. One table, however, had not only the Adria A320, but similar labels with the same dark blue background and silver border, showing the Dash-7 and the MD-82 (#8). Adria must have made a deal with Airbus Industrie's printer. America West A320 (#9) was another Airbus label, found at another table.

My four books, "Nostalgia Panamericana", "Lindbergh and Commercial Aviation", "Poster Art of the Airlines" and "Nostalgia NorthAmericana" are



#8



#9



#10

still being re-ordered by museums and aviation book dealers and especially by Pan Am's Aware employees' gift shops. The beautiful poster on the cover of the poster book can be ordered from me for \$25, post-paid. It is a reproduction made in Switzerland and the colors look brighter than on the original.

One of my customers is Jimmy Buffet of Key West, FL. His Margaritaville shop sells this label (#10). Air Margaritaville is not an airline, but Jimmy's own seaplane, a hobby of his. The sticker was sent in by MICHAEL JONES, who publishes "Aviation News From South Florida," a very good bi-monthly newsletter about aviation in Florida. The July issue has a nice story about Chalk's Airlines. It started in 1919 and is continuing operations as the oldest continuously-operating airline in the U.S. Their four Mallards still fly to Bimini and Paradise Island in the Bahamas, from Miami.

HENK HEIDEN of Holland sent in five new labels. The four round Ethiopian Airlines labels (#11-14) show caricatures of the 737, 757, 767 and ATR 42 carrying local animals, but I doubt their elephants are pink, as on the label. The fifth one is a larger white on red cargo bel (#15). The next label also came from Henk. It was issued



#11



#12



#13



#14



#15

WE WISH YOU A PLEASANT FLIGHT



#24

PAT McCOLLAM sent in the MALEV Hungarian Airlines BIL (#24). It has a space for name and address on the back between the outermost half-inch on both ends. The ends stick together and close the BIL around the handgrip of your luggage with the MALEV logo on the outside. A good idea, for now a stranger cannot get your name and address simply by looking at the BIL.



#25

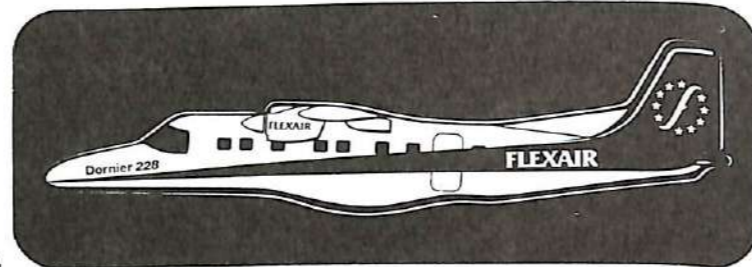


#27

by Dornier and shows a Do-228 of Flexair (#16). Henk said Flexair is a small Dutch airline which has only the one Do-228. It flies between Rotterdam and the downtown London City STOL port. The SAA-SAL label from South Africa (#17) came also from Henk.

Japan Air Lines has a new logo, but I think it is not as nice as the old one. New BILs from JAL (#18), Arnarflug-Eagle Air (#19) and German Wings (#20) from Henk are also shown.

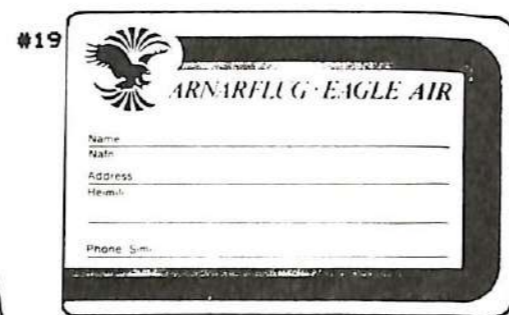
The RAA labels (#21-23) were sent in by TED KOCH, who must have been on a trip to Alaska. Reeve Aleutian pioneered the long bad-weather route along the Aleutian chain.



#16



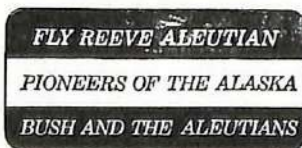
#17



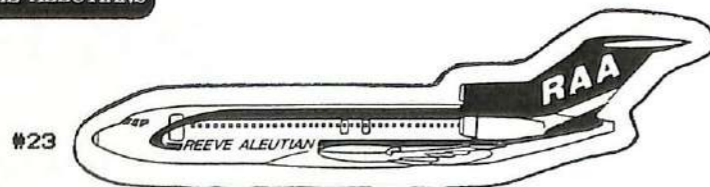
#19



#21



#22



#23

Baggage Identification

For your convenience and protection, please lock your baggage and affix completed labels inside and outside your baggage. This will expedite the return if delayed or misplaced.

このステッカーは、大事なお荷物(内側及び外側)に貼付けて下さい。又、お荷物の鍵は必ずおかけ下さい。

Name	Name
Address	Address
Country	Country
Telephone	Telephone

JAL Japan Airlines

#18

GERMAN WINGS

Name

Address / Adresse

Country / Land Phone / Telefon

GW/OG-424

#20

HECTOR CABEZAS of Germany was at the Orlando convention with two guests from the Soviet Union. They came up with the new CSA IL-62M label (#25), in red and white on silver. Hector also had new labels from Condor (#26) and Iberia (#27).

MARVIN GOLDMAN, author of "EL AL, Star in the Sky", illustrated by Mike Machat, gave us some new El Al labels. One is in blue and turquoise (#28) and the other, "To Eilat" (#29) has several colors. The latter comes also as a larger cabin baggage tag. Marvin's book should be added to any airline library. With more than 300 pictures, it tells of El Al's fight from a small beginning to becoming a world-wide respected airline.

GEORGE CEARLEY has reprinted his TWA book of 136 pages, containing more than 600 photos and other illustrations. Price, postpaid, is \$18 in the U.S., from his address at Box 12312, Dallas, TX 75225. His "Dallas



#25



#26



#29

Love Field" book has also been updated and reprinted, with 201 pages and 1,100 photos and illustrations. It includes 500 Braniff photos from 1929-1984, and sells for \$22, postpaid in the U.S.

"NYRBA's Triple Crash Covers, Outlaw Flight, and its Postal Markings" by Julius Grigore, Jr., is a new soft-cover book covering the history of NYRBA's first flight covers and its difficulties with the Post Office and Pan American Airways. A book review is published

elsewhere in this issue of the CAPTAIN'S LOG.



#30

#30 and 31 are baggage tags issued by Aeroflot, the air Soviet airline. Your editor received them from HECTOR CABEZAS at the AI'91 in Orlando. Both tags are in bright red with the text in blue on white and in white on red. Each tag is identical on both sides.

#31



WINGS & THINGS

by RICHARD KORAN

Without a doubt, I have been in a state of Polynesian Paralysis since the first week of August when the family journeyed once again to the Hawaiian Islands for our annual vacation on the North shore of Oahu. Time seems to move a little slower out there ... and the waves are bigger.

When we arrived back on the Mainland, a few days before the deadline for this column, I was presented with a great "gift" from two of our fellow wing collectors, Charlie Dolan and George Farinas. They bailed me out! Their contributions will provide the substance of the column and I am indebted to both. Mahalo nui loa!

I had asked Charlie if he would put down some words regarding his thoughts on the convention, banquet and the special "party" that we had been invited to, together with Martin Caidin. George was involved in getting together another great story about certain adventures involving "wings" and other "things" from south of the border. I will dispense with the quotes, since we all know who is saying what, etc.

Dick Koran:

The last day of the Airliners International Orlando 1991 had to be one of the most-exiting in all of the World Airline Historical Society's conventions. The Saturday dawned with the hype of a 1960s movie, with the refrain echoing along the halls, "The Russians are coming! The Russians are coming!" and sure enough, soon they were there: Vladimir Moisevich Mischustin, Director of the Aeroflot Museum at Moscow's Sheremetjevo Airport and Captain Oleg Basilovich Charitonov, Aeroflot pilot and Historical Aviation Adviser to the Airport Museum, had arrived from SVO at MIA via SNN and they trekked up the Florida coast to MCO to swap pins and banners and wings and things.

As word of their arrival spread, so did the crowd around their display table. The museum director had brought along a very comprehensive display from his personal collection which included early Aeroflot pilot wings, the thin silver and blue issue and many hour/service badges.

Many of the folks flocking to the table were mesmerized by the Soviet airline wings, cap badges and lapel pins. The visitors from the east were not adverse to accepting hard currency in exchange for these items. I had some U.S. and Canadian insignia which interested the captain in particular, and several swaps were concluded. After I had cleaned him out of all the traders I needed, Capt. Charitonov still had eyes for some of my extras. I resisted sales to such an extent that Hector Cabezas, Aeroflot's "Man in Frankfurt", who was acting as invitor, translator and expeditor, worked a three-way deal which helped fill cavities in each collection.

Charlie Dolan:

The evening's activities proved to be a "heady" experience. Capping off an evening of humbling trivia and technical abuse which preceded a fine meal, we were whisked aloft by tales of flight spun by Martin Caidin. I have to confess to the headiness of the experience,



The Russians are coming ... and they came to Orlando. Happy, but tired from the long journey, Vladimir Moisevich Mischustin (left), Director of the Aeroflot Museum at Moscow's Sheremetjevo Airport, and Captain Oleg Basilovich Charitonov (center), Aeroflot pilot and Historical Aviation Adviser to the Airport Museum, were invited by Hector Cabezas, right, Aeroflot's "Man in Frankfurt" and a regular AI participant. By all accounts, the "goodies" the two Russians brought with them, were gone in less than an hour.



Succumbing to a "heady experience", Martin Caidin (left), Charlie Dolan (somewhat upside down in the middle) and Dick Koran spent about five to seven minutes comparing male baldness. Such behavior is referred to by various experts as "letting off steam", "male bonding" or "what the \$\$\$ are those fools up to now". The famous writer (the one on the left, that is, in the dark shirt) won the toss.

because just prior to the dinner, Mr. Caidin, Capt. R.L. ("Curly") Koran and I spent five to seven minutes comparing male baldness. That is a contest I did not mind losing. Such activities are referred to by various experts as "letting off steam", "male bonding" or "what the \$\$\$ are those fools up to now!" Suffice it to say we had fun and during the course of this tomfoolery I discovered that Martin Caidin and I learned to fly at the same cinder strip of Zahn's Airport in Amityville, Long Island, NY. It is a small world when you find you've shared potholes with a famous writer.

The talk Mr. Caidin gave, told of "Iron Annie," the JU 52 which he brought out of the jungles of Peru (see story by Lance Ross elsewhere in this issue - JG), the early days of the Boeing 707 and the rapture of travel through air.

Throughout his talk, and by way of the twinkle in his eye, the underlying and

eventually pointed message was "Tweak the nose of authority" but "only in the nicest way." Regulations were perhaps not really made to be broken, but taking them too seriously only leads to unhappiness and ulcers.

After many belly laughs, tears wiped from cheeks and clever lines memorized, we had to re-enter the "real world." Well ... maybe not too quickly.

As it turned out, we, Dick and Diane Koran, Hector Cabezas, a young German lad, Josef Schmitt, and Valentin Omajnikov had been invited to the Russian's room at the Radisson for a "short one". We were not sure how the Russians were able to do it, because they had been awake for a lot of hours, but we couldn't say No. Well, not all of us. Dick's wife, Diane, knew they had to make arrangements for a Space Available flight back to DTW the next morning and it was obvious that those arrangements were definitely on Dick's back burner.

Exercising extremely good judgment, she excused herself and repaired to the room to arrange transportation. Meanwhile, in the parking lot, other transportation was being arranged. The logistical task of assembling six grown men to travel one half mile (at the outside) seemed ridiculously difficult. Hector was an innocent by-sitter because fatigue had set in and he was curled up in the front seat of one of the rented cars.

We made it to the Russians' room at about 2230 hrs. and proceeded to set up the hospitality suite. Here they were, guests in our country, and they were going to entertain us! The table was cleared, a makeshift table cloth was formed of long strips of bathroom tissue (envision that, if you would) and from bags appeared a tin of caviar, two bottles of vodka, a bottle of wine, and a big surprise.

As a trained investigator, I knew as soon as I saw the serrated knife appear we were heading into a "situation". Now, here we were, in the Bear's den getting ready to break bread with the Russians, and a knife was being unsheathed. It cold mean only one thing ... EAST EUROPEAN SAUSAGE! It was too late to leave ... I was doomed. As a U.S. Customs Inspector I was about to partake of prohibited meat!

Well, what can you do? The goods made it past quarantine in Miami and there was no authorized disposal area at the Radisson that I knew of. Say, have your bacteria call my bacteria and we'll straighten this out. We decided that destruction by chomping was appropriate.

The get-together proved several things. I now know why Nikita Krushchev banged his shoe on the table at the United Nations and also why he had no vocal cords left. I now also know what Aeroflot uses to de-ice its aircraft. There is an interesting thing about a Russian vodka bottle ... there are no screw caps or corks. Once it is opened, it is emptied! And so it was. The evening passed with jokes told in Russian to a Czech or German who translated it into English and vice-versa. We discovered that a Russian consumer, who has been told his new car will be delivered in seven years, asks whether it will be in the afternoon or morning.

"What is the difference?" the salesman asks.

"The plumber is coming in the morning" is the answer.

The Russians have also found there are no bureaucrats flying seaplanes because they all drown during the pre-flight walk-around! And on the stories went!



This Russian badge has the most enamel of the two pieces I acquired. The silver aircraft is mounted over a blue and white enamel center. Red and blue banners are atop the piece along with gold wreath on each side. The bar at the bottom is red with "5000" in gold.



Most of the area around this Russian badge is in dark blue enamel. The Aeroflot insignia in silver surmounts the badge, over a heavy, metal aircraft, the globe and a wreath. The enamel band at the bottom just inside the wreath is red with numbers and letters. I suspect this badge is the older one of the two Russian badges I obtained. Hopefully Hector Cabezas will be able to help me identify both of these prizes.

The Russians seemed overwhelmed by the warmth of their welcome by the people of the United States. They genuinely felt moved by our (the country's) openness. We tried to tell them it was just people to people and that is how walls are broken down. Our final item of interest was an invitation from the Russians to join them in Moscow in February, 1993, for an Airliners International mini-convention to honor the 70th anniversary of Aeroflot.

With that thought in mind, we thanked them heartily and reminded them of the hour. Though still hospitable, it was obvious that our hosts were very tired. We were not allowed to leave them at their door, rather they walked us to the parking lot to see us off on our half-mile journey. As we approached Dick's car, I noticed a young couple in animated discussion (it looked like a lover's spat) in a car two spaces away from our chariot. I wonder what the two kids thought of four grown men, jackets and ties all, exchanging bear hugs, cheek kisses,

thumbs-ups and "Dosvidanya's". It will just have to be one of life's little mysteries.

As for me, I can't wait for MOCBA '93.

Back to Dick Koran:

It was at Airliners International 1991 that George Farinas and I finally met face-to-face. We had talked on the telephone a lot of times, comparing notes on this wing or that wing, especially the Cuban variety. Recalling the Ferrer story in the previous issue of the CAPTAIN'S LOG, it was George who helped me acquire the current Cubana pilot wing by flying to Toronto and, with a friend, going to the hotel, then to the Cubana station manager's office, looking for the evasive wing, and finding it there.

George promised me some photographs to include in an issue of the CAPTAIN'S LOG and a story to go along with the badges. Here is his letter:

George Farinas:

Enclosed please find the promised pictures of wings of Aerovias "Q", the Cuba Curtiss (I believe this is identical to your half wing) and the SAETA embroidered one (this last airline I believe was a "paper" airline, as I cannot find any documentation at all on its existence - although the son of a former owner claims they "sub-leased" airplanes from Col. Quevedo's Aerovias "Q").

This Aerovias "Q" wing was really a monumental "prized" catch for my Cuban wing collection: very few Aerovias "Q" pilots defected! I checked the pictures of Aerovias "Q" pilots I have with a loupe, and they wore the same tiny wing. After the communists took over, Aerovias "Q" pilots wore an embroidered wing (even rarer).

Here is a brief biography of the pilot and the wing's history for the CAPTAIN'S LOG.

The wing belonged to Capt. Raul Martinez Saladrigas. It was acquired by him when he joined the ranks of Aerovias "Q" in 1948.

In the wee hours of 31 DEC 58, Capt. Saladrigas was summoned by the High Military Command of the FAEC (President. Batista's Fuerza Aerea Ejercito de Cuba - the Cuban Army Air Force). He was told to be ready for a flight to Santiago de Cuba, 500 miles east of Havana. When he arrived at Comubia Camp (Batista's air base), he not only saw his C-46 being readied, but also two DC-4s. When he enquired from the fuelers why so much gas was being loaded, he was told the flight was going to MSY (New Orleans), not SCU.

Soon, out of the shadows of the dark misty evening, a huge well-armed motorcade arrived. It was General Fulgencio Batista, his family and high-ranking cronies - now ready to flee Cuba. The DC-4 that Batista got on, was piloted by Capt. Ramon Garcia D'Abrigeon, the other DC-4 by Capt. Julio Leonard.

Batista's children boarded Capt. Saladrigas' C-46. When Saladrigas protested he only had Cuban navigation charts, Capt. D'Abrigeon told him "Take up a heading of 343 degrees for 640 miles, call me when you are airborne."

Unbeknownst to Capt. Saladrigas, Capt. D'Abrigeon was ordered shortly after takeoff to change course for the Dominican Republic and to maintain radio silence. Naturally, Capt. Saladrigas' radio attempts were unanswered. He set course for MSY as ordered.

Over the Gulf of Mexico he soon encountered a huge tropical storm made up of several squall



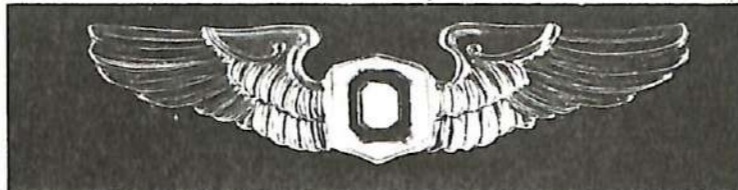
Cuba Curtiss wing from the early days in Cuba. The wings are silver with the center in red enamel at the top and a white enamel star and white Cuba. The word Curtiss in red enamel letters stands just above the white-blue-white enamel stripes in the shield. (George Farinas photo)

lines. Capt. Leonard's DC-4 could not penetrate it and ended up diverting to Jacksonville, Florida. Capt. Saladrigas and his C-46 took the brunt of the disturbance head-on, encountering severe turbulence most of the way.

After 3:30 hours of a hellish flight, the C-46 finally broke out on the other side of the storm over the Grand Isle Radio Beacon in Southern Louisiana while the sun was beginning to rise. When contact was established with New Orleans Moisant Approach Control, the pilots were informed the weather was foggy and visibility was reduced to one mile in fog. They were cleared for a VOR approach which in 1959 was still an all-too-new radio facility. The pilots did not have the airborne equipment on board and they asked for a "radio range" approach instead. Capt. Saladrigas, who could fly these difficult approaches with untold accuracy, broke out at 300 feet, right over the approach end of Runway 10.

It was then that ground control informed him that there were no Aerovias "Q" DC-4s at the field. Soon Capt. Saladrigas found out from the early edition of the Times Picayune that Batista's flight had landed at the San Isidro AFB outside Santo Domingo.

Capt. Saladrigas asked - and received - political asylum. He went on to fly for several non-skeds until finally landing a job with Mackey Airlines out of Fort Lauderdale. As fortune would have it, the airline was absorbed by then-giant Eastern Airlines in 1967.



This Aerovias "Q" wing was really a monumental "prized" catch for his Cuban wing collection, says George Farinas. According to George, very few Aerovias "Q" pilots defected, making this wing extremely scarce to say the least. The wing is silver with a white center and a red enamel "Q". (George Farinas photo)

Capt. Saladrigas went on to become the first Cuban-born captain to check out at Eastern. He retired in 1983 and today lives in South Florida with his lovely green-cat-eyed wife (a former Aerovias "Q" flight attendant) and five Siberian huskies.

Back to Dick:

My thanks to both Charlie Dolan and George Farinas for their contributions to this column - it was great that we all had an opportunity to meet at the Orlando bash. Our personal THANKS to

all the folks of the South Florida Airline Historical Association!

Before closing, however, I would like to recall last year's SEA-TAC convention with the following from Aviation Week's 22 JUL 91 issue:

BOEING COMMEMORATIVE FLIGHT.

"The famous Dash-80 prototype for the Boeing 707 series transports did a turn over the Seattle area July 15 in a flight that marked both the 37th anniversary of the aircraft's first flight and the 75th anniversary of the company's incorporation.

"It was at approximately this spot over Lake Washington (photo shows Dash 80 passing over causeway) that Boeing test pilot A.M. 'Tex' Johnston rolled the Dash 80 during the Gold Cup powerboat races in 1955, to the consternation of company officials: Tex and other notable retired Boeing officials were on the 45-minute July 15 flight which took off from Seattle and landed at Paine Field in Everett.



Wisconsin Central Airlines pilot wing given to me by Capt. Don Plank, one of the original WCA pilots. The wing is silver with deep red and light blue enamel work in the center. It is hallmarked Green Duck Company, Chicago and has numerous other markings as well. WCA began operations in FEB 48.



This North Central Airlines hat badge is silver with the red mallard duck, "Herman", centered on the blue and white enamel disk. The new name came in DEC 52, along with growth in an expanding route system and traffic growth.



North Central Airlines pilot wing worn by retired pilot Joe Hicks. North Central Airlines was almost synonymous with DC-3s in the U.S. Hicks recalls he wore this wing when he joined NCA in 1959 until a uniform change in 1962 or thereabouts. The wing is in silver with a red mallard duck ("Herman") on the blue and white enamel background.

"The aircraft was turned over to the Smithsonian Institution in 1972, and after 18 years in storage, it was restored by Boeing to flying condition and refurbished to its 1972 appearance. It eventually will be flown to Washington, D.C., to become part of the Smithsonian Air and Space Museum's proposed annex at Dulles International Airport."



Japan Air Lines lapel pin with their logo in red and silver on the white portion of the fan. The upper portion reads "Paris-Moscow-Tokyo". This is a beautiful lapel pin indeed.



This North Central Airlines pilot wing is a major departure from the previous pattern. Quite stylized in comparison, the wing is all silver with raised letters around the edge of the center. "Herman" is now in aqua on a series of small white and silver concentric circles. This wing, as far as I can determine, was in use from 1962 through 1967.



North Central Airlines joined the Jet Age in SEP 67, completing the "Douglas jet roll-call", according to R.E.G. Davies. I am sure this wing made its appearance on the uniform to coincide with the arrival of the new jets. It is also stylized and has "Herman" in aqua centered and North Central Airlines around the edge in dark blue.



Republic Airlines was formed in 1979 through the merger of North Central and Southern Airways. The Republic wing remained the same as the NCA one, except for the name change: Republic Airlines in dark blue around the edge, with "Herman" still in aqua in the center.



The Scandinavian Commuter pilot wings are quite similar to those of SAS, except that the bird is in silver and the wreath in gold. A smaller version of these wings and the hat badge are worn by the flight attendants.



This Scandinavian Commuter hat badge is worn by flight crews operating within Denmark and elsewhere. The airline is based at Kastrup Airport, Copenhagen, and was formed in 1989 as a sister company to SAS, together with Norlink, to provide feeder services with Fokker 50s. The badge is silver with gold trim around the wings and the center piece. The Danish, Norwegian and Swedish flags appear in the center in enamel of the appropriate colors.



Channel Aviation - Guernsey has a gold wing badge with a red center, three gold rampant lions and a white border with the name in gold. Checking sources, I am not sure if Channel Island Airways and Guernsey Airways were at all involved with C.A.G., dating back to the 1930s. Perhaps someone can help with this information with this beautiful wing.



This Paradise Island Airlines wing came courtesy of Capt. Rick Aranha. It is in gold with gold letters on a medium blue background. This wing is worn by captains. Senior captains, with more than five years seniority, have a wreath around the star. First officers wear plain wings.



Great China Airlines was established in 1986 with a fleet of helicopters for agricultural flying and tourism. The airline reorganized in 1987 to enter scheduled domestic passenger and cargo services. Both the hat badge and the wings have gold metallic thread on a black backing. Some of you who attended the Toronto AI may have seen the striking white and blue colors of their Dash 8s on the DH ramp.



Eva Airways is a new international airline flying out of Taiwan. It is owned by the shipping firm Evergreen. That was their name until it became too much of a conflict with the U.S. airline of the same name. The wing is overall in gold on a black background. Thanks go to John Whitehead for sending this wing for publication in the CAPTAIN'S LOG. The hat badge will appear in the next issue.



Makung Airlines was founded in 1988 and operates from Kaoshiung, Taiwan, Republic of China with two BAe (HS) 748-501 Super 2Bs and two BAe 146-300s on their schedules. The wing is in silver with a red enamel center and a white "M" in the logo.



Welcome to the 1940s - or, for some travellers, the late 1930s - courtesy of Otis Spunkmeyer Aviation. Every weekend the company takes passengers on "sentimental journeys" over the San Francisco Bay area from Oakland International Airport's North Field, in a vintage DC-3.

MARTIN CAIDIN



By LANCE ROSS

The Federal Aviation Administration and most government regulatory agencies in any number of countries still haven't figured out Martin Caidin. Nothing could make him happier.

Caidin, an irreverent pilot-turned-author, was the keynote speaker at the closing banquet of the 1991 Airliners International Convention in Orlando last July. Now 61, Caidin has written more than 100 books, including "The Saga of Iron Annie" and thousands of magazine articles. One of his books, "Cyborg", became the basis for the popular television series "The Six Million Dollar Man" and "The Bionic Woman." His works also include screenplays for films.

Caidin devoted most of his side-splitting remarks to the almost unbelievable process getting a 1935 Junkers Ju-52 trimotor airworthy again. After several years of flying it himself in the USA, he sold the German-made airplane, nicknamed "Iron Annie," to Lufthansa, which recently completed an eight-month long tour of the USA with the airplane.

"It was proper that it go home," Caidin said. But the aircraft and its chief U.S. pilot had a relationship for years, benefiting the temperaments of both. After seeing the airplane for the first time, Caidin wanted it ... and finally bought it in early 1975.

The airplane is officially a Junkers Ju-52/3m and the first one was first flown in 1932, two years after the first single-engine Ju-52 cargo airplane was built.

"Getting and learning to fly the JU-52 was one of the best experiences of my lifetime," Caidin said. It started with sorting out an airplane he learned about through a Missouri auction house and which, when delivered, had 1,100 pounds of whitewash covering from years in South America. There were no brakes and it had instruments in four languages. But that was no problem, Caidin said, because none of the instruments worked anyway.

He said he fulfilled his desire to buy and fly a Ju-52 because he had heard that the airplane was just his kind of challenge. And this came

from someone who had flown B-17s, B-29s, Messerschmitts and other warplanes under a variety of conditions, including aerobatics.

"The Ju promised to be more fun than the rest of them, because the airplane is so incredibly strong and you could carry a crowd with you," he told the packed AI'91 crowd. "When you went to airshows, you could tweak officialdom, you could tweak government and you could drive people crazy."

Instead, "Iron Annie" almost drove Caidin crazy. That should have been no surprise, since the airplane already had a reputation of frustrating pilots in its more flyable days before and shortly after World War 2. Sitting in South America for years didn't help matters.

"When we got the thing, it was beyond belief as an incredibly terrible machine," Caidin remembered. "Paint was flaking off. It had no brakes, smooth tires which the Germans designed because the airplane was to operate from grass fields. And on grass fields, when you have a good crosswind, it is nice to have the airplane slide and sputter across the field. So you never landed this thing three-points on a hard surface runway, or you're going to lose the airplane, unless the wind is coming straight at you. Smooth tires ... no brakes ... instruments that didn't work ... no manuals. Learning to fly the Ju-52 was a challenge!"

The original German BMW engines were actually made under a U.S. licence from Pratt and Whitney. And the three-prop tail-dragger is viewed by many Americans as the German equivalent of the Ford 4-AT, 5-AT and 7-AT Tri-Motors. For Caidin, any comparison ends with the number of engines. There were nearly 50 times as many JU-52s built as there were Fords. He described the Ford as "puny" compared to the Junkers: 10,000 pounds gross weight against 15,500 pounds for the Ju ... empty. "Iron Annie" cruised at 40 to 50 mph faster, with only 450 horsepower more than the

"Tin Goose", her distantly-related U.S. cousin. "Compared to this airplane, the Brooklyn Bridge is made of paper mache," he said proudly.

Caidin told the banquet crowd that no Ju-52 has even broken up in flight, due, in part, to its eight internal spars. There are only three spars in the DC-3 and B-17, he said.

While disintegration in the air was not much of a concern, starting the airplane was, before Caidin had a chance to modify it.

"A huge blast of flame would come off the wings," he described it to his audience. "We got number three! Start it! And you did this several times. I



had more fire trucks come out to meet me before the airplane ever moved! This is how we started the airplane. How Lufthansa ever survived, I'll never know. Can you imagine all those passengers in the airplane every time they started the engines? There was a ball of flame on each wing and fire running past the window. And that is normal," he said as the audience broke up in laughter for the nth time.

Caidin and Iron Annie had a stormy courtship. He tried to date her, she would leave pieces of herself on the runway during test flight take-offs. After 200 hours of flying and countless more of research and mechanical work, there was no one in the world more expert on the Ju-52 than Martin Caidin.

Then the FAA got him into

what was a classic "Catch-22" situation: he was told he could not fly the airplane because he wasn't qualified to pilot an aircraft that had never been certified in the USA.

"You cannot be checked out in the airplane until you learn to fly it," he was told. "And you can't learn to fly it until you're checked out in the airplane." Describing himself as anything but a diplomat, Caidin filed a \$10-million lawsuit against the FAA for denying him his civil rights by committing him to a violation he had not carried out. The FAA then gave him a permit for a Ju-52 demonstration flight, after which he was made the FAA examiner for the airplane ... and signed himself off. He has since checked out 150 veteran pilots from around the world in the trimotor.

Caidin reminded the audience that his Ju-52 was still in pretty bad shape, even though he took it to an airshow at Harlingen, Texas, after it was airworthy. On the return trip to Florida, the left engine blew on takeoff. At 2,100 feet, it had 30 feet of flame streaming out the exhaust pipe. And the electrical harness malfunctioned in the number three engine, creating a "boom" that could be heard for 50 miles in each direction up and down the Texas coast.

"People on the ground are looking into the air," he remembered. "They are hearing these explosions, these thundering sounds, and here's an airplane streaming fire behind it, steadily as it goes. Only the nose engine is giving us power."

Unbeknownst to Caidin and his crew, heading for an unscheduled stop at the Corpus Christi Naval Air Station, an avalanche of "What the hell is that thing in the sky?" phone calls were taking place.

"We're doing 78 miles an hour, with a 22-knot headwind," he told a crowd already roaring with laughter. "Here we come up the coast, exploding and burning." Then, making a loud, slow sputtering sound, Caidin added, "The Hindenburg is back!"

Since Iron Annie's radio had died, the FAA and NAS Corpus Christi were "skintracking" the airplane. But the corrugated metal skin gave a radar reading 10 times its actual size.

"We were 1,000 feet wide and 700 feet long," Caidin said as the audience howled with laughter. "The Corpus radar people called the tower and said, 'I

don't know what the hell we've got on the scope. Can you see it?' Here's Hitler's airplane with all these German markings on it. The tower says, 'We can see it, but you ain't gonna believe it. It's on fire.' We're streaming smoke off one engine and flame off the other."

When the airplane finally landed, it came to a dead stop in the middle of the runway, with pieces falling off.

"We looked like a garbage truck going to heaven," Caidin joked. "The head of maintenance at Corpus Christi came out, stood in the middle of the runway, looked at this airplane, buried his face in his hands, and cried."

Patched up and barely air-worthy, the Ju-52 was ferried to Miami, where Caidin personally supervised modifications. Added were hydraulics from a DC-3, tires from a C-46, a fire

"Iron Annie" (Lufthansa photo)



retardant landing gear, engines from a Grumman Mallard, a tail wheel from a Piper Aztec, prop controls from a Piper Apache and B-17 brakes. The brakes turned the airplane "from a wallowing old garbage truck into a ballet dancer," he said.

"From that day on, we could take off in 600 feet or less, with 23,000 pounds and 17 people aboard," Caidin noted. The Ju-52 was unknowingly designed as the first large-scale, large-capacity (for its time) short take-off and landing (STOL) aircraft. Over the next 10 years, Caidin and Iron Annie spent 2,300 hours airborne, taking up thousands of passengers ... 6,000 of whom had never flown before.

A few years ago, Caidin sold the airplane to Lufthansa which refurbished the interior and exterior in period decor and colors. The airline has re-

ceived a lot of credit for the restoration. But Caidin smiled when he discussed his modifications, which were left untouched and undiscussed. The round windows in the front and main cabin doors are from Ford vans. So are the rear windows by the lavatory and baggage compartments. The windows in the side of the airplane are from GM vehicles.

"This airplane is more American than the Germans would ever dream of," he laughed. "And they didn't change any of it! Lufthansa did not change a single engineering modification we made to the airplane."

Lufthansa offered to let Caidin fly the airplane when it returned to the USA last year. But he bristled at Lufthansa's insistence that one of its captains fly in the left seat, while Caidin flew in the right seat. Having literally written the book on the Ju-52, and

trained the Lufthansa pilots, Caidin was less than complimentary toward Lufthansa when he told company officials what they could do with their offer.

Caidin's antics over the years are not for everybody. However, he differentiates between being crazy and being stupid. Caidin said he is the former, and not the latter. He suggested that the FAA thinks he is both. Regardless, he's had a ball.

"It's fun," he said. "It's terrific. And I am going to keep on busting every regulation I can, just as long as I go!"

Lance Ross is a member of the WAHS and of Colorado Airliners International. He is one of the group that brought you the AI'88 in Denver, CO and is at present the Editor of "Inner-Line," the newspaper of Denver's Stapleton Airport.

BANQUET CONTEST WINNERS: It is a tradition to run two contests at the AI Saturday night banquet.

Trivia Contest winners are: 1st Andy Cardadeiro with seven correct answers out of 10; 2nd Jeff Jarvis also with seven correct; 3rd Dave Loevy, also with seven. Bill Coester's answer was closest to the correct answer for the first tie breaker, and Phil Brooks came closest to the correct answer in the second tie breaker. The contest questions were researched and drawn up by Linda Jones and Jim (JET) Thompson. The contest is published on page 184 of this issue. See how well you can do!

Name the Plane contest winners are: 1st Brian Barron with 17 correct out of 20 (a new record!); 2nd Greg Stanley with 15. The contest was put together by John Wegg and Mike Machat, using their own slides and those submitted by others.

Photo to the right: Paul Collins, founder and president of the WAHS (right) is presented with a set of business cards and a framed photograph by Jim (JET) Thompson. Both the painting and the reverse of the business cards show - what else? - a picture of a Gulf Air aircraft (a TriStar). No one knows why, but Gulf Air is Paul's favorite airline. How about an AI in the Gulf Emirates, with Gulf Air as the Official Airline of the AI, Paul?



In less than nine months, we'll be meeting again, during Airliners International '92 at **ORANGE COUNTY, CALIFORNIA.**

The dates are 24-28 JUN and host John Dekker and his committee are planning an exciting program.

The host hotel will be the Irvine Hyatt, right across from Orange County Airport (SMA). A rate of \$79 per night for up to four people in a room has been guaranteed from one week prior to the convention to the Sunday after, AI'92 committee member Rod Meyers said in Orlando.

A few days before this issue of the CAPTAIN'S LOG closed for press, John phoned with more details.

For starters, the group has secured the Douglas DC-2 of the Douglas Historical Society for scenic flights over the area. They are working on getting a DC-3 as well.

Also confirmed are guided walking tours of the LAX ramp for photography and plant tours of the McDonnell Douglas MD-87 and MD-11 plants.

Ramp tours of SNA are still under negotiation, as are plans for a flying visit to the airliner boneyard at Mohave by commuter aircraft.

Attempts are being made to have a number of airliners on static display at Orange County Airport for the duration of the show for photographers.

Other attractions in the planning stages include a five-to seven-day bus tour of San Diego, Tucson, Marana, Phoenix and LAX after the convention.

Besides getting an "official airline" for the convention, the committee is also working on getting an "official car

**AI '92
ORANGE COUNTY
CALIFORNIA
24-28 JUN**



**AI '93
WASHINGTON
D.C.**

Washington, D.C. has been chosen as the site for the AI 1993 on 08-11 JUL.

In a show-of-hands voting at the WAHS business meeting in Orlando, the capital city won over Philadelphia.

The successful bid for Washington was made by Roger Bentley of the Washington Airliner Society. AI'93 will be held at the Hyatt Regency Crystal City Hotel at National Airport and all rooms facing the airport have been blocked off for the AI, beginning 05 JUL. Right now the rate is \$79 per night for

rental company" for those who would like to rent a car at cheaper rates.

The entire southern California area is of course ideal for a family vacation, Rod said in Orlando this year. Attractions include Disneyland, Capistrano, the Queen Mary and the Hughes Spruce Goose (only half an hour away) and for airliner enthusiasts four airports: LAX, Orange County, Ontario and Long Beach, all in easy driving distance.

Both John and Rod said the convention is widely advertised in aviation hobby magazines in North America, Europe, Australia and Japan and a they expect a very large turnout.

For information, send a self-addressed stamped envelope (SASE) to: Airliners International '92, P.O. Box 820, Seal Beach, CA 90740, USA. For enquiries from outside the USA, please enclose I.M.O.s equivalent to air mail postage.

up to four people in a room. The hotel offers a free airport shuttle for those arriving by air and free parking for those who drive in.

Roger said the hotel has the largest convention area under one roof, 17,000 square feet, with an extension possible to 27,000 square feet. The banquet hall is separate from the convention area, so the display and sales tables don't have to be cleared early to give hotel staff the opportunity to ready the room for the Saturday night banquet.



PHOTO CONTEST WINNERS

COLOR ENLARGEMENT

First place

GEORGE DYSON, Jr.
Columbia, MD
with night shot of
two Jetstreams of
Continental Express.

COLOR ENLARGEMENT

Second place

MARILEE WOLFE
Glen Burnie, MD
with fireworks
projected against
Piedmont 737 tail.



COLOR ENLARGEMENT Third place

RONSON CHEONG
San Bruno, CA, with American Airlines MD-11 on
finals. (Published on the front cover)



SALON AIRLINER RONSON CHEONG
----- San Bruno, CA, with a larger print
of the American Airl. MD-11 on finals.
SPIRIT OF FLIGHT STEPHEN L. GRIFFIN
----- Palos Verdes Estates, CA, with
Boeing 747 taking off against the sunset.
COLOR SLIDES First place
----- BRIAN J. GORE, Orlando, FL, with
night shot of Northwest Cargo 747.
COLOR SLIDES Second place
----- DAVID CAMPBELL
Dover, NJ, with New York Airways S-58T at the New
York Heliport.
COLOR SLIDES Third place
----- GEORGE DYSON JR. Columbia, MD, with
shot of Midwest Express DC-9 at night.

There were no entries in the B&W category.



AIRLINE MODELING

by GERRY COLE



(Above) Gerry Cole's Seahawk 1 in 1/200 scale.
(Right) Bob Rice's BAe 146-200. Note lens cap in foreground. (All photos by Gerry Cole unless otherwise noted)



The annual IPMS national convention was held in St. Louis on 25-28 JUL. The turnout in the airliner classes was the best I have seen in years in terms of both quality and quantity.

First place

Judged best in the small-scale airliner class was your model editor's Alaska Airlines Boeing 727-200 "Seahawk I". My model was based on the Hasegawa 1/200 scale kit, embellished with an opened centerline air intake, clear wingtip and landing light covers (MV Products lenses in the wing root positions), red anti-collision lights from 1/43 scale model car tail lights and blade antennas from sheet styrene. The fuselage tail bumper and its shock absorber strut were fabricated from scrap styrene and stretched sprue. The decals were from Air Jet Advance and the Hasegawa kit, a challenging mix as the greens were quite different. The finish was Modelmaster, Xtracolor Boeing grey and several mixed shades of Metalizer, with multiple (8-10) coats of Future acrylic clear. The clear was sanded with up to 2000 grit between coats and the final coat rubbed out with Gunge-Sanyo Mr. Rubbing Compound. All this sanding and rubbing helped reduce the apparent thickness of the decals to an acceptable degree. Corogard areas and white anti-slip walkways on the wing top surfaces were solid color decals sprayed with Testor's Dullcoat. The cockpit window seams were filled with ACC, block sanded smooth with the fuselage, polished to regain clarity and masked before the fuselage was painted. Window "frames" were strips of white Scalemaster de-

cal stripes. The many clear coats of Future blended all this together for a very smooth finish. The advantage of using the Future acrylic, of course, was the ability to apply it directly to a bare clear styrene window molding without attacking it.

Second place

Second place went to a 1/200 scale American Airlines Boeing 767-300ER built by Don Fenton. He used the Hasegawa kit, with plugs added to lengthen the fuselage to -300 size. His decals were from ATP, but with painted fuselage stripes. This was a very clean model, with an attractive natural metal finish.

In third place was Ric Novak's 1/122 scale PanAm DC-7, built from the Revell kit. All the over-scale rivets were removed and the flaps were modeled in the down position. Ric had hollowed out the engine nacelles, then added white metal engines and aluminum tube exhaust stacks. Prop spinners were made from the front end of bombs.

The Out-of-the-Box award went to an Air Florida 737 in 1:144 scale, built from the Airfix kit by James Peters. He had done a nice job with the large AA/ATP fuselage decal and the model was well finished. There were at least three other models on par with these winners.

I did not get photos or the names of the winners in the large-scale airliner class, but the winning models were a Pan American DC-2 in first, a Junkers F 13 in second and an Eastern DC-3 in third place. The Junkers also won the Out-of-the-Box award.

The special theme award for the best TWA model went to James Peters for his Boeing 727-200 in 1/200 scale.

Incidentally, the sponsoring IPMS Gateway chapter arranged an outstanding tour of the TWA maintenance base at Lambert Field. TWA provided a DC-9-30 for a two-hour photo session, even included a GPU to keep the interior cool. Photos were also allowed inside the hangars where other DC-9s were in various states of disassembly. For those of us without ramp privileges, this alone was worth the trip to St. Louis.

Perhaps the most-impressive airliner model in the contest was Bob Rice's scratchbuilt BAe 146-200. Bob was originally commissioned to build this large model for Discovery Airlines, but they went under before the project could be completed. Bob chose to finish the mostly-fibreglass model in UA Express colors. The detail was very complete, including the complex landing gear and a complete cockpit. Bob has the capability to build more of these models, but without the interior detail to cut cost and speed production. Contact me if you are seriously interested and I will forward the requests to Bob.

Next year the IPMS Nationals move to the Red Lion in Seattle WA, beginning 9 JUL. It should be interesting to see if Boeing treats the IPMS any better than they did the AI convention last year. In 1993 the IPMS Nationals return to Atlanta, GA.

New models

Dean Slaybaugh of Sasquatch models wrote me concerning the resin 1/144 scale 747 Stretched

Upper Deck conversion shown in the MAR 91 issue of the CAPTAIN'S LOG. The SUD part was designed by Marc Hansen of Seattle and Sasquatch produced just a few for the designer and for AA/ATP. The general consensus was that it would not sell. Sasquatch has since found the conversion has generated sufficient interest and it is now a stock item. The price is U.S. \$10 for a pair of SUD parts, packaged two in a box. Contact Sasquatch with an SBAE if you are interested. My thanks to Sasquatch for the product update and a review sample.

Masterkit (ex-Leoman?) 1/144 scale EMB-111 and C-95 kits were shown at the IPMS Nationals. Most impressive, however, was their new Boeing 747-400 conversion in 1/144 scale. This includes a stretched upper deck, new engines, engine fans, wing tip extensions and winglets, all in cast resin. Unlike the Sasquatch SUD, this one will definitely require that you use decals for the cockpit windows. The price was shown as U.S.\$15. Only a pre-production prototype was on display and I have no details about availability.

By now most of you have probably seen the ESCI Fokker F-27 kits with current Air UK mark-

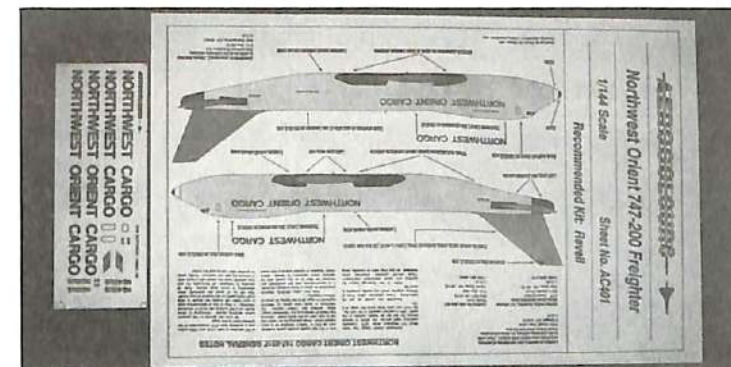
ings. This is definitely the airliner kit of the year and it might even make the most devoted small-scale airliner modeler try 1/72 scale. All panel lines are engraved, detail is crisp and it appears complete. Even detailed passenger seats are included. We "decal swappers" can have a field day with this model and the "hoarders" can now part with their outdated Airfix F-27s.

The Heller Airbus A320 kits are beginning to appear in U.S. hobby shops. The scale is Heller's usual for airliners, 1/125. All control surface outlines are engraved, with fine raised lines to denote panels. This must be a model of an early aircraft, as no winglets are provided and a probe is moulded

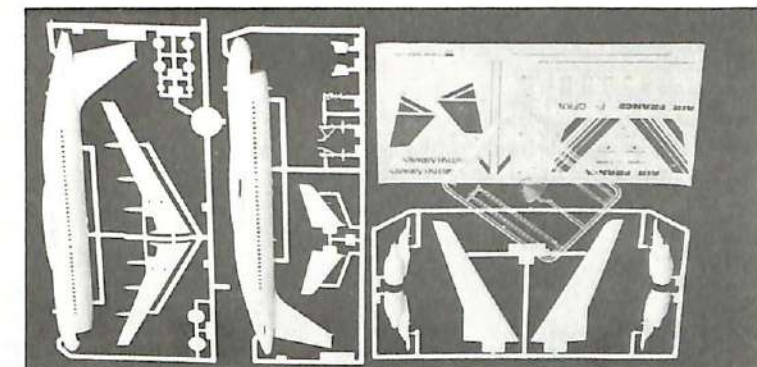
into the leading edge of the port stabilizer. I usually like Heller's cockpit window treatment, using a single, clear piece for both windows and forward top fuselage as it moves the joint between the clear window and the fuselage top to a location where it is easier to fill. Decals are provided for Air France's "Ville de Strasbourg" and for a British Airways example without any registration at all. The Air France blue is too dark and the "crest" on the fin of the BA example is very poorly produced. No silver decal window outlines are provided. Although the engine exhaust detail is less well defined than the Revell 1/144 scale offering, the Heller kit should make up into a nice model. It retails for about U.S.\$18, considerably less than the Revell kit.



MasterKit's 1/144 scale 747-400 conversion. (MasterKit photo).



(Above) Aerocolours Graphics 747 Freighter decal (left) and Heller A320 kit in 1/125 scale (right).



(Bottom) Don Fenton's 767-300ER in 1/200 scale (left) and DC-7 from Revell kit by Ric Novak (right).



New decals

The new decals I mentioned last time, have arrived. Vince Klimas is producing decals under the Aerocolours Graphics name. The first issues include the short-lived Braniff billboard scheme for the Airbus A320 in 1/100, 1/144 and 1/125 scales. The prices are U.S.\$4, \$5 and \$5 respectively. Both the red and purple letter schemes are produced, for six decals in all. They include titles, detailed emergency exit markings and registrations for one aircraft. No window frame decals are included, but a proper A320 set may be produced by Aerocolours in the future. The instruction sheets are large and well-printed and even include patterns for the IAE V-2500 engines and the -200 series winglets for the Braniff, now America West, aircraft. The "purple" lettering has caused Vince some problems. The initial run of decals came out more a dark blue than a true purple. The purple-tinted blue color matches some of the published photos, but others indicate it should be more like the old Hughes Air West color. Vince is going to reprint the sheet,

perhaps doing the "banana" F-27 decal for the new ESCI 1/72 scale F-27 kit at the same time.

Aerocolours also has decals for the Northwest Cargo 747 freighter in both 1/200 and 1/144 scales. Prices are U.S.\$4 and \$5 respectively. The decals depict the all-natural metal fuselage scheme, without the new NW tail logo. Either N640US or N616US can be modeled, with the subtle differences in markings noted on the instruction sheets. You won't need many fuselage windows with these decals, and none are provided. Only one aircraft has any windows at all, and even then there are only 28! Like the Braniff sheets, these decals are well printed and come with excellent instructions.

The next releases from Aerocolours will center on the yellow-tailed German Cargo fleet, with sets for the Boeing 707 (1/72, 1/144 and 1/200), Boeing 737 (1/125, 1/144 and 1/200), Boeing 747 (1/144 and 1/200) and the DC-8 (1/144 and 1/200 scales). At last, it appears someone will be producing aftermarket decals for the Heller

707 kit.

At the same time, Aerocolours will run decals for the German charter airline Condor in 1/200, 1/144 and 1/125 scales. All sheets should be available from AA/ATP, or contact Aerocolours Graphics at Box 9518, San Bernardino, CA 92427. My special thanks to Aerocolours for the review samples.

Departure lounge

The long-promised MD-11 article obviously is not in this issue. Maybe the next time. I am learning not to make promises I can't keep.

There appear to be some very interesting new releases coming from Sasquatch (747SP wings, a complete Stratoliner kit, 1/200 scale DC-8-62 engines and a Beech 99 in 1/144 scale) and AA/ATP (imported 1/172 scale vacuform 737-300 and DC-10-30, plus cast resin engine nacelles), so stay tuned for more good airliner modeling. After the flood of photos from the IPMS and IA conventions, I will be needing more photos and modeling ideas from you. Please keep in touch.

AI '91 MODEL CONTEST WINNERS

(Photos by JOOP GERRITSMA)

LARGE PROPELLER (1/99 scale or larger)

First Dana Kopher - BEA Herald

SMALL PROPELLER (1/100 scale or smaller)

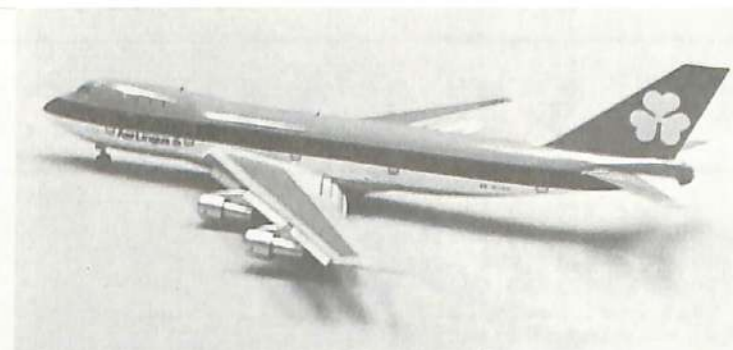
First Dana Kopher - Northwest L-188

LARGE JET (1/125 scale or larger)

First Allen Evans - Delta 767-300

MEDIUM JET (1/126 - 1/149 scale)

First John Mui - American Airlines A300



LARGE PROPELLER (1/99 or larger)

Second: Robert O'Donovan - Eastern Trimotor

Third: Frederick Hartman - Trans Continental DC-6A

SMALL PROPELLER (1/100 scale or smaller)

Second: James Erikson - PAA DC-7

Third: Randy Auble - TWA L-1049

LARGE JET (1/125 scale or larger)

Second: James Peters - TWA 727

Third: Elliot Epstein - British AW 707

MEDIUM JET (1/126 - 1/149 scale)

Second: Dana Kopher - British AW Trident

Third: James Peters - Aur Florida 737

SMALL JET (1/150 scale or smaller)

First: Thomas Kim - Aer Lingus 747

Second: Allen Evans - Canadian Pacific DC-10

Third: Rick Guildbault - Air New Zealand 767

MAJOR CONVERSIONS (All scales and types)

Rick Guildbault - Alaska Airlines 737

VACUFORM & SCRATCHBUILT (All scales and types)

Robert O'Donovan - Eastern Airlines Kellet KD-1B

DIORAMA

James Erikson - Fri Reyes B-17: Another load of

meat for La Paz

Elliot Epstein - LOT 767 (Elliott Epstein photo)

FLIGHTS OF FANCY

Randy Auble - PanAm 747 (diorama)

JUNIOR (All scales, ages 14 or under)

Kenneth Squires - Noratlas

BEST OF SHOW (Chosen by contestants)

Thomas Kim - Aer Lingus 747

BEST THEME MODEL

Allen Evans - Delta 767-300

HONORABLE MENTIONS

Bob Venditti - Canadian Airlines Int'l 737

Randy Auble - PanAm airport diorama

POST CARD CORNER

by WILLIAM DEMAREST

People around the world have focused their attention on the Middle East in the past year, with the Persian Gulf War and Middle East peace talks uppermost in mind. The Golden Oldies section of this column also looks at this region, but we examine the airline industry, rather than the machines of war. Flag carrying airliners are the machines of peace.

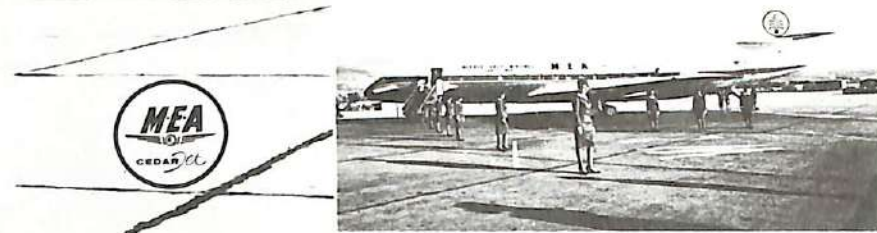
Golden Oldies features a variety of my favorite postcards from this troubled corner of the world. I hope you enjoy the selection.

Over the years, Iran Air, Iraqi Airways, Kuwait Airways and other notable carriers have published a wide array of postcards to publicize their aircraft and services. Newcomer carrier Emirates has given us postcards of the 727 and Airbus aircraft. El El has also been good to postcard collectors over the years.

Airliners International 1991 has now passed into the history books. Those of us who attended were able to walk away with a plethora of new postcards for our collections. Long-time friends and fellow collectors Jon Proctor and Allan Van Wickler created a frenzy at their table by selling thousands of postcards for 25 cents each. I hope that AI'92 will be as bountiful. Some of the new issues I picked up are mentioned elsewhere in this column.

Enjoy.

GOLDEN OLDIES



MIDDLE EAST AIRLINES - AIR LIBAN
COMET 4C & CARAVELLE 6N at Beirut International Airport



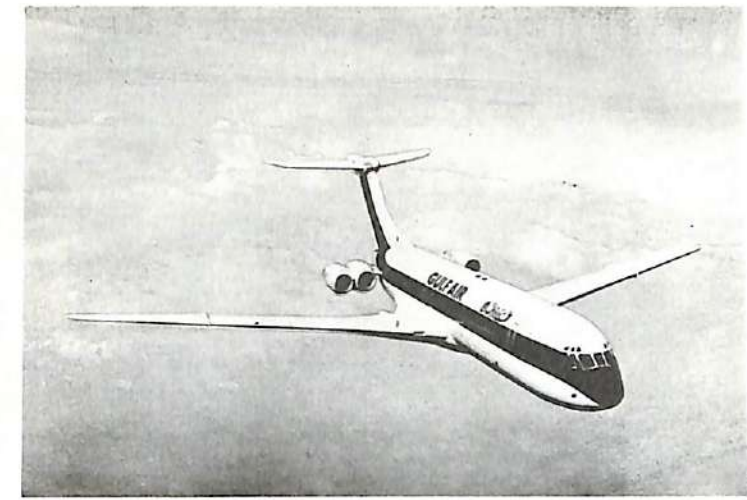
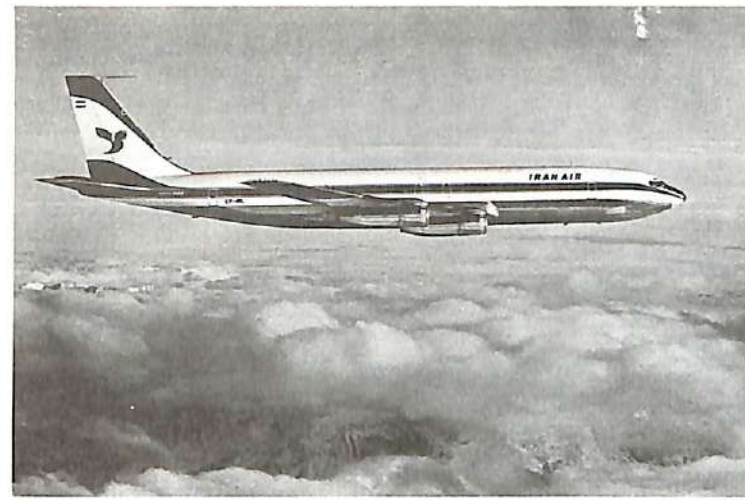
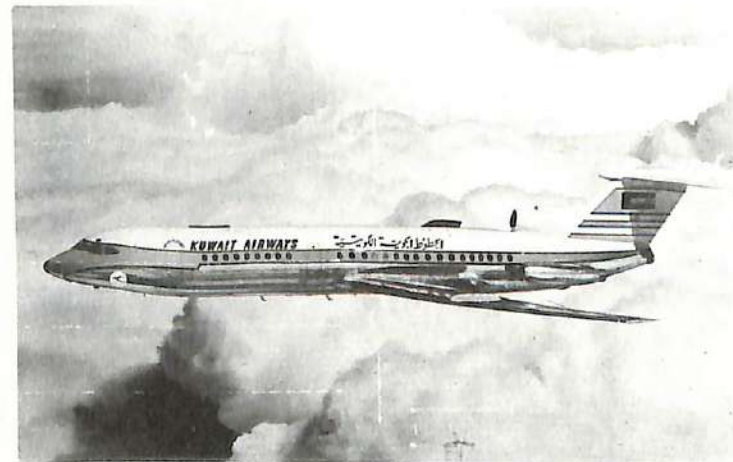
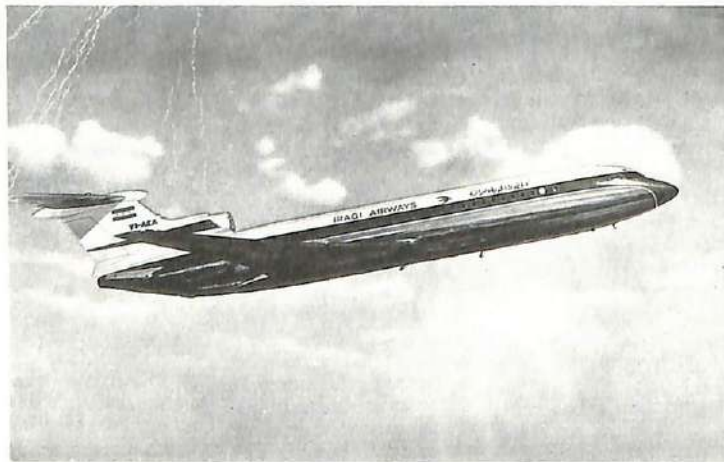
TOP:
MEA Comet 4C &
Caravelle 6N.
RIGHT:
Kuwait Airways
Airbus A310.
BELOW (left):
Iraqi and
Kuwait Airways
Tridents.

AB 310
البرايس 310



IRAQI AIRWAYS

الخطوط العراقية
IRI 310 - 310 TRIDENT



One of IRAN AIR's long-range BOEING 707 Intercontinentals in flight

IRAN AIR LINKS EUROPE, THE MIDDLE EAST AND THE FAR EAST

GULF AIR
VC10

NEW ISSUES

LEGEND

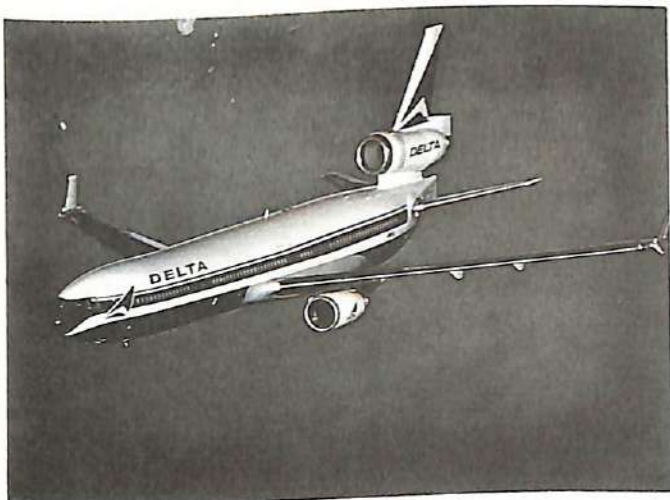
ab - seen from above	ls - large size
ai - artist's impr	lv - long view
bl - seen from below	ml - model
cc - combi card	mv - multi-view
co - Continental size	nc - new colors
dr - drawing	nt - new titles
fv - front view	oc - old colors
fl - facing left	ov - oversized
fr - facing right	ow - on water
gr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

AIRLINE ISSUES

African Safari DC-8-63, gr fr co
Air Holland 757-200 cockpit view looking at other aircraft
AirLanka L-1011, to ov mv, advertising cargo services from London
Air New Zealand 747-400, if fl rv
Air Niugini F-28, gr fr
F-28, if fr, above islands
A310, if fr, il over HKG
A310, if fr to
DHC-B, gr fl ov
DHC-B, if fl
Above Air Niugini cards are oversized, have black borders and carry the airline logo in white.
Air Nippon 737-200, if fr co into sunset
Air Seychelles DHC-6, gr fl co
BN-2A Islander, gr fr co
Both Air Seychelles postcards were published by their Zurich office
American Airlines MD-11, if fl co
Cathay Pacific 747-400, co, two aircraft
China Eastern A300 3-tail view gr fl co
A300 cockpit view w/crew
Delta Air Lines MD-11, if fl r ab
East West BAe146, if fr co ml
Egyptair 747-300, if fr co in sunset
767-300, if fr co
Japan Air System MD-81, if fl co
A300B2, if fl co
DC-10-30, if fl co
Japan Asia 747-300, if fl co
Korean Air MD-11, if fr co
LIAT DHC-B, fl co mv w/passengers
Linjeflyg 737-500, if fr co
Lloyd Aero Boliviano 727-200, if fl rv
LTE 757-200, if fr co red & white clrs
757-200, if fl co red & white clrs
757-200, gr fl co red & white clrs
757-200, gr fl co tail view
Lufthansa 747-400, if fl co with lights
747-400, if fr co over mountains

 Air Niugini

Air Niugini A310-300 on final approach at Kai Tak Airport - Hong Kong
PHOTO: DIETMAR PLATH



Air New Zealand's Boeing 747/400 link Auckland with Los Angeles, London and Melbourne



AIR NEW ZEALAND
THE PRIDE OF THE PACIFIC

The McDonnell Douglas MD-11, flagship of the Delta fleet, is especially suited for international flights. With its fuel efficient and technologically advanced design, the state-of-the-art MD-11 has the longest range in Delta's fleet, 8,000 miles.



Sabena A310-300, inflight cockpit view
A300-300, gr tail view from rear
at dusk
737-300, inflight cockpit view
TAT ATR-42, if fr co
F-28, if fl co to
TAE Switzerland 737-300, if fl co to

With special thanks to Paul Collins,
Howard Grant, Rick Neyland, Udo Schaefer,
Joseph Schmidt, Ben Sutherland,
Ludwig Valenta and Vladimir Vokalek.

COLLECTOR SERIES

(Contact: Jose Juis Pereira, Beco Torto
No. 10-2A, 2750 Cascais, Portugal.
(Limited edition of 500 cards each.)
All card numbers prefixed CS-
001 TAP Air Portugal 707-320C
002 TAP Air Portugal 727-100
003 TAP Air Portugal 737-300
004 TAP Air Portugal A310
005 Air Atlantis 707-320B
006 Air Atlantis 737-200
007 Air Sul 737-200
008 Air Columbus 727-200
009 Portugalia Fokker 100
010 LAR DHC-6
011 LAR HS 748
012 LAR Do-228

EDITIONS P.I.

678 Singapore Airlines 747-400
679 Cathay Pacific 747-400
680 Japan Air Lines 747-200
681 Japan Air Lines DC-10-40
682 China Airlines A300-600
683 Malaysia Airlines A300B4
684 Gulf Air 767-300ER
685 Air China 767-200
686 Thai International A300B4
687 Delta Air Transport BAe146
688 Delta Air Lines 767-300ER
689 Gibraltar Airways 737-2U4
690 Portugalia Fokker 100
691 MGM Grand Air DC-8-62
692 DLT Fokker 50
693 Air 2000, 757-225
694 Lufthansa 737-530
695 Lufthansa A320
696 Finnair MD-87
697 TAAG Angola L-1011-500
698 Iberia MD-87
699 Brymon Airways DHC-8
700 Air Toulouse Int'l Caravelle 10B3
701 All Nippon A320
702 Viva Air DC-9-32

FLIGHT-LINE QUALITY SERIES

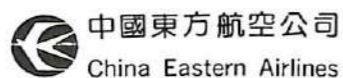
144 Greenair TU-154M
145 Channel Express L-188CF
146 Iberia MD-87
147 Lufthansa 737-330
148 German Cargo 737-230F
149 Air Europe 757-236
150 Interflug A310
151 CSA A310

152 UTA Cargo 747-228F
153 Austrian Airlines MD-87
154 Cargo Moravia 707-344B
155 Slov Air LET-410
156 CSA TU-134A
157 Tunis Air A320
158 Tarom Rombac 1-11/561RC
159 CSA IL-62M
160 CSA YAK-40K
161 Air Columbus 727-2J4
162 L.A.R. AN-26
163 LAC Colombia DC-8-54F
164 Long Island Airlines DHC-6
165 Southern Air Transport DC-8-71F
166 Paradise Island Express DHC-7
167 Braniff International 727-291
168 Midwest Express DC-9-32
169 Sun County 727-282
170 Air Berlin 737-4Y0
171 Florida West 707-321C
172 Northwest Airlines 727-251
173 Sierra Pacific 737-112
174 USAir 737-2B7
175 Northwest Airlines DC-9-31
176 USAir MD-82
177 Trans World Airl. DC-9-15
178 Skyfreighters SuperDC-3
179 Skyfreighters CV-440
180 Midway Airlines DC-9-15

181 Midway Metrolink DC-9-14
182 Mexicana 727-264, blue tail, green
183 Continental 737-247 \ designs
184 Challenge Air Cargo 707-323C
185 Mexicana 727-264, pink tail, purple
186 AECA Carga DC-8-54F \ designs
187 Ciskei Int'l CV-990A
188 Aerosur Cargo 707-351C
189 Nationair Canada DC-8-62
190 Air Aruba 737-3M8
191 Cargo Airlines 727-25F
192 Dragonair L-1011
193 Aeroflot AN-22
194 Transbrasil 767-204
195 Nationair Canada 757-236ER
196 Ecuatoriana 707-321B
197 Ariana Afghan TU-154M
198 Aeronaves del Peru DC-8-55F
199 SAM Colombia 707-373C
200 MIAT TU-154M
201 AeroPeru DC-8-63
202 Dragonair 737-2L9
203 Garuda 707-3M1C

FLIGHTDECK

55 British Airways 747-436
56 American Airlines 767-323ER



中國東方航空公司
China Eastern Airlines

Airbus A310-304



MISC. PUBLISHERS

12/90a Dragonair L-1011
03/91a LACSA A320
03/91b Malaysia 737-453
03/91c Mexicana 727-200, green tail

D.K.C. POSTCARDS

A017 L.A.R. BAC 1-11/424EU
A018 Malev AN-2
A019 CAAK IL-76TD
A020 Interflug DHC-8
A021 CSA IL-62
A022 Aeronica AN-26
A023 Tarom IL-14
A024 Libyan Arab IL-76T
A025 Malev YAK-40
A026 CAAK TU-134B
A027 Cubana IL-18D

PRIVACY PUBLISHING HOUSE

(Card numbers prefixed 03/91/)
39 Air Liberia CASA 212
40 Ciskei CV-990
49 Evergreen Int'l Sabreliner
50 Air Nippon YS-11
51 Litoral YS-11
52 Shawnee Airlines D.H. Heron
53 Prinair D.H. Heron
54 Airlines of Tasmania D.H. Heron
55 Metro Cargo IL-76
56 Cargo Moravia Airlines LET-410
57 CIACA AN-2
58 X.Air Turbo Commander
59 Purolator Courier G-159 Gulfstream
60 Indonesia Air Transp G-159 Gulfstr.
61 Naples/PBA Martin 404
62 National Commuter Mohawk 298

SKYLINER CARDS

079 Icelandair F-27-500
080 Uni Air Rouerque F-27-500
081 Royal Swazi Air F-2B-3000
082 Lloyd Aviation F-2B-4000
083 Iran Asseman F-2B-4000
084 Jersey European AN F-27-500
085 American Airlines Fokker 100
086 Mid Pacific Air F-2B-4000
087 Garuda F-2B-1000
088 Air Wisconsin F-27-500
089 Empire Airlines F-2B-4000
090 East-West AL F-2B-4000F
091 Pilgrim Airlines F-2B-3000

THE AIRLINE HOBBY SHOP

AHS-146 Mongolian Airlines TU-154B
(no number) Air Malta A320

WORLD COLLECTOR'S CARDS

(Card numbers prefixed WCC)
1 LADECO 707-320B
2 Cargo Moravia Airlines TU-154
3 Singapore Airlines 707-320B
4 Cubana AN-24
5 Aeroflot AN-26B
6 Air Haiti 707-330C
7 Aeroflot AN-2
8 Sultan Air Caravelle 10B
9 Air Cargo Spain Metroliner
10 CSA IL-18
11 CSA IL-62
12 Avianca 707-330B
13 Transeuropa Caravelle 10R
14 Harbour Air DHC-6
15 Fast Air 707-320C
16 CSA IL-18
17 CSA TU-134
18 Comair DC-3C
19 CAAK IL-18D
20 Aeroflot AN-12
21 Aeroflot AN-2
22 Aeroflot TU-124
23 Aeroflot LI-2
24 Aeroflot AN-2
24 Aeroflot TU-144
26 Aeroflot IL-18T
27 Aeroflot TU-114
28 Aeroflot AN-10A
29 Aeroflot BE-32
30 Aeroflot YAK-40
31 Aeroflot M-17
32 Syrian Air Caravelle
33 Trans Continental DC-8-45F



EGYPTAIR مصر للطيران

BOEING 767/300

A300-B2/B4

●全長: 53.6m ●全高: 44.8m
●巡航速度: 848km/h
●座席数: 241-281席



JAPAN AIR SYSTEM



KOREAN AIR

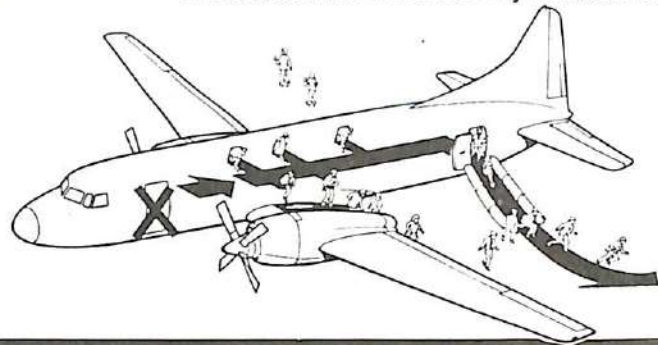
KOREAN AIR'S MD11
Length(全長) 60.53m, Wing Span(全幅) 51.66m, Height(全高) 17.60m
Cruising Speed(巡航速度) 883km/h, Passenger Seats(座席数) 267

34 Capitol DC-8-61
35 United Air Lines DC-3
36 TEA 737-300
37 CSA IL-14
38 Tarom BAC 1-11
39 Aeronica TU-154M
40 Aerocaribbean Britannia



SAFETY CARDS

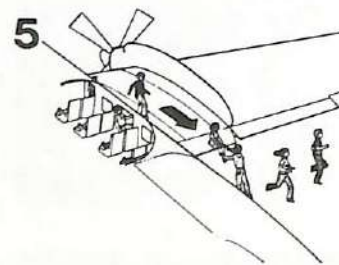
NORTH CENTRAL AIRLINES
EMERGENCY INFORMATION CARD



© 1991 Robert Neal Marshall
Some materials submitted by Pat McCollam

When airline enthusiasts are asked about North Central Airlines and the aircraft it used to fly, immediately the Convair 580 comes to mind for many. Although North Central flew DC-3's for many years, the image of the Convair's huge four-blade Allison Props stands out. Even today I remember those large square windows with curtains, heavy duty passenger seats, and usually only one flight attendant for a flight between 45 minutes and an hour. I used to pray I would get the window seat right by the propeller, Seat 2A or 2D. Strange though it is to many, I was mesmerized as the engines cranked, building into that whistling whine unique to the Convair 580 or Electra.

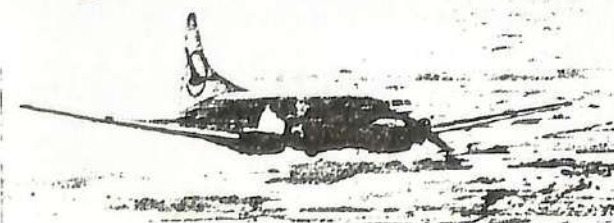
For this article, samples are unavailable of the Wisconsin Central or very early North Central safety cards, however here are some excellent examples starting with the late 1960's and early 70's.



A standard North Central safety card for many years was a two-sided laminated cardboard card that was taller than wide. Printed in dark blue ink on a glossy white background, these cards contained simple

clear diagrams. The artwork is reminiscent of 1960's Eastern Airlines evacuation cards. These examples were used until the mid 1970's when the Interaction Company began producing their colorful graphics and illustrations. As with many of the Interaction designs, these new cards sported in-flight photographs of the featured aircraft. North Central's

Just in case...



BRACING POSITION

Convair 580 "Just in Case" card presented a great shot of the 580 cruising beneath a blue sky. The North Central DC-9 Interaction card was actually a two-fold over-sized card that used a McDonnell-Douglas generic DC-9 silhouette, flying off into the sunset.

Without a recognizable

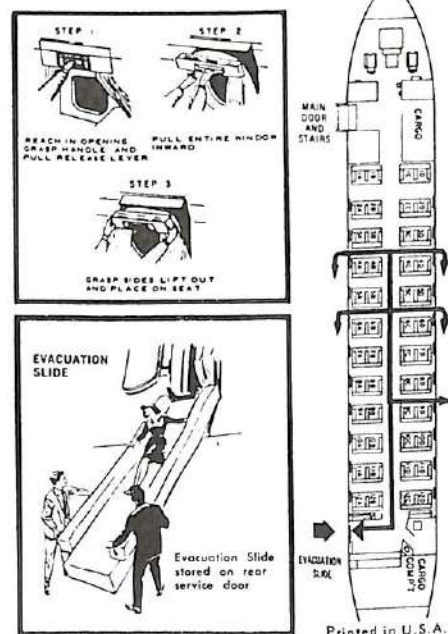
NORTH CENTRAL AIRLINES EMERGENCY INFORMATION CARD CONVAIR 580

You're flying aboard a Convair 580, with a Captain and Crew who are thoroughly trained and experienced. There is little likelihood we will encounter a situation requiring emergency preparations but it is good practice to be acquainted with the safety features we have provided for you on this airplane.

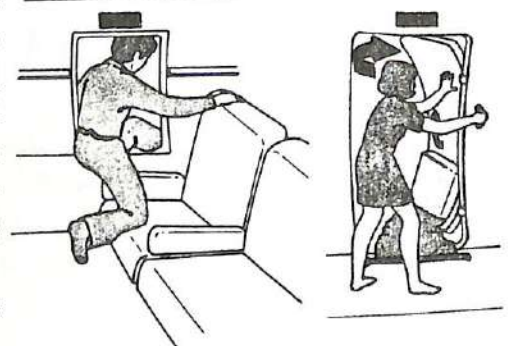
EMERGENCY EXITS

Six exits, all marked, are available for your use. The diagram indicates the location of these exits. Curved arrows indicate window exits over the wing and recommended direction of egress. The fifth window exit is equipped with an escape rope. The rear service door is also equipped with an escape rope as well as an evacuation slide.

The forward entrance door and stairs will be used only when operated by a crew member and passengers so directed.



Printed in U.S.A.
PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT
SEE REVERSE SIDE FOR LIFE VEST INSTRUCTIONS



DOUGLAS DC-9

Emergency Information Card

NORTH CENTRAL AIRLINES

You are flying aboard a DC-9, with a Captain and Crew who are thoroughly trained and experienced. There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this airplane.
PLEASE DO NOT TAKE THIS CARD FROM THE AIRCRAFT

OXYGEN SYSTEM

To make your flight comfortable and speedy, modern jets such as this one operate at very high altitudes. In the unlikely event that cabin pressure should be lost, the thin air at these levels would require that you breathe supplemental oxygen. Should the need arise, a mask compartment over your seat will open automatically, and oxygen will flow to the masks if the reduction in cabin pressure is enough to make it necessary. If the compartment should open—

1. Pull nearest mask to your face and press open side over nose and mouth.
2. Breathe normally.
3. Adjust headband.
4. Wear mask until advised by Crew to remove it.

TAIL CONE EVACUATION

EVACUATION SLIDE

BRACING POSITION

DOOR OPERATION

1. Lift handle fully
2. As hinged side moves in—push other side out
3. Latch open

WINDOW EXIT OPERATION

1. Pull in on handle.
2. Lift the window in.

0417-600330 8/1/72 PLEASE SEE REVERSE SIDE

SOUTHERN AIRWAYS
MARTIN 404
EVACUATION PROCEDURES

TO OUR PASSENGERS
You are flying aboard a Martin 404 with a Captain and Crew who are thoroughly trained and experienced. There is little likelihood we will encounter a situation requiring emergency preparations but it is good practice to be acquainted with the safety features we have provided for you on this airplane.

SEAT BELTS
Seat belts are provided for your safety and comfort. They must be fastened securely during all taxiing, takeoffs, and landings. It is recommended that your seat belt be fastened at any time you are seated. Seats must be in an upright position during all taxiing, and landings.

SMOKING
Whenever the "NO SMOKING" sign is on, all smokers are to be extinguished.

LIFE VESTS
Life vests are located in a pouch under each seat for use in the event of an emergency water landing. REGULATIONS PROHIBIT THE USE OF ANY AM OR FM RADIO OR TV RECEIVERS IN FLIGHT.

DO NOT REMOVE THIS CARD FROM AIRCRAFT

FORWARD CARGO DOOR
The Forward Cargo Door is equipped with an inflatable emergency evacuation slide.

Evacuation Procedures:

1. Rotate handle in direction of arrow to "OPEN"
2. Push door outward
3. Grasp Red Tie on Rear and pull to unlatch evacuation slide

EVACUATION SLIDE
Before using slide, remove high heeled shoes. The correct way to use slide is to sit on left and push left foot first. Do not hold onto sides of slide and do not brace jump while it.

WINDOW EXIT OPERATION

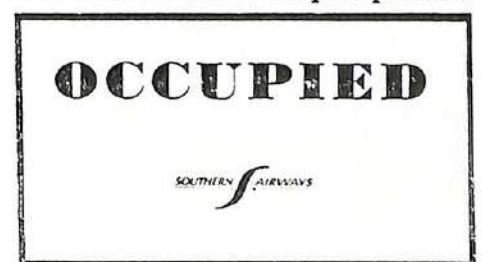
1. Insert hand in Slot
2. Pull handle down
3. Grasp Bottom and Top of Window
4. Lift inward

BRACING POSITION

BRACING POSITIONS

1st Row Rear Facing All Others

Although retiring it's DC-3's, Southern did, however, continue to fly the venerable Martin 404 on many of its shorter haul flights right into the late 1970's. The 404 card was printed in brown and/or brown and red ink on white heavy stock paper. Resembling a short squat 727 card, the Martin 404 contained a unique rear entry, up the tail, passenger door. This is clearly illustrated on the floor plan. Other Southern cards were in different colors based on aircraft type. These "Evacuation Procedures" used the back side of the card as a Seat Occupied placard.



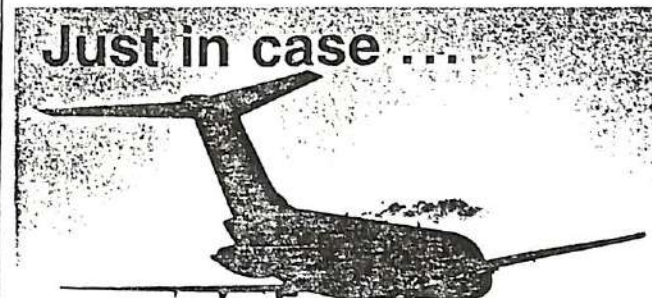
airline logo, this stock photo was used on several safety cards. Regarding the DC-9, it is interesting to note that while many other airlines used an entire range of DC-9 equipment including the smaller -10 or -15's, North Central purchased the larger -30's and -50's right from the start.

With the merger of North Central and Southern Airways in July of 1979, Interaction continued to produced cards for the newly formed Republic Airlines. With this "marriage" an entirely new side of distant relatives were added to the North Central family tree. Here's a look at some distant cousins.

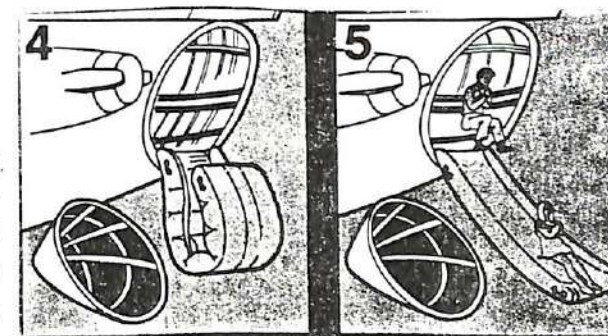
EVACUATION SLIDE



Evacuation slides stored on door and tail cone placarded with instructions.



Just in case ...



INSTRUCTIONS FOR USE OF AIRLINE LIFE VEST WHICH IS LOCATED UNDER YOUR SEAT

Both Forward Doors and the Rear Exit are equipped with inflatable "evacuation slides."

1. Put on over head.

FRONT

Forward Doors (2)

Window Exits (2)

REAR

REAR EVACUATION ROUTE
Open the Rear Cabin Door—eject tail cone—slide will automatically inflate.

Life Raft Locations

By late 1973, early 1974 Southern produced a new series of clean one-fold leaflet size cards. This change came about with Southern's new logo and paint scheme. These new cards also used the same graphics as the Eastern Airlines cards of the period. In 1977, not long before the merger, Southern adopted a larger two fold card with black and white photographs. The card size and layout was almost identical to the American Airlines 707, 727, etc., safety cards from the same time period. Although multiple aircraft cards were no longer common, Southern's DC-9 card included both the -10 and the -30 with the secondary over-wing exits represented in a dotted outline.

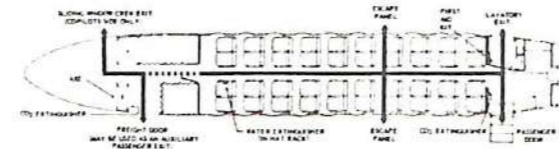
Hughes Airwest merged into Republic on October 1, 1980. Hughes Airwest received its name in 1970 when the Summa Corporation, owned by Howard Hughes purchased an airline called Air West. Air West was itself the result of a 1968 merger of three local West Coast airlines: Bonanza, Pacific and West Coast Airlines. All three original carriers started life in the late 1940's.

Original Air West safety cards were heavily laminated 12" by 5.75" plastic cards with the airline logo and background shading in different colors. Actual graphics were in black ink. On the DC-9 cards there is a female passenger illustrated who bears a striking resemblance to Jackie "O.". If this is more than a coincidence I would love to hear from any reader with more information!

With regard to the DC-9 tail cone exit, a series of Hughes Airwest DC-9 cards showed only an arrow sneaking out of the back of the aircraft with no further instruction. Revised cards more clearly illustrated how to jettison the tail cone and activate emergency slides. Hughes Airwest's 727-200 adopted the same form as the Eastern B-727-200, circa 1975. Before its merger with Republic,

IMPORTANT INFORMATION 265
FOR SILVER DART PASSENGERS
BONANZA AIR LINES

Below is a floor plan of the aircraft you are in. Familiarize yourself with the location of the exits. Note particularly the two window exits in the cabin. Study how they are opened and also the protective position you assume during the emergency landing. When leaving, move to the exits immediately. Do not stop or return to the aircraft for personal belongings.



HOW TO OPERATE WINDOW EXITS FROM INSIDE

1. Pull off this cover flap
2. Pull red inside handle downward
3. Pull top inward-grasp lower edge with left hand
4. Lift up & inward-turn sideways throw panel out

LAVATORY EXIT

1. Open handle cover.
2. Pull red handle inward to release latches.
3. Pull top of door inward enough to clear joint.
4. Lift up while twisting rear edge of door inward and down to lay on its side.
5. Throw door out the opening.

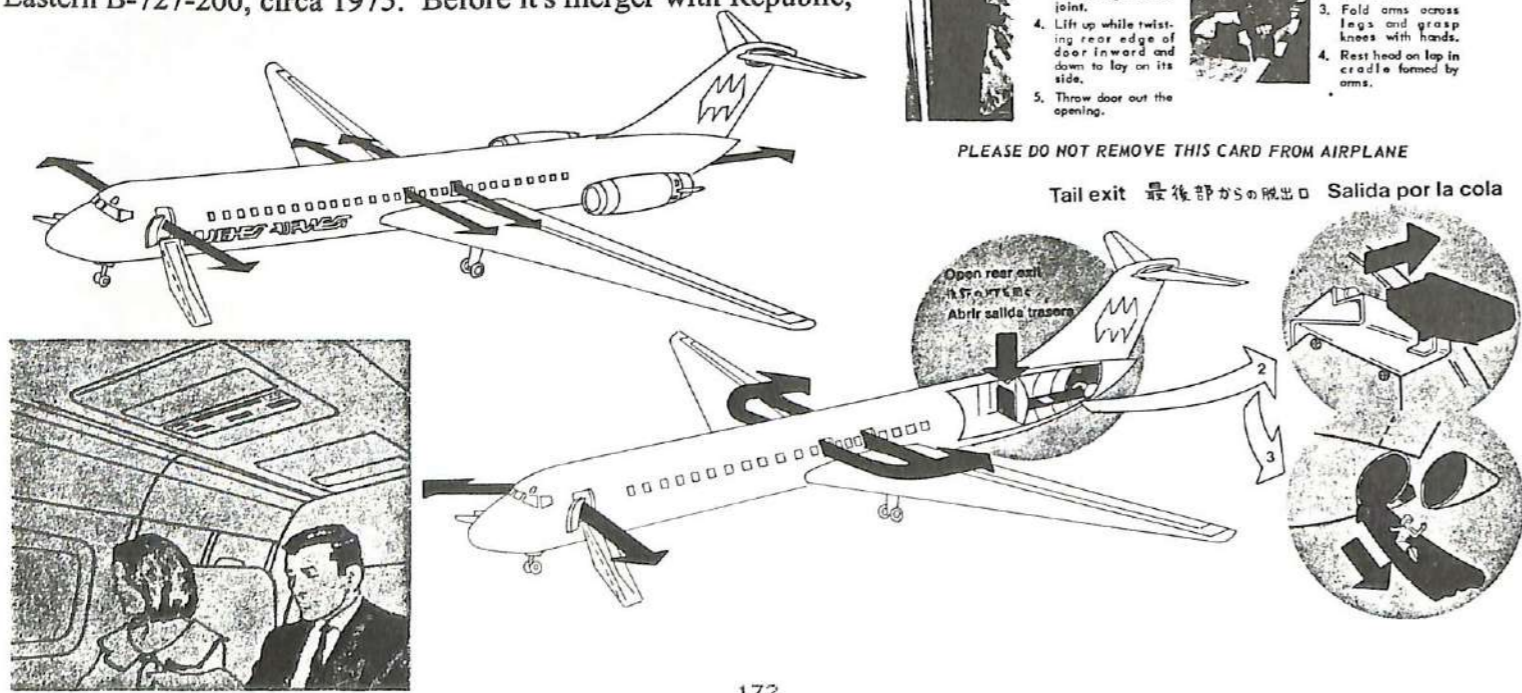
BRACE POSITION

1. Remove eye glasses & sharp articles from pockets.
2. Seat belt tight & low on hips.
3. Fold arms across legs and grasp knees with hands.
4. Rest head on lap in cradle formed by arms.

PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE

Tail exit 最後部分の脱出口 Salida por la cola

Open rear exit 最後部分の脱出口
Abrir salida trasera



NORTH CENTRAL AIRLINES



BONANZA AIR LINES



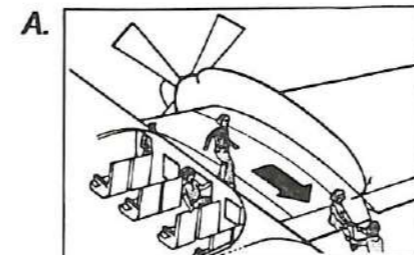
FLIGHT SAFETY INFORMATION DC-9-30

AIR WEST

NORTHWEST

Collector's Quiz

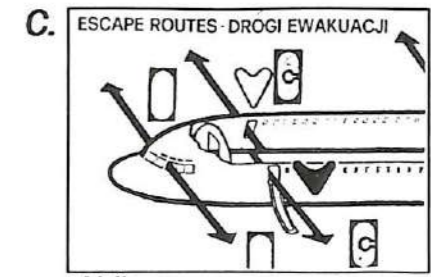
How many aircraft types and airlines can you identify for the following safety card excerpts?



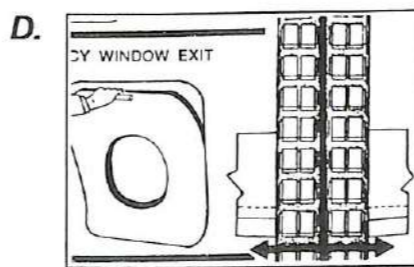
Airline: _____
Aircraft: _____



Airline: _____
Aircraft: _____



Airline: _____
Aircraft: _____



Airline: _____
Aircraft: _____

- ANSWERS**
- A. North Central, CV-580
 - B. Gantas, B-707
 - C. Lot Polish, IL-62
 - D. Air New England, FH-227
 - E. Mackey Int'l, DC-6

B727-200 SERIES
Emergency Information Información de Emergencia

There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this airplane. No obstante, es probable que nos encontremos en una situación que requiera preparativos de emergencia. No obstante, queremos familiarizarlo con los dispositivos de seguridad que para su protección, hemos instalado en este avión.

EMERGENCY EXITS SALIDAS DE EMERGENCIA

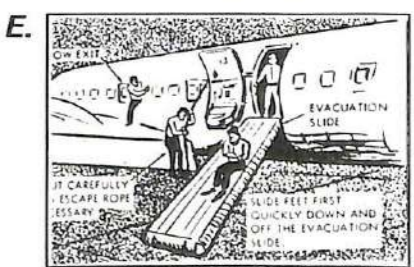
DOOR EXIT SALIDA POR LA PUERTA

TAIL EXIT SALIDA POR LA COLA

WINDOW EXIT SALIDA POR LA VENTANA

Modern commuters with Northwest Airlink such as the Saab 340, Jetstream and Metro have taken over for the Convair. But if you look hard for the old planes, you might still find them. There are still a few F-27's crossing the Midwest skies. Maybe a few are survivors of the Hughes Airwest days. And if you are ever on a Convair 580 look around, it may have flown for North Central!

Convair 580
SAFETY FEATURES
Do Not Remove From Aircraft



Airline: _____
Aircraft: _____

THE SLIDE COLLECTOR

by RICHARD J. FEDORCO II

Hello again. I hope you enjoyed the Boeing 747 feature in the MAR 91 issue.

For this issue I have selected a series of photographs taken by Tom Rambis at MKE (Milwaukee) and CWA (Wausau), both



FOKKER F-27/600
N60AN, Msn 10514
Mesaba Airlines.

At CWA
Wausau
Wisconsin

by
Tom Rambis



FOKKER F-27/200
N267MA, Msn 10228
Mesaba/Northwest
Airlink old clrs



FOKKER F-27-500
N4560Z Msn 10431
Mesaba/Northwest
Airlink new clrs

in Wisconsin. They include three shots of Mesaba Fokker F-27s, all three taken at CWA and all three in a different livery. They include the old and new Northwest Airlines Airlink colors.

We have seen Tom's work in earlier issues and it is my pleasure to share more of it with you.

Also shown is a brand-new Airbus A320-211 of Northwest Airlines, photographed by Tom at MSP. This type is now supplementing and will later replace the Boeing 727s and DC-9s on Northwest's short and medium routes.

The 737 of Casino Express of Elko, Nevada is the airline's only aircraft. Founded in 1988, Casino Express uses it to ferry gamblers to the casino's in Las Vegas and elsewhere in the state.

Judging by Tom's photos, CWA is a fine airport for photography. I wonder if anyone can take these type of rampshots at CWA from a public area. Or do you require special permission for ramp access? Can anyone tell us?

The MKE photos were obviously taken from inside the terminal. Apparently the glass is not colored, because there is no discoloration of the aircraft liveries in these photos. But there is a danger of reflections in the glass, as is shown in the Delta and Midwest Express MD-88 shots.

You'll also find a shot of a BAe 146-200A of Westair Commuter Airlines operated for United Express. It was sent to me by Sonny Esparza of Clovis, CA. He shoots out at the Fresno Air Terminal (FAT).

"Note how the word 'Express' follows the word 'United' in the title as opposed to the two words being stacked, as on the Air Wisconsin and Aspen Airways 146s," Sonny writes.

Incidentally, the BAe ATP of Air Wisconsin/United Express, shot by Tom Rambis, also shows the title on one line, rather than being stacked.

And finally, a picture of a new US Air Fokker 100, either at ROC (Rochester, NY) or at SYR (Syracuse, NY) I believe. I have unfortunately misplaced the letter it came with, so I cannot credit the photographer at this time. If he will contact me, I'll mention his name in the next issue.

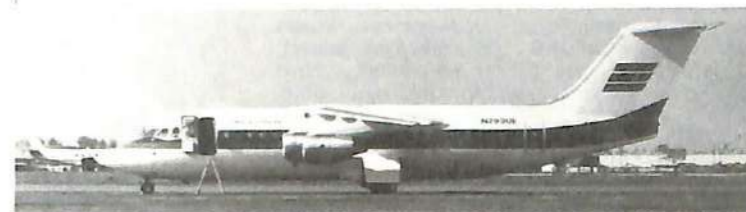
THIS COLUMN:
All by Tom Rambis at CWA

N432MD, ATR42-300, Msn 144, American Eagle/Simmons A.L.
N851AW, BAe ATP, Msn 2020, Air Wisconsin/United Express
N286AT, Boeing 727-22, Msn 19153, American Trans Air
N456TM, Boeing 737-2H4, Msn 20336, Casino Express
N173AW, Boeing 737-33A, Msn 23632, America West Airlines

NEXT COLUMN:
N304US, AIRBUS A320-211, Msn 040, Northwest Airlines
at MSP (Tom Rambis)
N947DL, McDONNELL DOUGLAS MD-88, Msn 49878, Delta A.L.
at MKE (Tom Rambis)
N701ME, McDONNELL DOUGLAS MD-88, Msn 49760, Midwest
Express at MKE (Tom Rambis)



N350CA, SAAB SF340A, Msn 340A-006, Comair
at MKE (Tom Rambis)
N17720, EMBRAER 120RT, Msn120142, Continental Express
at MKE (Tom Rambis)
N293UE, BAe 146-200A, Msn E2097, Westair Commuter
Airlines/United Express at FAT (Sonny Esparza)
N850US, FOKKER 100, Msn 11331, USAir
at ROC or SYR (Photographer unknown)





the CANADAIR Regional Jet

By JOOP GERRITSMAN

Canada's second jet airliner design, the Canadair RJ (Regional Jet) made its first flight in MAY of this year. The 50/56-passenger aircraft is at present the only pure-jet entrant in the market for the next generation of regional airliners of up to 100 seats. Entry into service - by DLT of Germany - is expected in the second quarter of 1992. Deliveries to the second customer, DTM Aviation, also of Germany, will begin in the spring of 1993.

The RJ was born out of a study commissioned by Canadair five years ago into the potential market for an airliner derivative of the Challenger 601. The RJ is a lengthened development of this biz-jet.

NOV 87 saw the start of the advance design process and the basic configuration was frozen in JUN 88. An interior mock-up was unveiled two months later and the project go-ahead was given 31 MAR 89. The first metal was cut in NOV 89 and the various major sections of the first aircraft were mated in AUG 90.

The first RJ, C-PCRJ, msn. 7001, made its maiden flight on 10 MAY of this year from Dorval Airport, Montreal, Canada. The aircraft landed again 1 hr 25 mins later at Canadair's company airfield at nearby Cartierville. During this first flight, the RJ reached an altitude of 12,000 ft (3,660 m) and flew at a speed of 247 mph (397 km/h). A second flight the same day lasted 1 hr 53 mins.

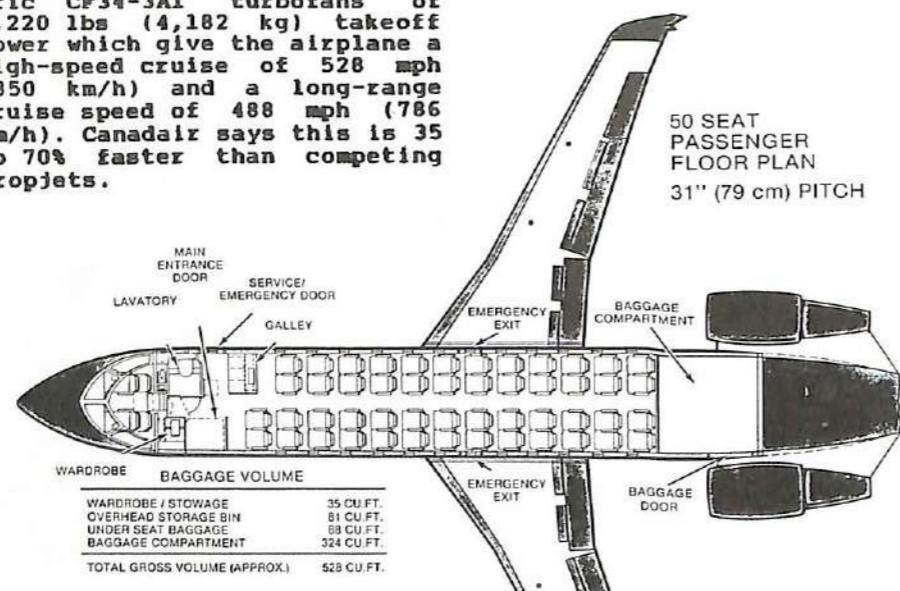
Canadair had received firm orders for 17 RJs by mid-July. 13 of these will go to DLT of

Germany, with another 12 options. The second customer, MTM has ordered four and took options on another two. Besides these, Canadair holds another 85 conditional orders and options, for a total of 115 airplanes. Despite the cancellation earlier this year of an order for 20 by Ansett, Canadair believes prospects for the RJ are bright. The company sees a market for up to 1,000 aircraft in the RJ's category over the next 10 years, and it hopes to take a large slice of that market.

The RJ features a wide-body cabin interior of 8'10" (2.69 m) circular cross section with four-across seating. Power is provided by two General Electric CP34-3A1 turbofans of 9,220 lbs (4,182 kg) takeoff power which give the airplane a high-speed cruise of 528 mph (850 km/h) and a long-range cruise speed of 488 mph (786 km/h). Canadair says this is 35 to 70% faster than competing propjets.

The low wing of the RJ is optimized for low drag and high mach number (Mach 0.80) cruising speeds. It has a two-spar structure and winglets for improved cruise efficiency. Two-section, double-slotted flaps provide good field performance.

DLT, a regional airline affiliate of Lufthansa, became the first customer for the RJ when it placed a \$250-million (U.S.) order for 13 in MAY 90 and took options on another 12. DLT had already signed a memorandum of understanding for six orders and six options in NOV 88. The airline operates domestic German and international regional routes where Lufthansa's smallest aircraft (Boeing 737-500) are too big. MTM will



176

operate the RJs on charters for multinational companies and on inter-plant shuttles. It will also offer the RJs on wet or dry operating leases to scheduled airlines worldwide.

While most parts of the RJ are manufactured by Canadair at Montreal, the centre-fuselage section and several wing-mounted control surfaces are made by Shorts in Northern Ireland. Bombardier, the parent company of Canadair, also owns Shorts.

Shorts had announced its own plan to build a regional jet airliner shortly after Canadair announced the RJ. The program was cancelled when Bombardier bought Shorts from the British government last year.

The go-ahead of another potential competitor, the Embraer 145 from Brazil, is in doubt at the time of writing. Embraer experienced a lack of development funds last year and the EMB-145 was put on hold. Even if it is revived, it will reach the market long after the RJ has entered service.

The full test and certification program for the RJ will include three flying aircraft, one static airframe and an integrated systems test rig. Certification by the Canadian DoT and the U.S. FAA is expected in 12 months and the RJ will meet FAR 25 regulations and Stage 3 international noise regulati-

Remembering the AVRO (Canada) Jetliner

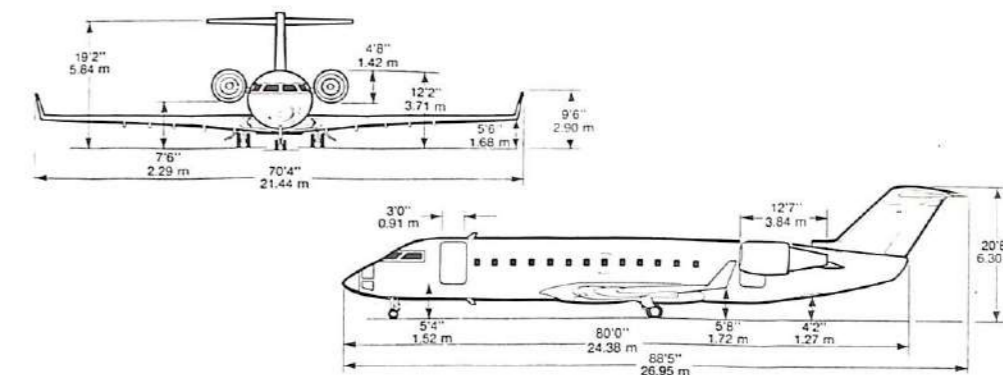
The first flight of the Canadair RJ brings back memories of Canada's first pure-jet airliner, the AVRO Canada C.102 "Jetliner" of 1949. The C.102 was also the first civil jet airliner to be designed and built in North America and the first one to land at New York's Idlewild (JFK Int'l) Airport.

Design work on the C.102 started in JAN 46 after Trans-Canada Air Lines (now Air Canada) showed interest in a 30-passenger jet aircraft with two Rolls Royce AJ-65 Avon engines of more than 7,000 lbs thrust each.

The British Government, however, refused the use of these

ons. Canadair will certify two basic models at the same time - the standard RJ Srs. 100 and the extended-range Srs. 100ER. The Srs.100 will have a maximum gross takeoff weight of 47,450 lbs (21,523 kg) and a range of

970 miles (1,564 km) while the RJ-100ER will have a weight of 51,000 lbs (23,133 kg) and a range of 1,630 miles (2,620 km). Both versions are designed to cruise at up to 528 mph (850 km/h) and operate at up to 41,000 ft (12,496 m).



Demonstration flights continued and on 18 APR 50 the Jetliner became the first civil jet airliner to fly into Idlewild Airport (now JFK Int'l). National Airlines, Howard Hughes (TWA), American, United and the USAF showed serious interest and AVRO Canada proposed a stretched version for 50-60 passengers with U.S. engines. Hughes even talked about building the Jetliner under licence at Convair for U.S. buyers. But the Korean War intervened and in DEC 51 the Canadian government ordered further development of the Jetliner halted. AVRO Canada was ordered to give priority to developing and building its C.100 Canuck all-weather jet fighter.

Howard Hughes then leased the Jetliner prototype from early APR 52 to the end of September for the testing of electronic equipment for military applications. Upon her return to Canada, CF-EJD-X sat idle until she was broken up in DEC 56 after 425 flying hours. The nose section is now in the on display in the National Aviation Museum in Ottawa, Ontario, bearing witness to Canadian ingenuity suppressed by bureaucrats and politicians.

177

AIRLINE DINNERWARE

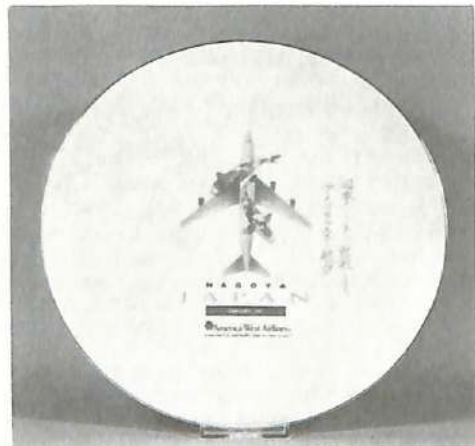
by RICHARD W. LUCKIN



1. We open the column this time with another pattern from Aer Lingus. The intertwined rope design is in gold and the china was made by Tara of Ireland.



2. America West uses this bright > gold-decorated china on their Hawaiian service. The figure suggests a warrior. All pieces are backstamped "America West Airlines" and are supplied by Abco Trading of Japan.



3. Another America West pattern appeared this year, but it is only a commemorative plate, issued in February. The plate celebrates the airline's inaugural flight from Honolulu to Nagoya, Japan. The design is in red, black and gray and was made in the USA.



4/5. Continental has a new in-service pattern. Although the china itself is only plain white, the shapes of the various pieces of the ware are different than Continental's older top-marked logo china. All pieces are backstamped as shown in photo 5. It has been reported that a few dinner plates have the new Continental logo in blue on the top.

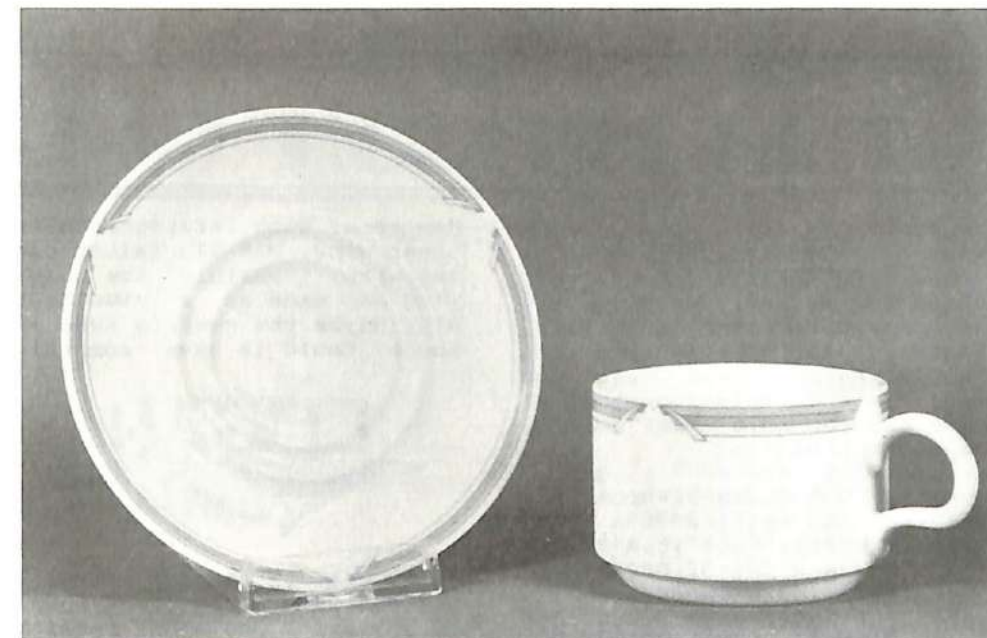


6/7. A sample piece of the Delta signature pattern has surfaced recently. Both the script lettering and the logo are displayed together. The manufacturer was Jackson China of Falls Creek, PA (photo 7), which is now out of business.

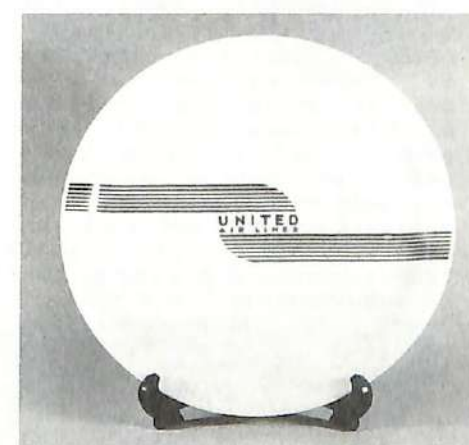
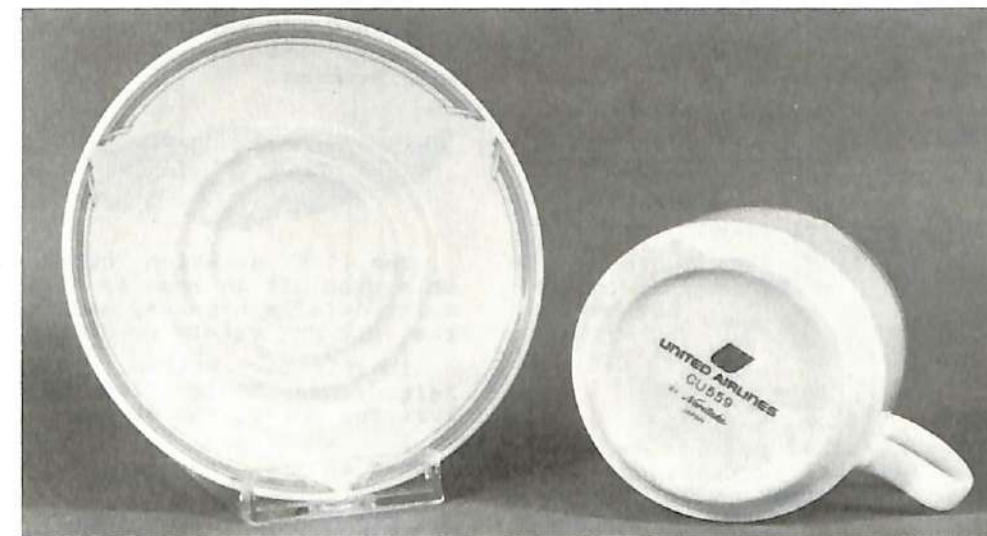


8. Another sample Delta piece features one flower, colored light green and white. Lettering and pinstripes are gold, just like the pattern now in use. The backstamp reads: Sample NO. Mayer China Co. Beaver Falls, PA. Must be returned to factory.

As always, I'll be pleased if readers would send me photographs of new or unusual patterns so that we can share them with others.



9/10. United Airlines is using a new pattern on their international service. Photo 10 shows the backstamp. The saucer is also backstamped. Pattern colors are pink and light purple.



SHENANGO CHINA
NEW CASTLE, PA
MADE EXPRESSLY
FOR
UNITED AIR LINES
FURNISHED BY
ARTHUR SCHILLER & SONS INC
CHICAGO

11/12. While all the patterns mentioned thus far are recent, I would like to close with a very early United pattern, dating from the mid-1940s. The decoration is cobalt blue and the manufacturer was Shenango China of New Castle, PA (photo 12). The plate is very thin, similar to the Airlite China made for American Airlines in 1945.

WHAT IS IT?

by KEN TAYLOR

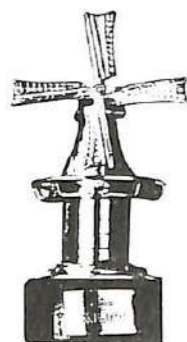
Before we start the second year of my questions column, I would like to say thank you. Thank you to all of you who have responded to my questions. Thank you for your letters with helpful remarks and even one long-distance telephone call. I have enjoyed this year and I hope you have too.

PATTY VAN KLEER of Brussels, Belgium, has written two letters to verify that item #1 in the CAPTAIN'S LOG of DEC 90 is the pilot wing of Hoverspeed, a passenger hovercraft ferry company sailing between Belgium and Britain.



"I ride with Hoverspeed frequently and I have seen the HS worn on cabin crew jackets," she wrote.

On my asking further, Patty responded: "I asked about the HS with wings and was told it is a pilot wing."



A reply from ANTHONY POON of New York says his interest in the Sterling silver windmill from KLM, pictured in the CAPTAIN'S LOG of MAR 91, prompted him to write. The windmill is probably a ticket sale agent's award or desk model, he said. He did see the windmill on several occasions on a KLM agent's desk in Aruba, Netherlands Antilles, a few years ago.

EARL "SMITTY" SMITH of Florida sent Xerox pictures of early U.S. military wings and a copy of a hallmark catalogue with information on who had made certain wings. It also includes pictures of hallmarks. Great information that is sel-

dom seen. With reference to the Logan wing, MAR 91, Smitty conjectures: "Possibly the Logan wing was made as a sweetheart pin. Maybe the owner's name was Logan? Could it have something



to do with the Boston Airport? Somebody knows. If the riddle is solved, I would be interested in the answer," he said.

The questions this time are supplied by BERNARD FRYE, PATTY VAN KLEER and DENISE BREAUULT. Mr. Frye is a reader of the CAPTAIN'S LOG through a public library, the two ladies are WAHS members.



The first question concerns this wing. It is made of metal, color details unknown, and has the text SKY PILOTS OF AMERICA.

The pin-back button, below, left, reads HOWIE WING CADET AVIATION CORPS. Who or what is Howie, when was the button issued and for what reason?



This small enamel pin, blue on gold, above, right, reads AMERICAN EAGLE EXCELLENCE. Again, who issued it and what is (was) its purpose?

This large gold wire on blue wing has a gold wire "W" in the center piece. Who issued it and when?



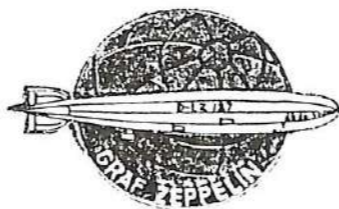
This LTU wing is gold in color with a white center and the letters LTU in blue. The back is stamped STEMPER SCHULTZ DORNSTADT. Who issued it, when at what for.

(Ed's note: LTU International Airways and its subsidiary, LTU Sud International Airways, are German charter airlines.)



This wing is silver in color with a green diamond and silver bow and arrow in the center. Wing is very light in weight and doesn't show a maker's name.

There should be many readers of this journal who are able to advise us on this ATC wing.



This double-post pin is blue and white on gold. It shows the German dirigible Graf Zeppelin with a globe as a background. When was it issued? What was its purpose?

AIRLINE HAPPY HOUR

by AL S. TASCA

What a great convention! I was glad it was close enough to home so that I was able to drive up there with all my stuff and set up a table. In all my wheeling and dealing, I did come across some new sticks (that is, new to me) which I will show here.

Fig. 1. This Eastern stick which new WAHS member Don Hanson of Miami obtained at the big Eastern garage sale, is a later issue of the other two sticks in the same style, "Join the winning team" and "Bonus Bowl Two". Unlike the other sticks, which are only one-sided, this one says "Hot prices, Hot Places" on one side and "Some like it hot" on the other side, also in raised white letters. The 1.5" (3.81 cm) banner on the top has two identical sides with white raised letters. The overall length of this stick, including the bubble end, is 5" (12.7 cm). There is no manufacturer's name on the stick, as is the case with the Bonus Bowl stick, but the Joining the Winning Team stick does have the name "Royer" on the reverse of the shank. Since the other two sticks come with a smaller, matching pick, I am assuming this one does too.



#1



#3



#2

Fig. 2. This flat 4.5" (11.43 cm) two-sided United stick comes in red, yellow and beige. All have a raised daisy on top on both sides. This can be either in the same color as the stick, or in gold. At Orlando I finally obtained the only one I still needed - the beige/gold one. On all of the sticks, the name "United Air Lines" appears on only one side. There is no manufacturer's name on the stick, but the identification "ST305" appears on the reverse, just forward of the double-pointed end.

Fig. 3. I got this flat, one-sided 5" (12.7 cm) stick from WAHS member Howard Grant. He said he obtained it about three years ago at the USAir Club in PIT. The stick is white with a dark blue square at the top with white, non-raised text. The manufacturer's name, Spirit usa, is just forward of the pointed end.

WHAT IS IT?



I have no information on this wing, except that it is gold in color and is quite heavy. Again, who, what and when?

This gatherer of information is looking to purchase or trade for official Airliners International pins and airline staff uniform coat buttons. Are there any surplus pins or coat buttons out there?

Finally, I received a letter from GERRIE (TUBACKI) CARRABINE of Indiana, in the mail. She writes:

"I was a flight attendant for TWA from 1955 to 1958 (back

in the good ol' days). I routinely wear my wings when I fly so I am identified as a member of the Clipped Wings Club. Last year I had the opportunity to passride on my son's airline (he is a pilot now) and pinned on my wings as usual.

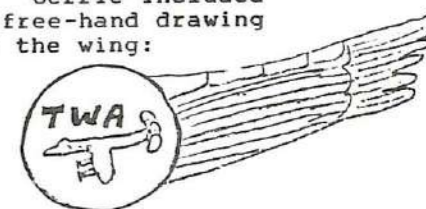
"Somehow the clasp had come undone and I lost probably the most-precious item and fond memory in my life.

"I contacted TWA, but they keep only the current wings in their stock. My son got a (membership) list of the WORLD AIRLINE HISTORICAL SOCIETY from a fellow pilot and went through the membership of people to write to in the long but hopefully not hopeless quest to locate a replacement pair of my original pair of 1955-58 era TWA stewardess wings.

"Can you help? I am willing to pay the price you ask, plus

my son is willing to trade some wings to help make the deal as sweet as need be to fill a "hole" in my past. Please help! "If you can't, pass this on to somebody who can. All help is wonderfully accepted in my quest!"

Gerrie included a free-hand drawing of the wing:



It shows the letters "TWA" and the picture of a Constellation in the center, is made out of silver, has no hallmarks or other identifying maker's marks on the back and has a long pin-type clasp to hold on to clothing.

If you can help, write to Gerrie (Tubacki) Carrabine, 715 Schilling Drive, DYER, Indiana 46311. Her telephone number is (219) 865-3007.

Fig. 4. This stick from Midway Express is also flat and one-sided with a non-raised gold logo at the top. It is 5" (12.7 cm) long, dark blue and also has Spir-it usa just forward of the point.

Fig. 5. Chicago Air issued this flat, one-sided stick, 5.5" (14 cm) long with non-raised text. The stick is all white with dark blue logo and name. The name Spir-it usa is again just forward of the end.

Fig. 6. I obtained this clear triangular-shaped stick (identical to the last Transtar stick) from Keith Mock at the convention. He said Northwest, which appears in hot-stamped gold on one of the surfaces, has used it since about 1988, mainly to Asia, in its World Class Service.

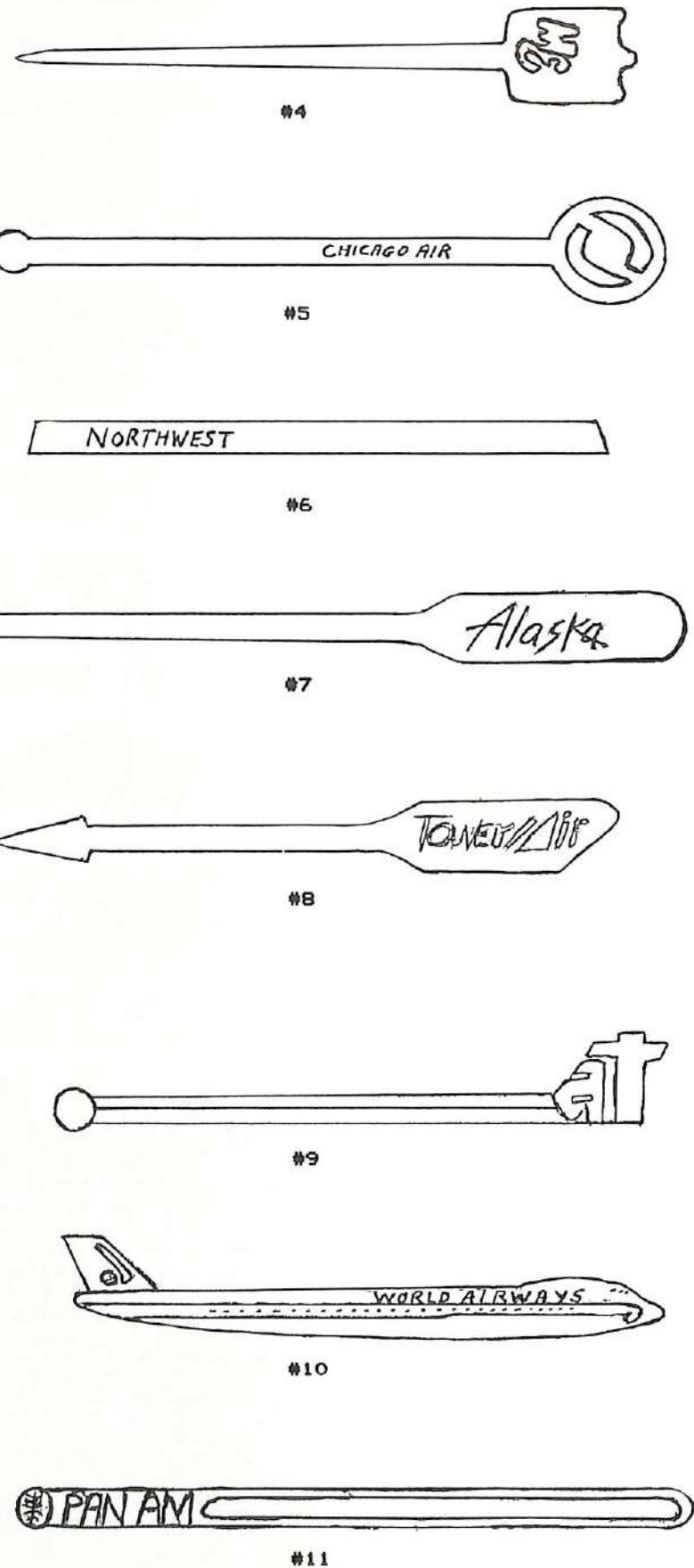
Fig. 7. I was told this is the current issue from Alaska Airlines. This dark blue, 6" (15.24 cm) stick is flat and one-sided, with the white name in non-raised letters. The manufacturer's name Spir-it usa is just forward of the round end.

Fig. 8. Here is a nice, very light grey stick from Tower Air. It is one-sided with the raised name in silver. There is no manufacturer's name on it.

Fig. 9. This 5" (12.7 cm) American Transair issue is dark blue with diamond-shaped shank and a bubble end. The logo at the top is raised. There is no manufacturer's name.

Fig. 10. WAHS member Keith Armes got me this stick from Spir-it usa which was used at a food service convention he attended. World Airways was used for this stick. Keith said to his knowledge it was just a sample and was never put into circulation. The black stick, in the shape of a 747, is thick with both convex sides showing raised detail. It is made just the same as the other World Airways aircraft-shaped sticks, but is larger. It is 5" (12.7 cm) long and although it was made by Spir-it, it has no manufacturer's name on it.

Fig. 11. The latest issue from Pan Am comes in three colors and is almost identical to the ones we have become used to seeing at every convention and swap meet. Although it has the same shape and length, it is slightly narrower than the older style and the globe at the end is smaller. WAHS member Bill Gawchick of New York, who got me these sticks, said they are charcoal grey with the name and globe in silver. They were first used about late 1989. All charcoal grey without the silver came next. Also used was one in white with light blue name and globe. Bill said this one was usually seen on flights from JFK.



In the next issue of the CAPTAIN'S LOG I will cover some foreign sticks that I obtained at the convention.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

My faithful correspondent DAVE CHERKIS came up with several new items for this issue. He sent two airport issues: Palwaukee (#1) and Kansas City (#2). Palwaukee Airport, about halfway between Milwaukee and Chicago, issued a small wing. It is about 1.5" wide by 0.5" tall and is in black with gold letters and gold wings.



The Kansas City issue has the MKC and Kansas City Downtown Airport in black against a gold wing. I have also found another Kansas City wing (#3) but that one is for Kansas City International Airport. The wing is in silver and the letters in gold. They are very difficult to make out and did not photograph well.



Then, Dave found an airline issue. This stick-on label from Busy Bee (#4), a Norwegian domestic airline, is of the type that makes it questionable



whether or not it fits in the kiddie wing definition. I will leave it up to you to decide if you want it in your collection.

Finally, our world traveller Dave, who just returned from



Australia, sent with two more airline issues: Eastern Australia Airlines (#5) which is part of the Australian Airlines commuter network, and a new Cathay Pacific Young Discoverer's Club wing (#6). Unfortunately he could not send either to me and all I have are Xerox copies. The real wings will be photographed and shown here when they become available

At the convention in Orlando in July I acquired quite a few wings myself in trade or purchase. Good friend Dave Prins sold me the two new KLM junior



wings shown here. The junior pilot wing (#7) is in gold on dark blue and the junior stewardess (#8) is in silver on a light blue background. This is fairly common among airlines outside the United States. The "technical" or cockpit crew usually have gold wings and the cabin staff wear nearly the same wings, but in silver. Air France is a good example.

I also picked up a new China Airlines wing. This is a silver plastic wing with blue letters. A quite handsome piece and obviously not made by Stoffel.

The Ansett pin back wing I found is in plastic in blue against a white background and with the Ansett flag design on the tail. Another airline issue I found was the new World Airways wing. This is definitely a new design. All three were illustrated in the previous issue of the CAPTAIN'S LOG.

SHIRLEY IBSEN brought plastic rings in various colors to



the convention. I acquired a Junior TWA stewardess ring (#9) in black and a Junior PanAm stewardess ring (#10) in yellow. They are interesting collateral material for anyone's collection.

Then I found a PanAm Junior Clipper Pilot wing (#11) with NO color at all. From talking with other people I learned



there apparently is a stewardess wing like this too, but whether they are color error or were purposely done like this, is anyone's guess. Any help is appreciated with this one. The stewardess wing was illustrated in our previous issue.



Next is a Hawthorne Air Faire wing (#12), also found at the convention. It originates at a fair held in Hawthorne, CA.

The University Hospital of Cincinnati brought out a wing commemorating University Air Care (#13). This is a silver



Stoffel wing with black, red and white letters.

I also saw, but was unable to acquire, airport wings from Kissimmee Airport and from Blue Grass Airport (Lexington, KY).

At the recent Minneapolis show, I acquired a wing dedicated to the Iowa Hawkeye foot-

ball team (#14). Also at Minneapolis I found a set of three wings from the Chicago area. Apparently there is a radio or television show in that city which has three children's characters. They have been immortalized in junior wings: Capt. Baloo, the hero pilot (#15), Kit, the hero kid (#16) and Don Karnage, the evil villain (#17). They are real cute, but probably are more in the category of premium wings than junior crew wings. However, the same would be true of most wings in the miscellaneous category. These are mostly either airport wings or premium wings.

Happy Collecting!



AIRLINERS INTERNATIONAL 1991 TRIVIA CONTEST



(The contest was researched and compiled by Ellen Jones and Jim -JET- Thompson and was presented at the Saturday night banquet of the AI).

Just how well can you do, without taking a sneak look at the answers first?

1. Which of the following airlines did not serve Orlando at the time Disney World opened, OCT 71? A)National, B)Eastern, C)Air Florida, D)Delta, E)Southern.

2. Imagine that you are standing at a window at Schiphol Airport at night when you notice an airplane taxiing by with its logo light shining on a white tail with blue markings. The markings probably consist of:

A)1 plus sign, 2 rectangles, 4 disks, 3 letters;
B)4 disks, 1 rectangle, 1 plus sign, 3 letters;
C)3 letters, 1 square, 1 plus sign, 4 ovals;
D)1 cross, 3 letters, 3 circles, 1 rectangle;
E)4 circles, 1 triangle, 1 plus sign, some letters.

3. National Airlines named some of their DC-10s for famous entertainers. Pick the one that was not an NA ship name:

A)Dean Martin, B)Bob Hope, C)Sammy Davis Jr., D)Jerry Lewis, E)Bing Crosby.

4. Which one of the following years saw more than two 747s delivered to U.S. airlines? A)1977, B)1972, C)1976, D)1973, E)1974.

5. Who took original delivery of the Convair 880 now displayed at Graceland?

A)Delta, B)Cathay Pacific, C)TWA, D)Swissair, E)JAL.

6. In the 1960s The Route of the Sun was used as an airline advertising slogan. The airline that used it, was

A)Wien, B)Cubana, C)Guest, D)BWIA, E)Mackey

7. Egyptair started service in 1932 as Misr Airways. From 1960 to 1971 it was known as United Arab Airlines. It has operated a large number of aircraft types, including the DC-6B, AN-24, Comet 4C, 767, A300, 737 and Viscounts. Some of the cities served included Bombay, Tokyo,

Bangkok, Hong Kong and Manila. Is this capsule history correct?

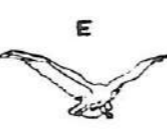
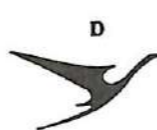
A)Yes, B)No.

8. In 1967 Boeing received an order to build three 737-215 aircraft (one 737-215 and 2 737-215C). Who placed the order?

A)Mohawk, B)Central, C)British United, D)Executive Jet Aviation, E)Lake Central.

9. Which of these happened in the 1970s?

A)West Coast, Bonanza and Pacific merger created Air West, B)WA discontinued service to MIA, C)NW ordered the DC-10-40, D)The first smile was painted on a PSA plane, E)Chalk's introduced G-111 Albatross service.



10. All but one of the following logos are/were used by an airline. Pick the imaginary logo.

TIE BREAKERS:

A. As of 10 years ago today (20 JUL 91), how many European-built pure jet airliners had been sold by the manufacturers to airlines?

B. How many Lockheed and Douglas Aircraft were operated by National Airlines (not including NA crews operating other companies' aircraft during interchanges)?

There it is, folks. No answers to send in and no prizes to be won. Just an opportunity to match your knowledge against that of Ellen and JET.

ANSWERS:

1)C Air Florida; 2)B KLM; 3)A Dean Martin; 4)D 1973; 5)A Delta; 6)C Guest; 7)A Yes; 8)E Lake Central (aircraft were never built); 9)D The first PSA smile. The others are: A-1969, B-1981, C-1969, E-1981.

10)E. The others are: A-BOAC, B-Aloha (Old logo), C.TAROM, D.Surinam AW.

TIE BREAKERS A) 1,080. B) 106.

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.

+++



26 OCT 91 (Saturday)
MIAMI, Florida

Southern Florida Airline Historical Association Memorabilia Show. Ramada Hotel, (NIA-East side) 3941 N.W. 22 St, Miami, FL. 33142, Ph. (305) 871-1700. Shuttle bus available. Show hours 0930-1630 hrs. Tables \$20 each. Adm. \$3 (Ch under 12 free). Details and table res info from Don and Linda Levine, 1836 N.E. 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. 1-800-634-2000 (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 the 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 Dr SE, Vienna, VA 22180, Ph (703) 938-0175.

05 DEC 91 (Thursday)
SHERMAN OAKS, CA

Airliner show, aviation art gallery and dinner. Francotote French steak house, 15466 Ventura Blvd. Special guest Mike Machat. More than \$750 in prizes, including grand prize of aerial dig fight in SIAI-Marchetti SF.260s of Air Combat USA at Fullerton Airport. Program will be on "Supersonic Flight" with Machat showing highlights of his recent T-38 mission. Guests may bring airline-related items for trading if they wish. For reservations, Jean-Louis Delezenne (818) 783-3007. Package price for dinner and the aviation program is \$35.

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. Information: George Cearley Jr., P.O. Box 12312, Dallas, TX 75225. 3/4 of tables already sold!

There always is something for everybody at the annual Airliners International conventions. At AI'91 in Orlando, Stan Baumwald (top of page) was dealing in wings, books, models and what not. Ellen Jones (bottom of page) offered her high-quality color photographs for sale. There were more than 250 dealers at Orlando and AI'92 in Orange County, CA, promises to be even bigger. It will be held 24-28 JUN 92. See this page and elsewhere in this issue for more details.

Come on out, won't you?

O'HARE EXPO!

AIRLINE MEMORABILIA SHOW

25 APR 92 (Saturday)
CHICAGO, Illinois

O'Hare Expo airline memorabilia show. First time ever in Chicago. Hotel Sofitel. Show open 0800-1800 hrs. Adm. \$5 at the door (Ch under 12 free). Buy, sell, trade - more than 70 booths, 24-hr free airport shuttle, doorprizes, Friday night welcome and slide show (bring your airline slides). Room rates \$59 s or d. Reservations 1-800-233-5959. Ask for Airline Expo rate. Tables \$25 each before 01 NOV 91, \$30 from 01 NOV 91 to 01 JAN 92. Table set-up 24 APR 92 1800-2400 hrs. Details from Linda Dickerson 1200 Pover Horn, Algonquin, IL 60102. (708) 854-1152.

02 MAY 92 (Saturday)
WASHINGTON, D.C.

The second Washington, D.C. Airline Collectibles Show. Rosslyn Westpark Hotel, 1900 North Fort Myer Drive, Arlington, VA 22209. Rooms \$67 per night, Res. 1-800-368-3408 (mention Airline Collectibles Show). From Nat'l Airport: by Metro (subway) 4 miles (10 minutes) or by taxi (approx. \$5 fare). Free parking in rear of hotel, off Wash St. Show open 0900-1700 hrs. Buy, trade, sell of airline memorabilia and collectibles of many kinds. Adm \$3 at door, Ch under 12 (with parent) free. Display tables \$20 each (incl. 2 adm). Tables \$20 each. 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 Dr SE, Vienna, VA 22180, Ph (703) 938-0175.

185

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 Airport 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 biggest airliner memorabilia event ever. See story elsewhere in this issue. The Hyatt, Irvine (SNA) DC-2 and DC-3 scenic flights, various trips and excursions planned. For details, send self-addressed stamped envelope, or from overseas, include I.M.O.s, to: Airliners Int'l '92, Box 820, Seal Beach, CA 90740-0820 or phone John Dekker Ph. (714) 841-4446, Fax (714) 848-4445, or Tom Williams Ph. (213) 598-4033.

08-11 JUL 92 (Thurs.-Sun.)
WASHINGTON, D.C.

Airliners International '93 Location: Regency Crystal City Hotel, National Airport. More details will be published as they become available.

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, files, 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.

CAUTION:

In general it is a good idea to check with the show organizers to confirm that the event is on as scheduled, before you leave home.





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

by

Paul F. Collins

A very warm SEASONS GREETINGS from the staff of the CAPTAIN'S LOG to each and everyone. May all of you have a joyous Christmas and New Year!

Several issues back we talked about the pros and cons of having a Society membership card. At that time the decision was made to shelve the idea for a while. I recently received an offer from a company in Florida that put some life back in this project. They sent me several sample cards which look very nice and will serve our purposes very well. The card will be the size of a credit card, feature the Society logo in black on a silver card, and have the members name and membership embossed upon it.

One of the major concerns of members that wrote in with comments about a membership card was what it would cost the Society to provide members with a card. The answer is that the cost of the card will be borne by the members that want such a card. There will be a one time charge of \$2.00 for those wanting the card. There will be a section of the membership renewal form where you can indicate your choice. If you mark the box, enclose \$2.00 and the card will be mailed to you with the next available LOG. If you do not wish to have a card, do nothing, and none will be sent.

I have shown the sample card to a number of local Society members and all of them have expressed a desire to have one. Of course, that decision is up to you.

Looking over the books at the cost of publishing the LOG and the costs of items needed to run the Society the fee for membership in the WAHS/CAPTAIN'S LOG will increase to \$18.00 for basic fee in 1992. As with other organizations, the feeling is to keep the cost of operations at a minimum. However, those that operate organizations such as ours, have no direct control over what materials and other costs will run. As you all know, postage fees were raised in 1991. The Society had the money to absorb this increase last year, but will not be able to do so in 1992. There is also talk about increase bulk rate postage again in 1992. I have tried to hold off increasing membership fees, but the time has come to bite the bullet and announce the increase.

All money received in membership fees go toward running the Society. No one receives a "salary" for

being on the LOG staff. Staff members that incur a debt for performing a service for the Society will be reimbursed for that expense if they send in a voucher for repayment. The LOG Editor sends in an expense sheet with each issue of the LOG. His main expenses are usually telephone, postage, office supplies and the like. The two big expenses at Society HQ of course is printing the LOG and the expense of mailing it out. Along with mailing the LOG is the cost of mailing labels, miscellaneous postage other than mailing the LOG, telephone, computer/typewriter ribbons, paper, envelopes, etc. I always try to obtain office material at the best prices available, even buying in extra bulk to bring down the costs. Example of this is the purchase of envelopes that the LOGs are mailed in. When I first started doing this, I would just buy enough envelopes to send out the current issue of the magazine. I later learned that if I ordered envelopes that would cover mailing for the entire year, my cost would be lowered.

No one wants to see the membership fee raised, but it is necessary at this time. If you think of it as only a 75¢ raise per quarter, it doesn't sound like much, really. That's just about the cost of one cola per three months. I know things are tough in the work place--I'm out there every day--just like all of you, trying to make that extra buck. It seems that all the large companies, and small ones as well, are trying to reduce their work forces to the bare minimum. If you have a problem coming up with the subscription fee, write or call me, I'm sure we can work something out to your satisfaction. We've done this in the past and I am sure we can do it now. Hang in with me on this folks, we got a great product and it's only going to get better!

I have been receiving a number of address changes from the post office and via the cards that the post office provides when you move. I'm getting the new address, but your not providing your new telephone numbers. To keep your records up to date, please write on the change of address card your new number. If you move within the area code, please let me know if your number changes.

We will be doing some coverage of Airlines Int'l 91 in this issue of the LOG. The show this year was just great. I still think I missed visiting a couple of tables! My wife and I would like to thank the Convention committee for the very nice plaques we received at the banquet on Saturday night of the convention. We both really appreciate the words that were expressed. The gifts received were also greatly appreciated.

The 1992 convention committee is planning on doing their own mailing of the registration packets. I will provide them with a mailing list of all Society members so you will receive your material in plenty of time to be registered and sign up for the special tours and aircraft flights that are being planned.

The number of one-day miniconventions is continuing to grow. This is probably one of the best things that has happened to the hobby over the last five or six years. If you are planning to host a minimeeting, please let us know so we can spread the word!

That about covers what I had on my list this time. Until next issue, which won't be far behind this one, happy collecting!

Paul

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

MATTHEW GREY, 187 Glen Road, Pasadena, MD 21122 has a list of various airline items for sale or trade (mostly postcards, kiddie wings, etc.) Matthew is looking for: people to trade kiddie wings from Africa and Asia; looking for ANYTHING pertaining to South Africa Airways, Zimbabwe or Rhodesian carriers. Also looking for Revell DC-8-30 in United colors (will buy or trade). Please write or call 410-647-5755.

PAUL COLLINS, 3381 Apple Tree Lane, Erlanger, KY 41018 would like to thank all those members that took time to send him information and material on Catalina Island. Looking forward to visiting and spending at least one night on the Island during Airlines Int'l 92. Paul would also like to thank those that sent in information on Desert Storm material. Really appreciate your help! Paul would like to receive post cards of any U S Navy sub bases or sub post cards. Looking for any new issues on the USS Kentucky. Also looking for a USS Kentucky hat. HELP!

ARMAN C. AVAKIAN, 4560 Pinchollow Ct., Apt 170, Indianapolis, IN 46254 is looking for any postcards, pamphlets, annual reports, slides and color/B&W photos of American Airlines aircraft shown during the 1950's and 1960's. Especially looking for photos and slides of the Electra, 707 and 720.

FOR THE GOOD OF THE SOCIETY

We have received information about a very unique minimeeting recently held in Sherman Oaks, CA. It seems the owner and chef of the French steak house, Frantrecote, is a devoted airline memorabilia collector. On the evening of June 6, 1991, Jean-Louis Delezenne closed his establishment to the public and turned the room into a combination restaurant airliner show, and aviation art gallery, featuring as special guest, noted aviation artist Mike Machat. The evening was presented as a package which included a specially-prepared entrecote steak dinner finished off with Jean-Louis' own special pastries. The decor was unmistakably "airplane" with huge framed airline posters, giant display models (Air France of course!) and Mike's aviation artwork displayed throughout the dining room.

To say the evening was a success is an understatement. It was so good that Jean-Louis plans another for December 5. If you miss this meeting, plans are to hold this type of gathering on the first Thursday of June and December. For additional information please contact Jean-Louis at 818-783-3007. If your in the Sherman Oaks area at either of these time periods your in for a treat you will long remember. The Frantrecote is located at 15466 Ventura Blvd. (one block west of the 405 freeway).

Frank Hammelbacher of Norrico Inc has announced the acquisition of important memorabilia from the estate of Captain Eddie V. Rickenbacker. This material will be auctioned this spring.

Memorabilia in the Rickenbacker collection include: photographs (throughout his life), a diary (1919), a 1919 heart-wrenching letter to his brother Dewey urging him not to become a race driver, a contract to form a very early airline service with fellow pilot Reed Chambers, purchase and employment con-

tracts with Eastern Airlines, handwritten pre-trial notes for the trial of Billy Mitchell, passports (including his first with application), a good luck token (and the passport) carried in his pocket on the raft, a Sea Squatter Club membership (for those rescued at sea), wall plaques, books inscribed to EVR, keys to various cities, and original film.

For information on immediate availability and items to be auctioned this spring, please contact Norrico Inc., 65-09 99 Street, Rego Park, NY 11374 or phone 718-897-3699.

We have been informed by Mr. Cornelius Cosentino of AIRTAXI, that the Company with the oldest name in airline service has, after 77 years, resumed operations from Harbour Island, Tampa Florida.

AIRTAXI is proud that the worlds oldest air service is back in operation. They would like our members to come to Tampa and personally experience these "historic flights."

Tampa Bay has plans for expanding the historical museum, on the St. Petersburg city water front. The new wing will display the worlds first airliner, a replica of the Benoist flying boat, and a collection of early airline memorabilia.

Please be advised, if your in the St Pete/Tampa Bay area to be sure and stop by AIRTAXI and take in the sights!

The following is from Society member Dave Cherkis on how to carry around all those dupe Junior wings.

Hi--Dave Cherkis here. I offer the following on how to carry around your Jr wing dupes. I converted an old camera case into a carrying case for my Junior wings. I then went to Radio Shack and purchased a big bunch of audio cassette MAILING boxes. It was necessary to break out the little "thingies" inside--and voila--a portable carrying case for 120+ boxes. A lot easier than shelping envelopes around with me. Stood the boxes on edge to get more in and used regular labels for the carriers name! Try this--probable can be used with other collectable items as well.

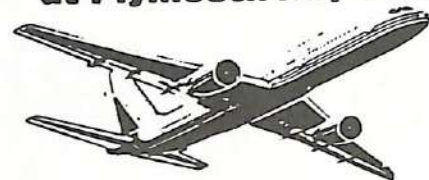
AIRLINE SHOW SCHEDULES

Two Society members have taken it upon themselves to keep an updated list of all miniconventions taking place. If you host a minimeeting or your planning to do so in the future, please contact either of the parties listed below and advise them of your plans. I find what these two gentlemen are doing is a big help, not only to those hosting the shows, but all those folks attending them as well. The two names to contact are:

Dick Wallin
P.O. Box 1784
Springfield, IL 62705
271-498-9279

Hal Turin
P.O. Box 663
San Dimas, CA 91773
818-966-3177

**We sold more 747s, L-1011s
and DC-3s than anyone else
at Plymouth Airport!!**



(and none weighed more than a pound!)
AIRLINER & MILITARY MODELS
Wooster, Flight Miniatures & I.M.C. Revell,
Airfix, Monogram, Testors, More!

AIRLINER SHOP CATALOG
*(Send check for \$1) Largest Airliner
Shop in New England!*

Large Balsa Kit Selection
Also Airliner & Military Postcards

PILOT SUPPLIES
*Charts, Headsets, Video Courses, Books,
Kneeboards, Plotters, Computers, T-Shirts and More!*



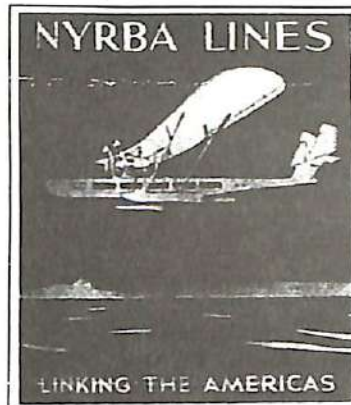
THE FLYING PIG PILOT SHOP
across from Plymouth Airport
253 South Meadow Road, Plymouth, MA 02360
(508) 747-6366

Open 11/13 5 pm-6 pm, Fri. 10pm-6 pm, Sat. 9 am-4 pm, Sun 9 am-2 pm.

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
Crash Covers,
Outlaw Flight,
and its
Postal
Markings

by
Julius Grigore, Jr.
© 1991, Julius Grigore, Jr., USA

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)

Order from:
A.V. Retty
408 Venezia Park
Venice, FL 34285 (USA)
Phone: (813) 488-0361



Wanted
• BUY
• SELL
• TRADE



Larry McLaughlin
TRAVEL AGENCY AIRLINERS • COLLECTOR & DEALER
AIRPLANE DESK MODELS • 516-265 9224
MANUFACTURERS DISPLAY MODELS • 17 SEVENTH AVE
OLD TOYS & TRAINS • SMITHTOWN, NY 11787

CATALOG OF AIRLINE BAGGAGE I.D. LABELS

VOL. 1, U.S.A. & CANADA

47 pages, 770 illustrations

VOL. 2, EUROPE & MIDDLE EAST

45 pages, 762 illustrations

Plastic bound with index.
Cost \$ 11.- per copy. For
postage and handling add:
USA & Canada, 1st class \$ 3.-
Overseas, by airmail \$ 5.-
Send check or money order (in
US currency) to:
H. Van Dyk, 7 Birchwood Ave.,
Peabody, MA 01960, USA.



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

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	
	HUGHES AIRWEST-yellow inc. BONANZA, PACIFIC and WEST COAST	

Send Orders to:

**YESTERDAY'S
AIRLINES** 784 Fairway Circle
Baldwinsville, NY 13027
Shipping / Handling charges 1 item \$1.00
2 or more items \$2.50

NAME _____
ADDRESS _____

BACK ISSUES OF CAPTAIN'S LOG

A number of new members have been inquiring as to the availability of back issues of the LOG. We have on hand the following issues of the LOG:

Vol XI	No's 1 2 3 4	
Vol XII	No's 1 2 3 4	
Vol XIII	No's 2 3 4	Out of No 1
Vol XIV	No's 2 3 4	Out of No 1
Vol XVI	No's 1 2 3	Out of No 4

Each issue is \$4.00 which includes postage and handling. Some issues are only available in limited numbers. If you request a certain issue and we are out you will receive a full refund of your money. Make checks/money orders payable to WAHS and send your requests to Society HQ at 3381 Apple Tree Lane, Erlanger, KY 41018. We will mail out your LOGs as soon as possible after receiving your order. We appreciate your interest in the Society.

Be sure to check the box on the renewal/membership form if you wish to receive a Society membership card. If you have already paid your subscription fee in advance and you wish to receive a card, just send \$2.00 to Society HQ and a card will be forwarded to you. If you have any questions about the new card, please contact HQ and we will be happy to talk with you. Write or call 606-342-9039 (after 6:00 PM EST).

HELP! HELP! HELP!

A NEW WORK BY A WAHS MEMBER NEEDS CONTRIBUTORS IN ORDER TO PROPERLY CATALOG AND IDENTIFY COMMERCIAL AIRLINE WINGS OF US CARRIERS. **WONT YOU HELP?** WE NEED BLACK AND WHITE PICTURES OF YOUR WINGS ON 35 MM PLUS H FILM AND DATES OF LOGO CHANGES FOR AIRLINES YOU'VE WORKED FOR OR KNOW ABOUT. **WONT YOU HELP?**

**COMMERCIAL PILOT'S WINGS
OF THE
UNITED STATES**

by
Philip R. Martin

PLEASE CONTACT THE AUTHOR, PHILIP MARTIN
C/O BEACH CITIES PUBLICATIONS 3640 EAST TENTH STREET
LONG BEACH, CA 90804 1-213-434-6701 (9AM-5PM PST, M-F)

Fast mail-order hobbies worldwide!



- Kit & Decal Catalog.....\$ 2.00
- Color Slide Catalog & Sample.....\$ 3.00
- Slide Supplement 6-1.....\$ 2.00
- Railroad Slide List.....\$ 2.00

Credit card minimum \$25.00

PLEASE no calls before 10:00AM PACIFIC time

3014 Abelia Court
San Jose, California
United States of America
95121
(408) 629-2121
FAX (408) 629-2122



Manufacturer/Publisher Member of the Hobby Industry of America



JET-STAR MINIATURES

P.O. Box 9952
Trenton, N.J. 08650
(609) 426-4718

Model Building Service Specializing In Scale Airliner Kits. All Kits Custom Built To Your Specifications. Choose From Our Large Stock List Or Send Us Your Own Kits To Customize.

We Build Injection Molded, Vacu-Formed And Resin Kits In All Scales. Revell, Airfix, Welch, Airliners America, Hasagawa, And Many More. Liveries And Color Schemes From Every Era Of Airline History!

Send \$1.00 (REFUNDABLE WITH FIRST ORDER) & SASE For Our Complete List Of Products And Services. Call Us At (609) 426-4718 With Any Questions.

Airliners/Airports of the Past

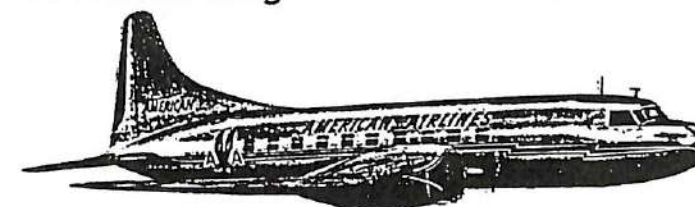
This exciting film series, which features commercial aviation of the past, is a collection of original, historical footage of airports and classic airliners of the "greatest era" of aviation.

Volume I

"LAX DURING THE 1950's AND 1960's" is a collection of promotional and educational motion pictures which take you back to the piston era of Los Angeles International through the early days of the jet age. This 1 hour and 15 minute long video presents excellent narration and footage of the classic airliners of the era including "Connies", DC-3-4-6-7-8, Stratocruisers, Convairs, 707's and many more. Additionally, this video features the daily operations of LAX and reflects the tremendous growth of this international gateway.

Volume II

"CONVAIRLINERS" - from the CV-240 to the CV-990 - watch, learn and enjoy the story of the Convairliners. All the facts of these great planes, including production, first flights and airline operation are featured in this one hour and 15 minute long narrated video.



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

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

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

Check or Money Order to:

G.D.S. Creations, Inc.
1506 Springside Drive
Ft. Lauderdale, FL 33326

