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Desert Storm Wings
Pan Am collapses



JUNE 24-28, 1992

CAPTAIN'S LOG



707 production halted
'NEW' Photo column
Chrysanthemum Propjet

PHOTO MISSION TO ECUADOR

DC-10-30 HC-BKO "Ciudad de Guayaquil" is the largest aircraft in the fleet of Ecuatoriana, flag carrier of the South American country of Ecuador. WAHS member Ronald C. Hill of Denver took a trip to Ecuador on Ecuatoriana and in this issue presents his story and several glorious aircraft photographs he took on the trip.



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
BEDFONT, Middlesex
England TW14 8JR

Editorial addresses - see below

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CAPTAIN'S LOG EDITORIAL TEAM

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

Associate Editors/Department Heads:

- InternationalJOOP GERRITSMa, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- LabelsDON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
- SchedulesGEORGE W. CEARLEY Jr., P.O. Box 12312, Dallas, TX 75225
- PostcardsWILLIAM M. DEMAREST, Sugartown Mews Apts. 0-508, DEVON, PA 19333.
- Book ReviewsJOOP GERRITSMa, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Model NewsGERRY COLE, 504 Harvard St., Vestal, NY 13850
- Slide CollectingRICHARD J. FEDORCO II, 53 Carteret Ave., Carteret, NJ 07008-2515
- Playing CardsTHOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
- Dining ServiceRICHARD W. LUCKIN, 621 Cascade Ct., Golden, CO 80403-1581
- Wings and ThingsRICHARD KORAN, 1051 Woodlea Road, Birmingham, MI 48009
- Airport HistoriesJIM (JET) THOMPSON, 37 N. Everett Ave., Columbus, OH 43213
- Cocktail ItemsAL S. TAsCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
- Staff ArtistRON COLE, 504 Harvard St., Vestal, NY 13850
- Junior Crew InsigniaSTAN BAUMWALD, 10240 Vestal Ct., Coral Springs, FL 33071
- Safety CardsROBERT NEAL MARSHALL, 12921 Bonaparte Ave-2, Los Angeles, CA 90066
- What is it?KEN TAYLOR, R.R. 7, Calgary, Alberta, Canada T2P 2G7

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

EDITOR: Joop Gerritsma

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His interest raised by the colorful plumage of the aircraft of Ecuatoriana, WAHS member Ronald Hill of Denver flew down to Quito on one of the airline's hushkitted 707s. In this issue he tells us about it in text and some great photographs. Shown above is HC-BFC "Chimborazo", one of the airline's two 707-321B(Q). It carried the author back from UIO to LAX via MEX at the end of his journey. The 707s were recently replaced by two Airbus A310-300 on the airline's LAX service. Equitoriana picked up the aircraft from a Pan Am order that was cancelled because of the latter's financial troubles. (Photo by Ronald C. Hill)



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TAKE-OFF TALK

I don't know about you, but I am going to miss having Pan American around.

The world-wide carrier that Juan Terry Trippe built, sometimes by less-than-ethical and less-than-political means, folded its wings on 04 DEC after a last-minute rescue and restructuring bid had failed.

The collapse, so soon after that of another major U.S. airline, Eastern Air Lines, will make it extra difficult for the 24,000 Pan Am employees to find other work soon in the economic climate of today. And that is the real tragedy behind Pan Am's collapse - the human suffering and dislocation that will inevitably follow. They are good people, the employees of Pan Am and they will find another place in life again. But at what cost?

People far better qualified than I am, have already stated their opinions about the reason of the collapse. I have read terms such as "overstaffed", "not quick enough to react to market demand" and "old, thirsty aircraft". The recession is also cited as a contributing factor, and no doubt it is.

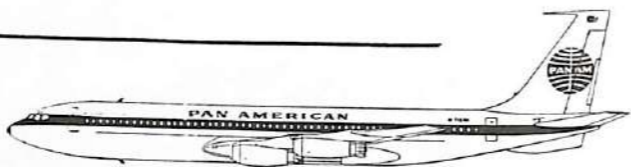
Whatever the cause, it seemed a sure thing from the start that Delta Air Airlines' money could not keep Pan Am alive. Delta paid \$416 million for the Pan Am shuttle and most of its European routes. (Pan Am had earlier sold its Berlin routes to Lufthansa and its London routes to United. The Pacific services were sold to United several years ago).

Delta backed the "new and smaller" Pan Am and its proposed Latin American and Caribbean network, with \$450 million and agreed to lend it another \$140 million. But Pan Am, in any reduced size, had already become moribund before its could be revived. Delta wisely cut its losses while it still could.

Pan Am, which for many years ranked the undisputed No.1 among the world's international airlines, had dropped to 15th place in 1989 and to 17th in 1990, according to Fortune magazine (16 DEC 91, P.88-89). It lost \$662.9 million in 1990. That loss came on top of megaMillion dollar losses in previous years. In the end, the airline that "was too big to fail", did just that - it failed.

Who knows, perhaps the "new" Pan Am could have made it had Lockerbie not happened and had there not been a Gulf War. I for one doubt it. Travellers were staying away in droves. The recession did not help and many said they were afraid they would be left stranded overseas or get stuck with useless tickets. The latter fear was unfounded. A friend of mine, who travels frequently, has told me already his tickets were honored by Delta. The airline even honored his Pan Am frequent flyer points to destinations it bought from Pan Am.

Other carriers, perhaps glad to see the fall of Pan Am, have already picked over the remains, buying routes and other assets that best suit them. But I doubt they will be as interested in the 160 or so Pan Am aircraft. The nearly 100 Boeing 727-200s were built in the late 1960s and early 1970s and are old by airline standards.



The 30-plus Boeing 747s are of the same vintage and are all of the series 100 model, not exactly a hot seller on the second-hand airliner market. The desert boneyards and airport back lots are full of similar aircraft, parked there after their owners went out of business or because they did not attract buyers when they were replaced with more-modern equipment. Only Pan Am's nearly 40 Airbus A300 and A310 are relatively modern, with the oldest dating back to 1982. But there is a glut on the airliner market, with several airlines already having pushed back delivery of new aircraft they had ordered in the glory days on the late 1980s.

On a personal level, the collapse of Pan Am affected me, your editor, in a very minor way. On my desk on Monday, 02 DEC was this issue of the CAPTAIN'S LOG, all wrapped up and ready to go to Paul Collins for printing. I was going to take it to UPS in Niagara Falls, NY, on 05 DEC. But then came 04 DEC and on the spur of the moment I decided to rip out an article about the Boeing 307 Stratoliner (Sorry, George Cearley!), make some other adjustments and fill those pages with "something" on Pan Am. I felt I just could not let it go until our next issue and see every other magazine between now and then beat us with Pan Am coverage. In the interest of saving time, I decided to put together a chronology, rather than write a complete history in prose. I hope you like it.

Ecuatoriana, the flag carrier of Ecuador in South America, is one airline that has benefited from the Pan Am collapse. It was desperately looking for aircraft to replace its 707s on the UIO-MEX-LAX service and was able to pick up on short notice two A310 that were intended for Pan Am. At the time of writing, both A310 were in still all-Pan Am. In this issue, WAHS member Ronald C. Hill of Denver, CO, takes a look at Ecuatoriana, its colorful aircraft and some other aircraft operating in the country. It is our lead feature this time (p.195).

Also in this issue, I invite you to take a close look at our "NEW" photo column by Richard Pedorco. As Richard explains, he and I got together at the Orlando AI and we took a critical look at what we were doing with the Slide Collector column. For the result of that high-power thinking, see "The Photo Corner" (p.223).

With this, I am wishing all of you a HAPPY AND PROSPEROUS 1992. May all your departures and arrivals be on time and may your flights be VFR only.

Loop



The hushkitted Ecuatoriana 707-321B HC-BFC, c/n 19277/603 "Chimborazo" on which the author flew GYE-MEX-LAX. 707-321B HC-BCT, c/n 19265/

529 "Guayas" in the background. The latter does not have hush kits and is not permitted to operate into North America.

ECUATORIANA, THE FLAG CARRIER OF THE SMALL SOUTH-AMERICAN COUNTRY OF ECUADOR, IS NOT IN THE NEWS VERY OFTEN. REASON ENOUGH FOR RON HILL OF DENVER TO GO

Flying down to QUITO

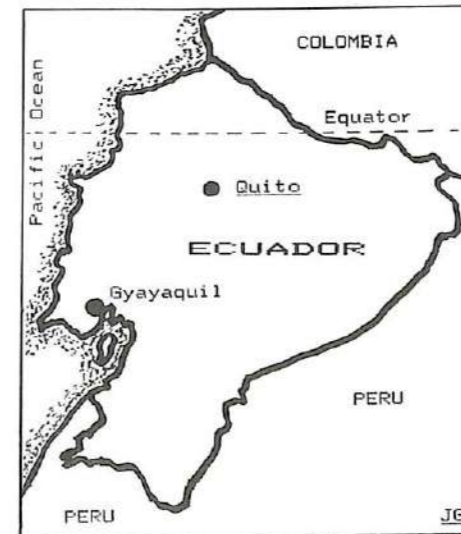
Text and photos
by RONALD C. HILL

After admiring the brilliant plumage of Ecuatoriana aircraft for many years, I found the idea of a trip to Ecuador more and more intriguing. The small South American country, which straddles the equator, is easy to reach from the U.S. and Ecuatoriana offers frequent direct service from Miami, Los Angeles, New York and Chicago.

Eastern Air Lines used to compete with the Ecuadorian flag carrier on several of these routes, but these have now been taken over by American Airlines. However, I was anxious to ride on one of the colorful Ecuatoriana airplanes and sample the service for which the airline is famous. Such an excursion would hopefully afford the opportunity to take interesting airliner photos for future editions of my calendar Those Magnificent Planes.

Siegfried Danner, the friendly and efficient station manager for Ecuatoriana at LAX, encouraged me to make the trip and even arranged for me to accompany him on a flight from LAX to Quito, the capital of Ecuador.

With keen anticipation of my first trip to Ecuador, I eagerly made reservations for UA flight #283 from my home in Denver to LAX on 23 JUL. The



ning approached, it was time to put the Leica and Hasselblad away and head for the international terminal to await the departure of EU #43 to Quito with an intermediate stop in Mexico City. Siegfried Danner greeted me at the check-in counter and invited me to wait in the beautiful departure lounge which Ecuatoriana shares with Lufthansa and Alitalia. Already this leg of my journey was off to an excellent start.

Shortly before the departure time, an attractive Ecuatoriana hostess came to the lounge and escorted the first-class passengers to the gate where we immediately boarded "Zamora", a 707-321B (HC-BHY), which had been built for PanAm in 1969 as N896PA and named Clipper Norseman. "Zamora" was elegantly decorated in the rainbow paint scheme of Ecuatoriana and the interior was immaculate. Even though the weather had been hot at LAX, the cabin was cool and comfortable. Push-back was right on schedule, and minutes later we were racing down the runway toward the setting sun.

Soon after we were in the air, the polite and ever-attentive flight attendants began dinner service. Thankfully, there were no microwave cheeseburgers on Ecuatoriana! Even



HC-BMD F-28-4000, c/n 11220 "Ciudad de Loja" of TAME at Quito.

economy passengers were offered their choice of two complete dinner menus. In first-class, dinner was served in courses from a cart. To begin we were offered several delicious appetizers. Then we had salad made to order from fresh ingredients on the cart and a choice of two different soups. The main course presented a selection of lobster tail, Chateaubriand or chicken breast. They all looked wonderful and the Chateaubriand which I chose, was superb. There were six dinner wines (a red and white one each from France, Germany and Chile) followed by dessert and a wide variety of after dinner liqueurs. It was unquestionably the finest dinner service I have ever experienced on any airline anywhere. The seats were large and comfortable and I quickly fell asleep as our 707 cruised smoothly over Mexico.

Arrival at MEX

We arrived in MEX on time and were soon loading a few passengers to fill up the aircraft (Ecuadoriana has the right to transport passengers between Mexico and Ecuador, but not between the United States and Mexico.) Since the airline does not permit its flight crews to work for more than eight hours continuously, a new crew took over at MEX. While we were stretching our legs in the modern terminal, Mr. Danner introduced me to our new captain, Thomas Verbick, a tall, erect Ecuadorian of German ancestry - the perfect image of an airline pilot whose alert, intelligent appearance immediately inspires confidence. Capt. Verbick was genuinely pleased that I was visiting his country to take pictures for my calendar, and he graciously invited me to ride in the cockpit for the departure from MEX - an honor which is sometimes permitted by foreign carriers not subject to

bureaucratic FAA rules. Indeed, my presence on the flight deck created no distraction, as the crew completely ignored me while they carefully went through their departure checklist. I settled into the check pilot's seat immediately behind and slightly above the captain and watched the entire procedure with rapt fascination. "Zamora" was pushed back from the gate precisely on schedule, and we taxied slowly to the end of a long runway - necessary for a fully-laden aircraft at the lofty elevation of Mexico City. Capt. Verbick pushed the throttles all the way forward, and the 707 thundered down the runway and then climbed steadily into the dark sky. Mexico City is a huge metropolis and the lights of the city seemed to extend forever as we banked toward South America. I returned to my seat to try to catch a little sleep, as it had been a long day.

Breakfast interrupted my brief slumber, and that meal was also extraordinary, with a choice of fruits and juices as well as eggs prepared several different ways, together with potatoes, ham, sausage and bacon. Just as I was finishing this feast, one of the flight attendants appeared next to my seat and said that Capt. Verbick had invited me to return to the flight deck for the landing at Quito. Siegfried Danner told me that the approach to UIO is the most spectacular in the world, and I climbed into the check pilot's seat and fastened the five-point seatbelt with great anticipation. At the moment we were still over the ocean and above a thick layer of clouds so that nothing of interest could be seen. Eventually Capt. Verbick eased the 707 into a gentle descent and we pierced the clouds. As we came out under

the clouds, Quito appeared far below - a magnificent city sitting in a deep bowl surrounded to be towering Andes mountains.

Even though UIO sits at an elevation of 9,250 feet, the setting is truly sublime, as some of the nearby Andes peaks rise as high as 20,000 feet. The entire scene was incredibly spectacular as Zamora skimmed over a sharp ridge and began the steep, spiralling descent into UIO. We flew right over the picturesque city, and Capt. Verbick made a beautifully smooth, perfect landing on the single narrow runway at Aeropuerto Mariscal Sucre. We taxied

Aeropuerto Mariscal Sucre to the international terminal and stopped alongside another EU 707 and behind a KLM DC-10-30 and an Eastern L-1011. The small ramp was quite crowded so early in the morning! Our luggage was delivered promptly and the immigration officials were polite and efficient. After just a few minutes we were standing in a short line at the bank window to exchange some U.S. dollars for Ecuadorian sucres. Capt. Verbick smiled and said we would need only U.S. \$1 for the cab ride into the city.

Unlike Mexico, where tourists are often charged sky-high prices totally unrelated to the local economy, all prices in Ecuador were based directly on the actual economy. Thus, the taxi ride from the airport to the hotel in the center of Quito cost a little less than U.S. \$1, and a single room at the deluxe Hotel Colon Internacional was just U.S. \$22 per night. Sumptuous dinners for two at the best restaurants in Quito never cost more than U.S. \$12, including tax and tip. Obviously, Ecuador is a charming

and inexpensive vacation spot which offers a wide variety of incredible scenery. Although Quito lies just 15 miles south of the Equator, its high elevation ensures that its weather is delightfully spring-like and moderate year-round. Temperatures usually do not exceed the mid-70s (Fahrenheit, or mid-20s Centigrades - Ed.) and there is no need for air conditioning and seldom for heat. The old colonial section of the city, which dates back to 1534, is especially interesting with its ancient whitewashed buildings, numerous plazas and fascinating churches. Apart from some petty thieves and pickpockets (three of who tried unsuccessfully to steal my wallet on two different occasions as I wandered across the Plaza de San Francisco), Quito is a relatively safe and friendly place which is frequently described as the most-historic city in South America.

Boasting a population of about one million, it is a bustling metropolis with the frantic automobile traffic common to so much of Latin America.

Following a day of touring

and sightseeing, Siegfried Danner had been able to arrange for me to have ramp access at Aeropuerto Mariscal Sucre - no easy feat in view of increasing concern about drugs smuggled from Columbia en-route to the U.S. Carlos Roldan, Ecuadoriana station manager at UIO, provided us with a security escort so that we could walk all around the entire ramp and photograph airplanes at will. Mr. Danner and I went outside into the brilliant sunshine to find Ecuadoriana's DC-10-30, HC-BKO (ex-Swissair HB-IHA) sitting directly in front of the international terminal as it was being made ready for a flight to JFK. Next to it at the modest domestic terminal sat the sole SAETA 707-373C, HC-BLY which was loading passengers for a flight to Guayaquil, the principal port city of the country. A Lufthansa 747 taxied to the far end of the runway and took off over the city. Temporarily withdrawn from service, a TAME F-28-4000, HC-BMD, was parked near the domestic terminal. Two Ecuadoriana 707-321Bs were receiving routine service at a small, outdoor maintenance base adjacent to the cargo terminal,

and the colorful aircraft made a striking photograph with 19,347-foot Cotopaxi, a dormant volcanic peak, towering in the distance.

There were photo opportunities galore at the small airport deep in the Andes, and I kept both the Leica and the Hasselblad busy snapping pictures as we walked around the ramp. Two old, derelict SAETA Caravelles sat near the EU 707s. They had long since been stripped of their engines and all useable parts and will probably never fly again. As we looked at the sad Caravelles, an ARCA DC-8 arrived from Bogota and parked in front of the cargo building where unloading began promptly. We went back to the domestic terminal in time to see TAME L-188 Electra "Galapagos", HC-AZY arrive just as TAME L-188 HC-BLE was being readied for departure. Dramatic but ominous clouds were building up over the Andes and the bright sunshine disappeared. No matter, though, as it was time for us to go back downtown. All in all, we had spent a most exciting and productive morning at Aeropuerto Mariscal Sucre and I



Above: Derelict SAETA Caravelles at Quito were HC-BAD, c/n 35 (left) and HC-BDS, c/n 164. Both were 6N models, formerly with Alitalia.

Below: L-188A Electra HV-AZY, c/n 1052 "Galapagos", was ex-N9702C. Aircraft crashed after takeoff from Lago Agrio, Ecuador on 12 SEP 88.





TAME 727-134, HC-BLE, 19691/487, at Quito. Note the gorgeous background at this airport located high in the Andes.

had taken a number of interesting pictures which will appear in future calendars.

We were scheduled to return to LAX the next day, and for variety we decided to take a SAETA flight to Guayaquil where we would connect with EU#42. SAETA has only one 707 (ex-TWA) which carries 189 passengers in an all-coach configuration. The other two SAETA aircraft, 727-100s, are also used for domestic operations as well as for its international service to Florida. When we arrived at the airport, we learned that EU#37 was 30 minutes late. The domestic terminal was jammed full of anxious and impatient passengers. After the 707 arrived and was quickly prepared for boarding, the passengers scrambled out of the terminal and rushed toward the airplane very much in the manner of a cattle stampede. There is no assigned seating on SAETA, but portable stairways at both ends of the airplane greatly facilitated boarding (no airports in Ecuador have jetways). Amazingly, the cost of my ticket for the 250-mile, 45-minute flight from UIO to GYE was a mere U.S.\$81. The airplane was clean and seemed to be in excellent condition. Our flight was nearly full and as soon as everyone was seated, we were hurtling down the runway. The aged 707-373C rotated with an enthusiastic surge and climbed steadily

out of the deep bowl and up over the mountain peaks with room to spare. After we cleared the Andes, SAETA provided a pleasant soft drink beverage service. Unfortunately, we flew over thick cloud cover all the way to GYE and could not see anything of the jungle below.

At Guayaquil

Guayaquil proved to be radically different from Quito. The little we could see of the city while we were on final approach indicated that it was flat and uninteresting. As we stepped off the aircraft, the tremendous heat and humidity were almost overpowering. After picking up our luggage at the outdoor baggage claim area, we headed for the international terminal which was oppressively hot and full of prospective travellers. I did glimpse briefly what appeared to be an open-air observation deck atop the domestic terminal which was wonderfully situated for aircraft photography. Javier Vallero, the smiling Ecuatoriana station manager at GYE, took us in hand and bypassed the long line and tedious check-in procedure as he personally escorted us directly to the first-class lounge, which was happily air conditioned. There was an unlocked door leading from the lounge to the ramp and a helpful Ecuatoriana employee told me that it was

perfectly all right if I wanted to go outside and take airplane pictures, so long as I stayed near the doorway. EU#42 to LAX was delayed about an hour so that I had plenty of time to relax in the lounge and take an occasional picture. GYE seemed to be a somewhat busier airport than UIO, perhaps because GYE is the point of embarkation for the spectacular Galapagos Islands, which are part of Ecuador. By the time we were settled into the lounge, our SAETA 707 had already departed for the return flight to UIO. The Ecuatoriana DC-10-30, which had been sitting on the ramp when we arrived, took off for a flight to JFK. Then LADECO 727-95, CC-CHC, stopped briefly en-route to Santiago, Chile. Next we were treated to the sight of SAN 727-17 HC-BIB, pulling up in front of the terminal. SAN is a domestic Ecuadorian carrier which operates only that one single aircraft. Soon afterward TAME 727-17 HC-BLV arrived from the Galapagos and would continue to Quito. GYE is also served by KLM, Iberia, COPA, Varig, Aeroperu, Aerolineas Argentinas and others.

Finally, Ecuatoriana flight #42 from Quito, 707-321B HC-BFC "Chimborazo" touched down. Ecuatoriana is a small airline from a small country: its entire fleet consists of four ex-

PanAm 707-321s and one former Swissair DC-10-30. One 707 is a cargo airplane (with hushkits). Only two of the three passenger 707s have hushkits to permit them to fly to and within the USA. I felt very privileged to have the opportunity to fly on both of them. Ecuatoriana recognizes the need to modernize its fleet and was contemplating the purchase of two Airbus A300s in 1987, but the economy in Ecuador is very poor and financing for the Airbuses simply could not be arranged. In the meantime, the DC-10 and the venerable 707s continue to provide safe, reliable and comfortable service. Incidentally, Ecuatoriana shares with Singapore Airlines the great distinction of never having lost an airplane in a crash.

Before long, EU #42 was ready for boarding. After all of the coach passengers were aboard, a flight attendant came to the lounge to escort the first-class passengers to the airplane. "Chimborazo" had been built for PanAm as N424PA in 1967 and was originally named Clipper Golden West. Now it bears the name of a 20,561-foot volcanic peak near the village of Ambato. The intercontinental 707 was immaculate inside and out, and, as the other two passenger 707s, was spaciously configured for 12 passengers in first class and 141 in economy. We were nearly ready for departure when Javier Vallero came on board to make certain that everything was in order. I got up to thank him for his exceptional courtesy to us and he replied, with amazing courtliness, "Thank you for visiting my country. When you come again, please remember that you always have a friend here in Guayaquil."

After such a gracious farewell from Ecuador, we were promptly underway. There had been a great deal of work to do with EU#42 at GYE and the flight was still one hour late - in spite of the best efforts of Javier Vallero and his ambitious crew. Even though "Chimborazo" now carried a full load with every seat occupied, it had no difficulty taking off from the sea-level airport. While Guayaquil is far south of Quito, long-distance flights destined for North America always depart Ecuador from GYE because the high elevation of UIO makes it impossible for an aircraft to take off there with

a full complement of passengers and fuel.

A delicious lunch, with a choice of three entrees, was served as we sped north toward MEX where we would again make an en-route stop. The flight attendants handed each first-class passenger thoughtful gifts from the airline: a complete toiletry kit and a pottery bird-in-the-nest, unique to Ecuador. The flight seemed to progress quickly and "Chimborazo" soon began its descent into Mexico City. A ferocious thunderstorm was raging over the vast city, but the 707 flew straight and true with just a few bumps and bounces. We emerged from the storm just before touchdown, which made the job of landing a bit easier for the cockpit crew. "Chimborazo" taxied to the terminal and parked at the gate next to a glistening Aerolineas Argentinas 747SP. Only a few passengers disembarked at MEX and EU#42 was able to make up about 15 minutes. As we were flying toward California, a spectacular

multi-course dinner with choice of three entrees was served. Our captain requested the most-direct route to LAX and we recaptured another 15 minutes so that the arrival was just a half hour behind schedule. The approach to LAX at night was fascinating, as always, with the millions of lights beneath us. The landing was smooth (as I had come to expect it to be, from my brief experience with Ecuatoriana) and a splendid equatorial adventure had ended.

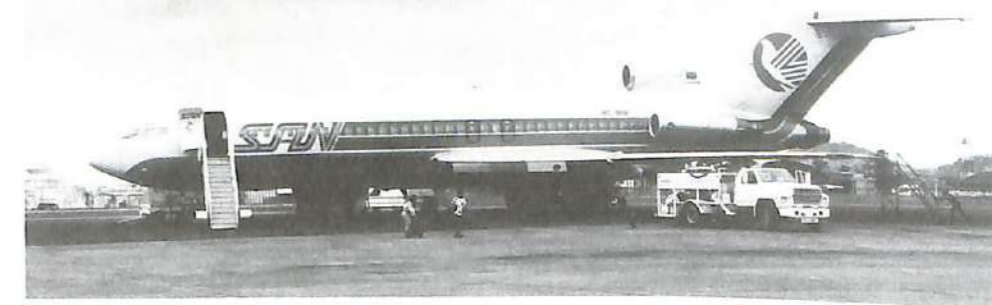
Flying down to Quito on the colorful big birds of Ecuatoriana was truly a remarkable undertaking and one to be cherished for years to come.

POSTSCRIPT:

At the end of SEP 91 Ecuatoriana took delivery in France of two Airbus A310-324 for 192 passengers. They were flown to UIO on 07 OCT and have replaced the airline's Boeing 707s on the Los Angeles route. Ecuatoriana is the first airline in Latin America with the A310.

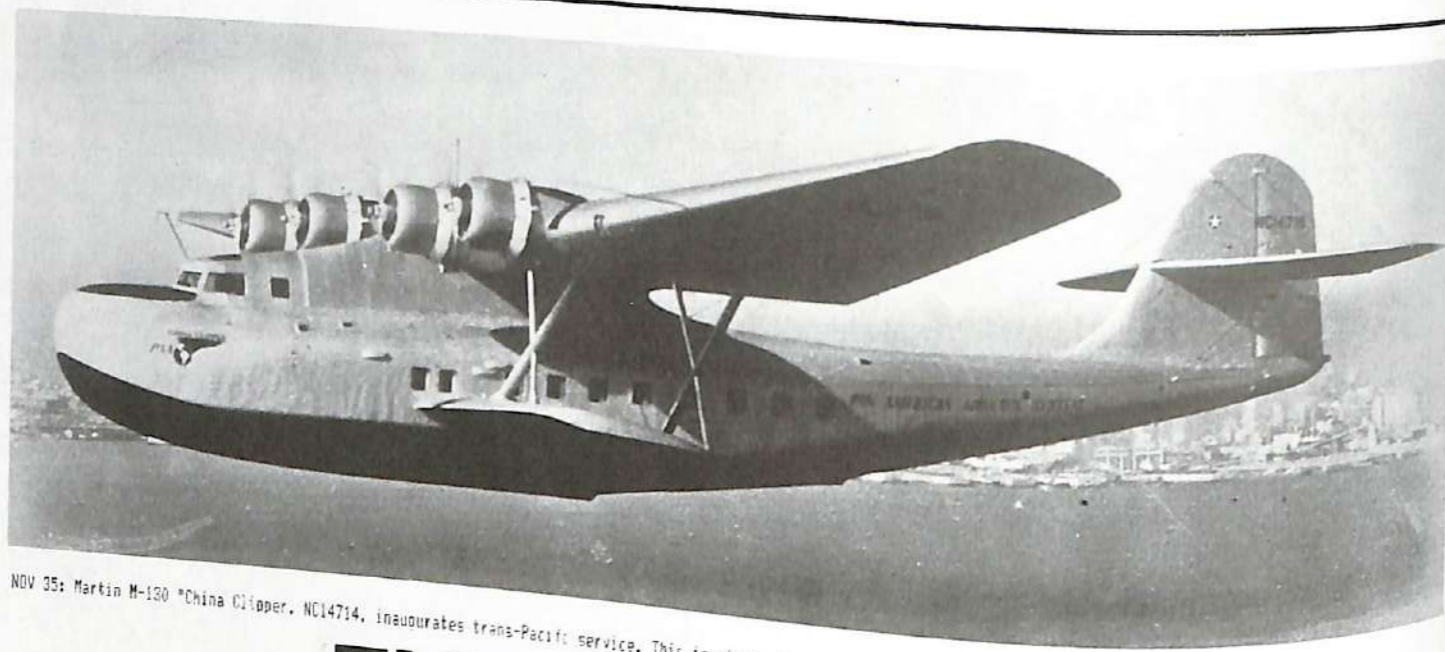
CURRENT FLEETS of Ecuadorian carriers mentioned here.
(From JP Airline-fleets, 1991/92.):

ECUATORIANA (Empresa Ecuatoriana de Aviacion, SA.)					
Reg.	Type	C.N./line no.	I.D.	Name	Previous
HC-BCT	707-321B	19265/529	N420PA	"Guayas"	
HC-BFC	707-321B (Q)	19277/603	N424PA	"Chimborazo" (Q-hushkits)	
HC-BGP	707-321C (Q)	19273/580	N451RN	"Manabi" Freighter	(previously YR-ABM, N450PA)
HC-BHY	707-321B (Q)	20033/797	N896PA	"Zamora"	
HC-BKD	DC-10-30	46575/57	HB-IHA	Leased aircraft	
Ecuatoriana's two new Airbus are:					
HC-BRA	A310-324	574		"Ciudad de Guayaquil"	
HC-BRB	A310-324	576		"Ciudad de Quito"	
Both were del. to UIO 07 OCT 91 via AMS, JFK & MIA.					
SAETA (Sociedad Anonima Ecuatoriana de Transportes Aereos, Ltda.)					
HC-BUL	727-95	19596/479	PP-VLR		
HC-BPL	727-31	18753/83	N846TW		
HC-BLY	707-373C	18709/350	HP-1027	(formerly HK-2606, N789TW)	
SAN (Servicios Aereos Nacionales, SA)					
HC-BIB	727-17	120513/861	XA-GUV	"Ciudad de Cuenca"	
TAME (Transportes Aereos Militares Ecuatorianos, CA)					
HC-BMD	F-28-4000	11220	PH-ZCH	"Ciudad de Loja"	
HC-BLE	727-134	19691/487	RP-C1240		
HC-BLF	727-134	19692/498	RP-C1241		
HC-BLV	727-17	20328/806	G-BKCG		
HC-BHM	727-2T3 Adv.	22078/1644	N1283E	"Cotopaxi"	



Right: SAN 727-17 HC-BIB, c/n 20513/861 "Ciudad de Cuenca" is the airline's only aircraft. It is seen here at Guayaquil.

AIRLINE PROFILE



NOV 35: Martin M-130 "China Clipper, NC14714, inaugurates trans-Pacific service. This is sister ship NC14715 "Philippine Clipper. (PAA photo)

END OF AN ERA: PAN AM COLLAPSES

On 04 DEC 91 Pan American World Airways suspended all its services after 64 years of operations. A last-minute deal with Delta Airlines for \$25 million financing to save the ailing airline, collapsed. The final collapse had of course been expected for several months. The once-mighty globe-girdling carrier that

By JOOP GERRITSMAN

Juan T. Trippe built, had been losing money heavily for the past decade. It had already sold off many of its routes in an effort to slim down and save at least the original part of the company, the South Ameri-

can services. But it was too late.

Today it is quiet around the airline that has been called the "51st State of the Union," and that was said to be "its own State Department".

Following is a chronology of the major dates and events in the colorful history of Pan Am.:

1927
14 MAR - Capt. J.K. Montgomery and associates form Pan American Airways Inc. in New York State.

02 JUN - Aviation Corporation of America established by Juan T. Trippe, John A. Hambleton and C.V. ("Sonny") Whitney.

16 JUL - Pan American Airways wins Foreign Air Mail Contract (FAM) 4 from Key West, Florida to Havana, Cuba.

19 OCT - A Fairchild FC-2, hastily chartered by Pan American Airways to meet the deadline for start of service, operates the first flight on FAM 4, carrying 30,000 letters.

28 OCT - Regular daily air mail service starts on FAM 4 with the Pokker F.VIIa/3m "General Machado". Flight carries 772

pounds of mail. This is the first regular, permanent international air service by an American airline and the first of a multi-engine aircraft by an American airline. Pilot was Hugh Wells and navigator Ed Musick.

07 DEC - Takes delivery of a Sikorsky S-36 amphibian. The aircraft proves unsatisfactory for PAA services.

1928
16 JAN - Miami - Havana passenger service starts with the eight-passenger F.VIIa/3m.

23 JUN - Aviation Corporation of the Americas, Inc. founded through merger of Trippe's Aviation Corporation of America, Montgomery's Pan American Airways and Atlantic, Gulf and Caribbean Airways of Reed Chambers and Richard F. Hoyt.

200

27 JUN - Pan American Airways, Inc. founded as operating subsidiary of Aviation Corp. of the Americas. Trippe is president and chief executive officer.

15 AUG - PAA becomes first American airline to use radio communications on board its aircraft. Also in 1928 it begins carrying emergency life-saving equipment on board following a ditching in the Gulf of Mexico. Starts carrying two pilots instead of one.

15 SEP - U.S. terminus of FAM 4 moved to Miami from Key West.

29 OCT - PAA moves its base from Key West to Miami.

31 OCT - PAA introduces Sikorsky S-38. Aircraft was virtually built to PAA's specifications. PAA bought 17, a large fleet for that time.

1929
Starts carrying cabin attendants to serve meals in flight. Airline develops instrument flying techniques and its own aviation weather service.

JAN - Trippe hires Charles Lindbergh as technical adviser to Pan American Airways.

23 JAN - Buys Compania Mexicana de Aviacion. This is the first of several Latin American airlines bought or established by PAA before World War 2.

25 JAN - Trippe and W.R. Grace establish Pan American-Grace Airways (Panagra) for service along South America's west coast.

10 MAR - Inaugurates service with Ford Tri-Motor in Mexico.

By year's end, PAA has a 12,000-mile route system, linking the U.S. with 23 Latin American countries.

1930
15 FEB - Acquires 84.4% of the stock of SCADTA, Columbia.

15 SEP - Officially takes over NYRBA Line after a bitter takeover battle with NYRBA's founder, Ralph O'Neill. With NYRBA come 14 long-range Commodore flying boats.

1931
29 APR - Company name officially changed to Pan American Airways from Aviation Corporation of the Americas.

19 NOV - Sikorsky S-40, PAA's first four-engine flying boat, enters service in the Caribbean and to South America. Inaugural flight under command of Charles Lindbergh. PAA buys three S-40.

1936
23 MAR - Contributes \$100,000 toward development of DC-4, but withdraws after DC-4E prototype is unsuccessful during trials on United Air Lines network in JUN 39.

21 JUL - Orders six Boeing 314 flying boats for Atlantic service. Six more on 29 SEP 39.

1937
15 MAR - Orders four Boeing 307 Stratoliners, the world's first commercial airliner with pressurized fuselage to go into scheduled passenger service. Takes delivery of only three aircraft because of the crash of the first one on a demonstration flight.

01 OCT - Takes delivery of its first DC-3.

1942
06 JAN - First airline to complete a round-the-world flight when the Boeing 314 "Pacific Clipper" returned home from Auckland, New Zealand via Asia, Europe and the Atlantic after the Pacific route had been cut by the Japanese attack on Pearl Harbor.

1945
21 OCT - First American airline to operate high-speed commercial landplanes on the transatlantic and Pacific routes with the DC-4. This spelled the end of the intercontinental flying boats.

1946
Inaugurates Internal German Service (IGS) to replace the services formerly flown by Lufthansa. The latter was grounded by the Allies at the end of World War 2.

25 SEP - Acquires American Overseas Airlines from American Airlines.

1952
01 MAY - Introduces DC-6B on New York - London service.

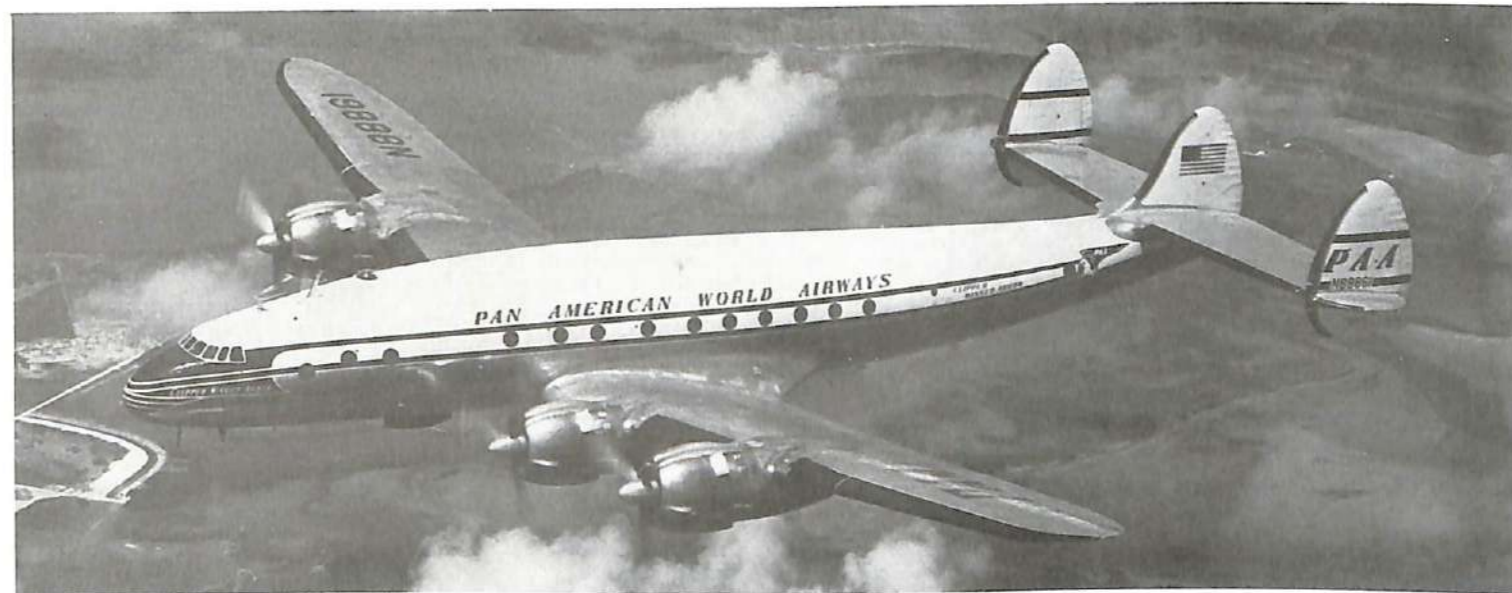
JUN - Introduces Tourist-Class service on the North Atlantic.

20 OCT - Orders three long-range deHavilland Comet 3 jets. They were never delivered.

1955
13 JUN - Introduces DC-7B on transatlantic services.

13 OCT - First airline to order commercial U.S. jet transports (25 DC-8, 20 707).

1956
01 JUN - Introduces DC-7C on nonstop North Atlantic service.



Constellations enter service across the Atlantic in JAN 46. This is N88861, "Clipper Winged Arrow". (PAA photo)

1932
First airline to sell all-expense, international tours.

1933
21 MAR - Buys the 45% U.S. interest in China National Aviation Corporation and starts operations on 07 JUL.

09 DEC - Orders 18 DC-2 for its associated companies in Latin America and China. Four more bought later. Enters service in Summer 1934.

16 AUG - Sikorsky S-42 enters service on Miami-Rio de Janeiro route.

1935
Summer - Builds flying boat bases at Midway, Wake and Guam for proposed Pacific service.

22-29 NOV - First transpacific service inaugurated, with the Martin M-130 "China Clipper" from San Francisco to Manila under command of Capt. Ed Musick. Total flying time is 59hrs 48 mins. Frequency is once a week.

201

1939
20 MAY - Boeing 314 "Yankee Clipper" inaugurates scheduled transatlantic air mail service along the "southern" route via the Azores and Lisbon to Marseilles, France.

24 JUN - Boeing 314 "Yankee Clipper" inaugurates scheduled transatlantic air mail service along the "northern" route via Newfoundland and Scotland to Southampton, England.

28 JUN - Boeing 314 "Dixie Clipper" inaugurates scheduled transatlantic passenger along "southern" route. "Yankee Clipper" inaugurates scheduled passenger service along "northern route".

03 OCT - Northern transatlantic service suspended because of outbreak of World War 2 in Europe.

1940
SEP - Boeing 307 enters service to Belem, Brazil, with connecting Panagra DC-3 service to Rio de Janeiro.

14 JAN - Introduces Lockheed Constellations on transatlantic service.

1947
17 JUN - First American airline to operate a scheduled commercial round-the-world service. The claim was not totally true since PAA had no traffic rights between New York and San Francisco. Lockheed Constellation was used.

End of Year - Has 19,000 employees and operates to 69 countries around the world.

1948
First airline to provide tourist-class service outside the continental U.S.

1949
01 APR - Inaugurates Boeing 377 Stratocruiser service. "Strat" became one of the best-loved post-WW2 propeller airliners from a passenger viewpoint.

1950
03 JAN - Pan American Airways changes name to Pan American World Airways.

1957
01 SEP - Starts Great Circle route over the North Pole to Europe with the DC-7C.

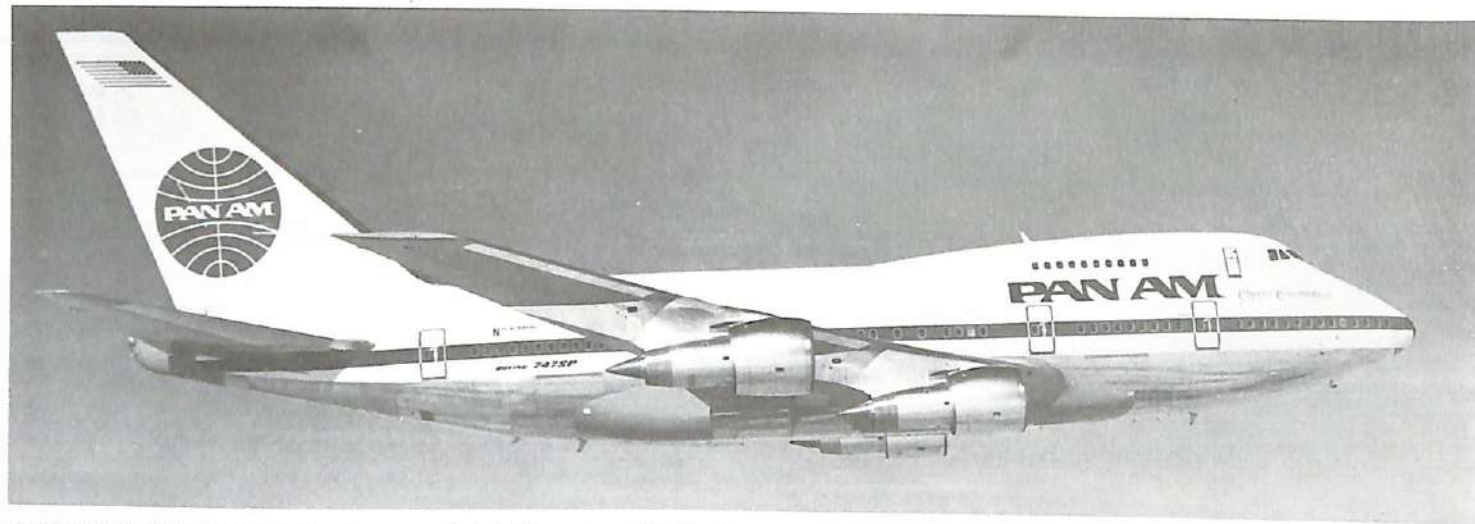
1958
26 OCT - Begins 707 service to London and Paris. First U.S. airline to operate transatlantic jet service and first airline to do so with US-built aircraft.

1959
First airline to open a scheduled round-the-world jet service.

27 AUG - Begins service with the 707-320 Intercontinental.
10 DEC - Leases 707-120 to National Airlines for New York - Miami service, the first U.S. domestic jet air service.

1962
First airline to complete 100,000 transatlantic flights.

1963
MAY - First airline to operate 707-321C pure-jet freighters.



The ultimate in long-range travel: Pan Am inaugurated 747SP service APR 76. Shown is N347SP (N532PA) "Clipper Constitution". (Pan Am photo)

1964
JAN - Assists New York Airways with purchase of two Vertol 107 helicopters for use at the New York World Fair.

1965
03 MAR - New York Airways begins scheduled helicopter service from JFK to the top of the Pan American Building in the heart of Manhattan.

25 JUN - PAA buys a 24.4% interest in New York Airways.

1966
13 APR - First airline in the world to order the Boeing 747 (25 aircraft).

1968
07 MAY - Trippe announces he is retiring and names Harold E. Gray as his successor as chairman and chief executive officer. Gray's position as president is filled by Najeeb E. Halaby.

This was also the year Pan American began to lose money.

1970
22 JAN - Inaugurates scheduled 747 service to London.

carries 11 million passengers nearly 20 billion passenger miles in this year.

1971
 Offers round-the-world service with the 747.

1972
 Opens the largest single air terminal in the world, at JFK.

1973
 Offers upper-deck dining service on the 747.

1976
25 APR - Inaugurates non-stop New York-Tokyo service with 747SP. Non-stop services New York - Dahrhan and Los Angeles - Sydney soon follow.

01 MAY - The 747SP "Clipper Liberty Bell" makes a record-breaking round-the-world flight with 96 passengers on board. Makes only two fuel stops, at Delhi and Tokyo, and landed

back in New York 46 hours after departure, 15.5 hours shorter than the previous record.

1977
28 OCT - Celebrates 50th anniversary with the first round-the-world passenger flight over the North and South Poles, with a 747SP. The flight covered more than 26,300 miles in just over 54 hours.

1979
 Pan American World Services is formed by combining Pan Am's worldwide management and technical contract services into one company.

1980
07 JAN - Buys National Airlines to gain a domestic network. But National's most-prized asset, the Miami-London route, is thrown open to competition. It has been said the price Pan Am paid was too high for what it got and was the beginning of the airline's decline. To raise cash, Pa Am offers its New York headquarters building for sale for \$400 million with the intent to lease back the space it needs.

JUL - Inaugurates service with Lockheed L-1011-500 long range TriStar.

Also in 1980, begins reducing its work force from more than 36,000 to 20,000 by end 1985.

1981
27 JAN - Retires last 707.

The operating loss this year is \$345.5 million.

1982
MAR Offers Braniff \$30 million for part of the latter's South American routes.

The operating loss this year is 4485 million.

1983
26 OCT - A 707 retraces inaugural 707 New York-London-Paris flight of 23 OCT 58 with many of the original 1958 crew and passengers on board.

1984
13 SEP - Announces it will buy 12 Airbus A310-300 and 16 A320

for delivery later in the decade. In the interim it leases A330B-4s (from 23 DEC 84) and A310-200s (from 28 MAY 85). The A300B-4 goes on the Caribbean routes and the A310-200 on some transatlantic services, the Internal German Service and other intra-Europe routes. The order for the Airbus was Pan Am's first break with the home industry, apart from the brief flirtation with the deHavilland Comet in 1952.

1985
22 APR - Pan Am and United agree in principle for United to buy Pan Am's Pacific Division. It would be nearly another year before the sale becomes final.

22 NOV - The 747 "China Clipper II" re-enacts the first "China Clipper" flight 50 years before by flying the same route: San Francisco - Honolulu - Midway - Wake - Guam - Manila, with 292 fare-paying passengers and a crew of 21.

1986
11 FEB - Sells Pacific Division to United Airlines for \$750 million in an effort to shore up its financial position. Sale involves all Pacific routes except mainland-Hawaii. Six 1-1011-500 and 11 747SP go with the deal, as do 2,600 flight and ground employees. This is the first large sell-off of assets and marks the beginning of the end for Pan Am.

01 JUN - Acquires Ransome Airlines as the first airline in its PanAm Express feeder system in the northeast

01 OCT - Starts the Pan Am Shuttle on the Washington-New York-Boston route.

1987
JAN Airline is put up for sale, but stays in business with \$450 million loan by CityCorp.

1988
21 DEC - PanAm Flight 103, a 747, blown up over Lockerbie, Scotland, by a terrorist's bomb planted on board. All 259 on board and 11 on the ground die. Pan Am suffers a severe drop in passenger bookings following the bombing and will never recover fully.

1989
MAY Makes a bid to take over Northwest Airlines.

Operating loss this year is \$437 million.

1991
08 JAN - Files for Chapter 11 bankruptcy, but continues to operate.

FEB Sells most North Atlantic routes to United Air Lines.

03 APR - Last London - New York service by Pan Am.

AUG Sells the Boston-New York-Washington shuttle and the aircraft and gates it employs, to Delta Airlines for \$310 million.

01 NOV - Last Pan Am service on Frankfurt-New York route after remainder of European Division sold to Delta Air Lines for \$600 million.

04 DEC - Suspends all services. All 126 aircraft in the fleet are grounded.

07 DEC Pan Am routes and other assets auctioned off.

Sources:
 The author acknowledges having used the following publications in the compilation of this chronology:

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-Davies, R.E.G., AIRLINES OF THE UNITED STATES SINCE 1914, Putnam, London, England, 1972.

-Davies, R.E.G., PAN AM, An Airline and its Aircraft, Orion Books, New York, USA, 1987.

-Thomas, Don: NOSTALGIA PAN-AMERICANA, W. Donald Thomas, Dunedin, FLA, USA, 1987.

-AVIATION LETTER monthly, Coral Springs, FLA & Ponway, CA USA, various issues 1980s.

-NORTH AMERICAN AVIATION NEWS monthly, Mississauga, Ont, Canada & College Point, NY USA, various issues 1980s.

-Pan American Airways: PAN AM FACTS, 1986.

-Newspaper and magazine articles of many years from the author's files.

STICKER CHATTER

by DON THOMAS

No special airline is featured in this issue, so we concentrate on new issues sent in by our good members. Some are outstandingly beautiful, such as the one by Chalk's International Airlines ("1"), sent in by Capt. RICK ARANHA of Paradise Island Airlines. It is in blue, green and yellow on white and shows one of the Grumman Mallard seaplanes operated by the revived Chalk's Airlines.

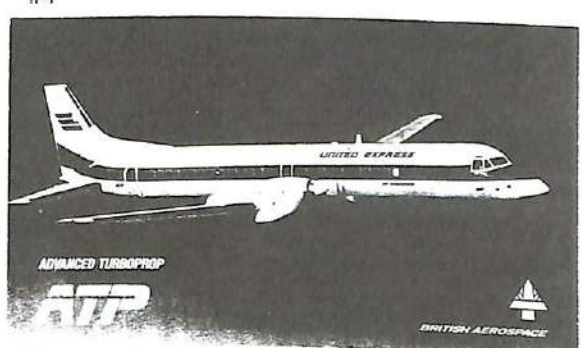
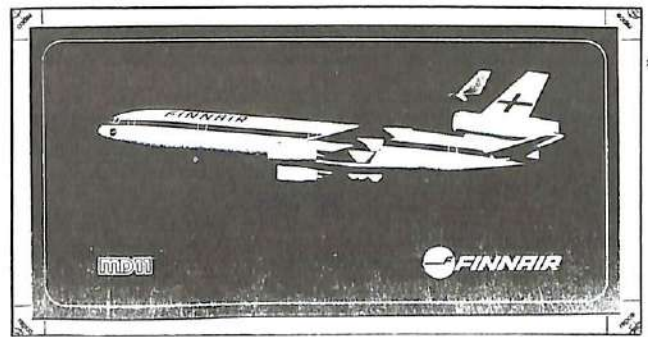
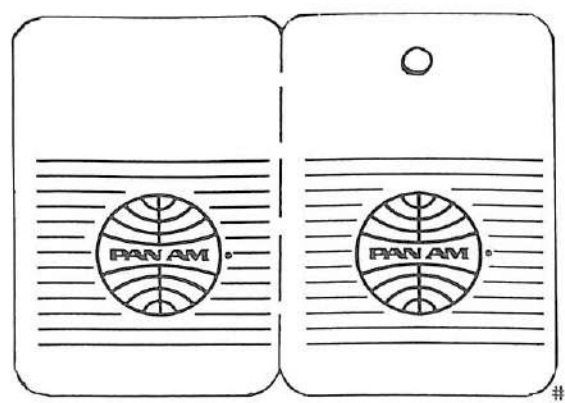
BILL GAWCHICK sent in several "pick and peel" labels - or would you call them cards? - from British Aerospace (#2-4). The PAN AM Jetstream Super 31 is shown, as are those of Air Midwest and Trans World Express and an ATP of United Express (#5). There are at least 10 others for the various British Aerospace aircraft, including a longer one for the PAN AM Jetstream 31 and 41 and a huge sticker for the Intercontinental BAe 1000 (#6). The latter is a business jet, not an airliner.

Bill also sent in the latest PAN AM BIL, a cardboard tag with two globe logos (#7), a Finnair MD-11 label (#8), Challenge Air Cargo 757 in white, black and yellow on silver (#9), a Florida West in several colors on metallic silver (#10), a new Ansett New Zealand funny face sticker in blue and white (#11), Air New Zealand's 50 Anniversary sticker (#12) and finally a Delta Air Lines label saluting the Atlanta Organizing Committee ("13), without further explanation. They probably mean the committee that got the city the Olympic Games in 1996. Thanks Bill, for the help.

TED KOCH sent in the label of Canadian shown here (#14). The symbol > stands for the next-to-last letter, which is an "a" (Canadian) or "e" (Canadian) in this bilingual country. Ted also sent in the DHC Dash-8 Srs 100 label (#15).



The airline flies from Miami to the Bahamas, as it has done since 1919. They say they are the oldest airline in the world, although KLM also claims that distinction.





#9



#10



#11



#12



#13



#14

From JERRY ELMAS of California came a Xerox copy of THY's Airbus love label (#16). This Turkish sticker is black and red on white.

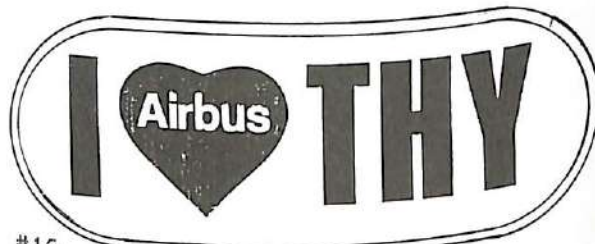
Kenya Airways has a new one, black, red and green on white (#17). MATTHEW GREY of Maryland sent in a Xerox copy of that one and also of an old Ethiopian label which is well-known and is shown in the Air Transport Label Catalog. In this column we try to list only new issues. The thousands of old ones are in the catalog.

The Tower Air sticker shows their 747 and was sent in by BOB LOW of Pennsylvania. It is in blue on silver. The aircraft goes to some pretty off-beat places in the world (#18).

The latest label by Singapore Airlines shows their 747-400 Megatop. It is in mostly gray with a blue background and was sent in by BILL DEMAREST (#19). DAVID CHERKIS of Los Angeles gathered quite a few new ones on his recent trip to Australia. Air Afrique has a label in white, two-shades of green and gray on a blue background. It shows the airline's Airbus A300 (#20).



#17



#16



#18



#15



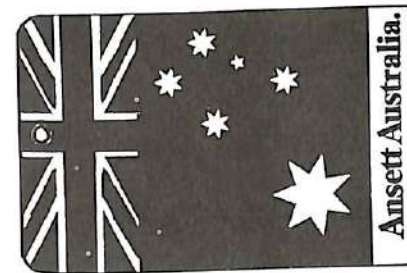
#19



204

Compass is a new Australian airline, also flying Airbus aircraft. Its two BILs and "Stretch your wings" label are shown (#21-23). The airline also has an A300-600 label, which I have been trying to locate. Two BILs from Ansett (#24-25) and another from Australian (#26) also gave from David, as did the two EVA Air labels from Taiwan (#27-28). The airline also uses the 747-400. David also sent in the United Express label (#29) and the DLT Fokker 50 sticker (#30), as well as the Midway Jetstream Super 31 and the Ansett New Zealand already mentioned.

My four books, Nostalgia Panamericana, Lindbergh and Commercial Aviation, Poster Art of the Airlines and Nostalgia Northamericana can now be ordered for \$8 each plus \$1 for postage. Florida residents please at 50 cents for state sales tax. I need more room in my storage space. These are real nice coffee table books, every page filled with illustrations in bright colors and make nice Christmas presents for the aviation enthusiast and world traveller in your family.



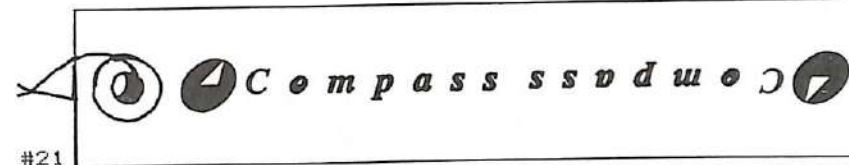
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#29



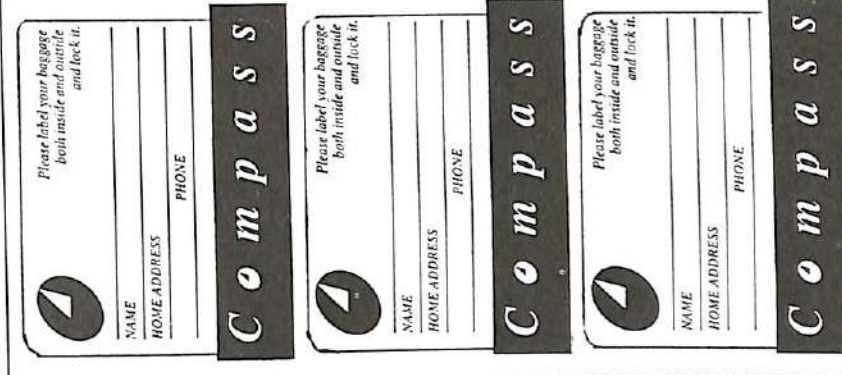
#30



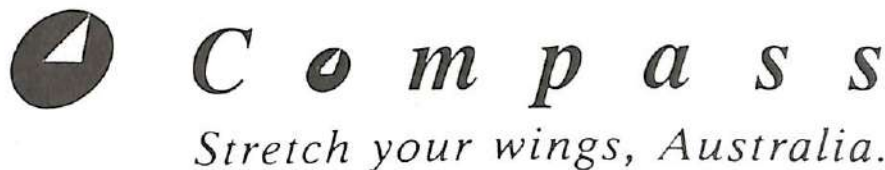
#21

Baggage Labels

It is mandatory that all baggage be labelled with owner's name and address. Please use these labels. They will help protect you against loss. Please label your baggage both inside and outside and lock it. Items of value should be carried with you in your in-cabin baggage.



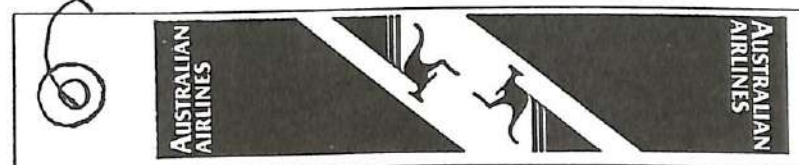
#22



#23

Ansett Australia. Australia.

#25



#26

EVA AIR 長榮航空

#27



#28

205

WINGS & THINGS

by RICHARD KORAN

As editor Joop Gerritsma put it for this issue: "Your choice of subject." The "choice" allows me to include a few items that have arrived in my mail box from a few non-members of our society as well as a nice contribution from our resident dentist, Dr. Charles Quarles. Before moving on, though, I must admit I am still suffering from that case of Polynesian Paralysis. Oh well!

In addition to a nice selection of wings -and things- I have included an article from the current issue of Air Force magazine on the CRAP (Civil Reserve Air Fleet) operation in the Gulf war and its impact on the airlines that participated.

Eastern revisited

Dr. Quarles caught a few errors of mine in Vol.17, No.1, and the Eastern wings on p.51, specifically the three items below the early Eastern Air Line's agent's badge. Charles wrote: "The bullion EAL wing was used until 1962 at which time logo changes were occurring at Eastern; the (next) wing was introduced in 1962 and was indeed used only about two years as the new logo appeared in 1964 (dark blue enamel with white stylized Falcon). The second one is sometimes referred to as the 'Floyd Hall Style' wing, but he did not in fact become president until late 1963, although his input was instrumental in the design logos used in 1962-64."

Charles has also photographed some wings to be included in this issue as well as in future CAPTAIN'S LOG issues. He wrote:

"I thought the 'forgotten carriers' of the 40s, 50s and 60s, the non-scheduled, the charter, the supplemental airlines would make an interesting study for Flight Attendant/Stewardess uniform insignia as they often had very unusual and beautiful wings and hat badges. Some of these carriers existed for several years, others for only a few months. Some even changed names several times in an effort to skirt existing CAB regulations regarding non-scheduled carriers that were essentially attempting to operate scheduled services."

A few of Charles' wings are included with this column and more will appear in future issues.

African comments

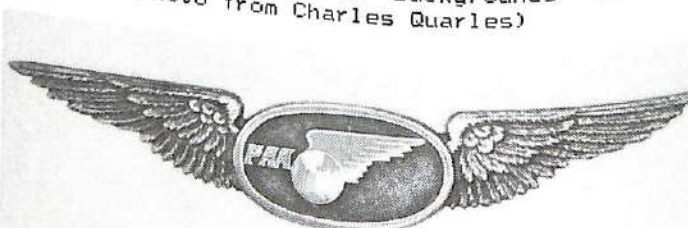
In mid-September I received a letter from a recent member of our clan who is enjoying the CAPTAIN'S LOG and I quote from his missive: "In Vol.17, No.1, you featured several stickers and labels from Namib Air (I believe at this point he has me mixed up with Don Thomas), the national carrier of newly independent Namibia. I am a flight attendant with South African Airways and as such had to operate several of Namib Air's initial overseas flights. SAA leased a Boeing 747-SP44 to Namib Air, along with technical crew. The cabin crew were provided while local Namibian crew were undergoing training. In the course of operating these flights, we were issued Namib Air uniforms. I have included a Flight Attendant wing which I hope will be of interest to you and your readers (the flight deck wing as exactly the same, except double).



Meteor Air Transport began operations in the early 1950s out of Teterboro, N.J., with C-46. DC-3s were added to the fleet later, and DC-4s in 1956. The company ceased operations in 1958. The MAT logo is often confused with Modern Air Transport. This stewardess wing is all gold. (Photo from Charles Quarles)



Los Angeles Air Service began operations in late 1948 with two DC-3s flying out of Burbank. C-46s were later added. In 1960 the company became the more-familiar Trans International Airlines. This stewardess half wing has blue-gray fabric background with gold bullion. The center logo has alternating red and blue backgrounds for the "LAAS". (Photo from Charles Quarles)



These are Pan American first style wings, used from 1928 to 1930. The full wing were pilot wings, used by Captains and mates (First Officers). The wings are silver with a blue enamel center, silver letters "PAA" and silver portions of the logo. The half wing was used by other crew members, most notably the stewards. PAA did not have female cabin attendants until 1944 to replace many stewards who were drafted into military during WW2. Both wings were acquired from a friend whose father was among the earliest PAA and Panagra pilots. (Both photos from Charles Quarles)



American Flyers Airline Corporation began operations as a fixed-base operator (FBO) in 1941 at Fort Worth, Texas. The owner, Reed Pigman, began a charter airline in 1949 and the trade name American Flyers Airline Corporation was adopted in 1951. In 1959 AFA became a certificated supplemental carrier. It operated DC-3, L-1049G and L-188 aircraft. This hat badge is all Sterling silver and is marked "Haltoms Sterling." (Photo from Charles Quarles)

When you no longer have any need for the wing, I would appreciate it back, but please, there is no hurry.

"I don't know whether there is much interest amongst your readers in airline ties, but I have a couple of garish Namib Air ties available.

"Thank you very much for your contribution to a fascinating magazine. It is great to know that there are other mad enthusiasts out there!"

The letter is signed Craig D. Oakley-Brown and he included a P.S.: "Only when typing your address label did I realize that your address was in Birmingham (Michigan). I was an American Field Service exchange student at Birmingham Groves High School in 1980/81. I spent a year with the Witmer family of West Bloomfield. I visit them fairly regularly (the joy of I.D. tickets) and spend much time at DTW spotting! A small world."

'Help' wing identified

On the heels of the Oakley-Brown letter, another flight attendant, from Australia. Michael Tung Yep of Qantas, dropped me a few lines on a postcard. He had been on a recent visit to London, England, and bought a copy of the CAPTAIN'S LOG Vol.17.No.1, and wrote: "Your article on Ansett crew wings was very interesting. My attention, however, was drawn to your request for help in identifying the NQAC wing on p.50. I possess a set of these wings, which were presented to me when I obtained my pilot's license from the 'North Queensland Aero Club' in Cairns, Queensland. The aero club is quite small, operating two (Cessna) C-152 aircraft, a C-172, a (Piper) PA-28-160 and a (Piper) Seneca. I am member No. 750. Though based in Sydney for my job, I get home to Cairns regularly to take to the skies in the NQAC aircraft"

Michael continued, "This postcard was purchased in Manchester, England, and shows one of the six B-747-338s which Qantas operates. The B-747-438 have replaced the -338s on the U.K. service. Regards, Michael Tung Yep."

The NQAC wing was one of my Help! Help! wings ... many thanks to Michael! If any of the readers missed that wing, it was gold with a red enamel center and the "NQAC" letters in gold. It is hallmarked Stokes, Melbourne and also has the number "77" on the back.

Cuba Curtiss

Here is an addition to the cutlines of the



Seven Seas Airlines was a New York company which began operations in 1959 with DC-4 aircraft. It operated charters out of Amsterdam and later Luxembourg. C-46 were soon added, but Seven Seas ceased operations in 1961. This stewardess wing is very colorful: the fabric background is navy with gold bullion and the center logo has navy, mustard yellow, red and pink (yes, pink!) colors. (Photo from Charles Quarles)



This finely-crafted Namib Air flight attendant wing was worn by South African Airways F/A Craig D. Oakley-Brown while on duty with the national carrier of the newly independent nation. SAA cabin crew provided services while Namibian crew were going through training. This F/A wing is distinctive indeed.

Cuba Curtiss wing of George Farinas in the previous issue of the CAPTAIN'S LOG, Vol.17, No.3. I had forgotten where I put this until I had sent the 17/3 copy off to Joop. If you want, maybe you can photocopy what I'll put down here and insert it in your copy of the CAPTAIN'S LOG. The information came from R.E.G. Davies' book "A History of the World's Airlines": Pan American had bought the Cuban domestic airline in March 1972. This had been founded by the Curtiss Aviation group in 1929 as Compania Nacional Cubana de Aviacion Curtiss; its original route, started on 30 October 1930, was from Havana to Santiago de Cuba, at the southeastern tip of the island, via the main cities, using a Ford Tri-Motor. The Curtiss name was dropped on 27 May 1932." By the time you have seen George's Cuba Curtiss wing, you'll know why this outline is the best.

TWA badge

Recently I acquired a Transcontinental & Western Air hat badge from a friend in England. He had bought it from a fellow at one of the local flea markets in the Luton area - and it is a beauty. The photograph doesn't do the badge justice. When I acquired the badge, I also came across a short article about TWA in my files. It has to do with a converted C-54 Skymaster (DC-4) that was allocated to TWA at war's end. The aircraft had been delivered to TWA at Kansas City by Army pilots and in five days it was back in civilian markings. It had been given the once-

over and on the exterior the DC-4 had TWA colors and a new slogan, Trans World Airline. According to a short piece in the Editor's notes of the TWA magazine Skyliner (15 MAR 82), "that was the first use of the name Trans World Airline(s). The slogan - for that is what it was at first - gradually supplemented 'The Transcontinental Airline' (and before that 'The Lindbergh Line'). It wasn't until May 17, 1950, however, that TWA's corporate name was officially changed from Transcontinental & Western Air to Trans World Airline.

"Exactly who decided on 'Trans World Airline' isn't known, but of course it was a 'natural' step from Transcontinental to Trans World."

It appears that the idea for the name change originated with a Captain Fred Pastorius, who was retired at the time the Skyliner editor wrote most of this. Capt. Pastorius had left an unopened letter back in 1944 that would find its way to the Skyliner publication. Capt. Pastorius had written the following to TWA's transportation vice-president: "In the event that our company begins to operate on a 'word wide' basis, I would like to suggest that the letters 'TWA', which are know all over the world, be the first letters in a new name for our company; such as 'Trans World Airlines' (note use of the plural 'Airlines')."

Desert Shield / Desert Storm

CRAF

To wrap up this column, I will quote from an article in AIR FORCE Magazine, OCT 91. It was written by Associate Editor Frank Oliveri and is entitled "When the Airlines went to War". At the end of the article of the airlines that participated in the CRAF (Civil Reserve Air Fleet) operation. I am including a number of the wings of CRAF operations to the Persian Gulf in this issue. and, perhaps, I will add more as time goes by.

In addition to the wings, I have also included an American Airlines badge "Desert Storm Appreciation Week" that was given to all AAers to wear that week. A card was also placed on all food trays in flights on American Airlines airplanes, saying "Please join us in recognizing our employees for the contribution made and support of their country and co-workers participating in Operation Desert Shield and Desert Storm." Also included is a small pin given by Northwest Airlines, depicting the 747 with the large yellow ribbon painted alongside the nose of the aircraft.

Back to AIR FORCE Magazine: "Following the August 12, 1990, Iraqi invasion of Kuwait, the US quickly mobilized its forces and began the largest airlift in history, flying thousands of sorties and bringing millions of tons of equipment to the Persian Gulf region. The Air Force, in addition to using its own airlifters, soon called on planes of the Civil Reserve Air Fleet to give the operation a boost.

"In the first CRAF activation since the program began in 1952, civilian aircraft flew some 5,200 missions between August 1990 and July 1991 providing vital support to Operation Desert Shield and Desert Storm. At the peak of the war, CRAF aircraft numbered 110. They carried two-thirds of all passengers and one-fifth of air cargo to the war zone. In addition, civilian airlines carried eighty-five percent of all cargo back to home base.

"The CRAF activation relieved pressure on an overtaxed Air Force fleet of C-5s, C-141s and



Transcontinental & Western Air gold hat badge acquired from a fellow collector in England. This finely-detailed badge harkens back to the "Old Days". It is near mint. Some of the lettering surfaces are polished, as are portions of the Indian's headband. On 17 MAY 50, TWA's corporate name was changed to Trans World Airlines.

C-130s. Within weeks of Iraq's invasion, ninety-five percent of the Air Force's C-5s and ninety percent of its C-141s were 'flying the pipeline' from the US and Europe to the Persian Gulf.

"For their efforts, thirty-four airlines that took part in CRAF operations were honored on July 30 at a dinner hosted by Air Force Secretary Donald Rice at Bolling AFB, D.C. Attending the event were chief executive officers of each airline and leading military and government officials.

"Military Airlift Command manages CRAF operations for the Department of Defense. MAC plans programs and coordinates operations with CRAF carriers. MAC also handles activation.

"CRAF activation is divided into three stages, giving MAC the flexibility to put together the force it needs for any crisis. Each stage increases the number of civil aircraft assigned to the airlift mission. While MAC controls the overall mission, each airline carrier operates and maintains its aircraft with its own personnel and resources.

"Stage I activates about forty aircraft for military duty and is geared toward minor emergencies.

"Stage II, aimed at supporting an airlift emergency, may only be activated by order of the Secretary of Defense. It adds some 140 aircraft to the fleet called up in Stage I.

"Stage III activates the rest of the CRAF, bringing the total to about 500 aircraft. This stage must be approved by the Defense Secretary after the President or Congress has declared a national emergency, state of war, or need to support a national security goal.

"In the Gulf crisis, CRAF activities did not exceed Stage II.

"Secretary Rice noted that two DC-10s, under contract to MAC, departed Pope AFB, N.C., on August 7, 1990, loaded with 520 troops from the 82nd Airborne Division bound for Saudi Arabia. Some CRAF members volunteered before the CRAF activation on August 18.

"Secretary Rice said there was a reluctance to move to Stage II because, coming in the De-

ember holiday travel season, it had the potential to disrupt the airline industry. The US received offers of support from carriers in South Korea, Japan, and Italy.

"As US and allied needs grew and combat seemed imminent, more demand was placed on US and allied transports. A shortage of long-range strategic lift aircraft prompted Defense Secretary Dick Cheney to initiate Phase II on January 18.

"Each aircraft in CRAF is assigned one of five mission segments: long-range international, short-range international, Alaskan, domestic, and aeromedical. Each airline contractually pledges aircraft to different segments. The CRAF includes McDonnell Douglas DC-8s, DC-10s, and MD-80s; Boeing 707s, 727s, 737s, 747s, 757s and 767 767s; Lockheed L-1011s; and Airbus A310s.

"CRAF participation in the Gulf War included the following carriers: America West, American Airlines, American Trans Air, Arrow, ATI, Buffalo, Connie Kalitta, Continental Airlines, Delta Airlines, Eastern Airlines, Emery Worldwide, Evergreen International Airlines, Federal Express, Florida West, Hawaiian, Northwest Airlines, Pan American, Rich International, Rosebalm, Southern Air Transport, Sun Country, Tower Air, Trans Continental Airlines, United Airlines, United Parcel Service, and World. In addition, the following foreign carriers participated: Alitalia (Italy), Cargolux (Luxembourg), Korean Air Lines (South Korea), Kuwait Air Lines, and Martinair Holland"



Sun Country Airlines of Minneapolis/St. Paul provides passenger charter services within the USA, Canada, the Caribbean, Mexico and Europe. The airline was formed by former Braniff employees in 1982 and operations began on 20 JAN 83. This wing is in silver.



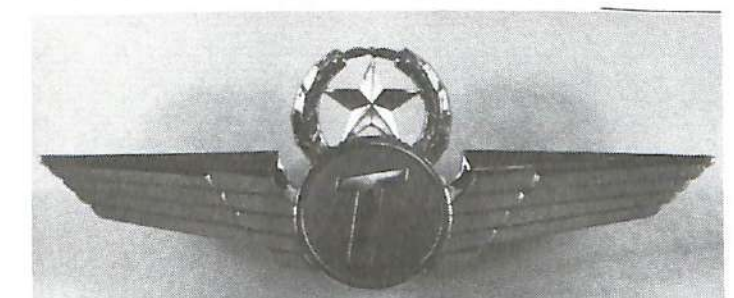
Southern Air Transport specializes in transporting outside cargo to remote areas where normal surface and air transport is unavailable. The airline was formed in 1946 and holds air carrier certificates authorizing it to engage in operations with large-category aircraft worldwide. The wing is silver with a black and two-tone grey center.

In closing, I would like to acknowledge my sources for most of the information under the photographs I selected from the CRAF listing above. Data was provided by Flight International World Airline Directory (1991) and Air Transport World's World Airline Report (1991). About as current as one can get these days.

And, again, my thanks to Charles Quarles for his contributions to this column of his photographs and related information.



World Airways concentrates on worldwide passenger and cargo charters at its Oakland, California, base, as well as in overhauls for others. World Airways was formed in 1948 to operate charters. In 1979 they began scheduled low-fare transcontinental services, linking New York (Newark) and Baltimore/Washington D.C. with Los Angeles and Oakland. Scheduled services were added to Honolulu, London (Gatwick) and Frankfurt in 1981. The wing is overall gold.



Tower Air is based at New York and flies scheduled charter passenger services. The airline was formed in AUG 82 to operate passenger services previously operated by Metro International Airways (MIA). Tower Air was the only scheduled airline besides El Al to maintain service to Tel Aviv throughout the Gulf War. The wing is in gold with polished surfaces.



Buffalo Airways, a U.S. non-scheduled cargo and charter carrier, has its offices in Texas. The airline flies world-wide cargo and passenger and U.S. charter operations. The wing is in gold and this is the second design, with the Buffalo being more "hairy" than the previous wing.

Left: Desert Storm Appreciation Week metal badge given



to all American Airlines employees to wear on their uniforms. Badge is red with white letters "Desert Storm Appreciation Week" and a blue "box" at the bottom with in white, "July 28 - August 3 1991". In the center on a white field is the AA eagle in blue with red "lightning" as backdrop. A fine enamel pin in this same design was given to all AAers who participated Desert Shield and/or Desert Storm Operations.

Right: The yellow ribbon painted on a Northwest 747 after the Gulf War is depicted on this fine lapel pin. The 747 is in the current color scheme of red, gray, blue and white. Blue skies surround the nose. The name at the bottom in is gold on red. The actual

pin is 3/4th inch (1.9 cm) square.



Rosenbalm Aviation undertakes scheduled and charter cargo flights, including contract services for Emery Worldwide and Burlington Northern Air Freight. The company was founded in 1961 and began airline activities in 1973. The wing is gold with a blue and orange center. The "RAI" is in gold.



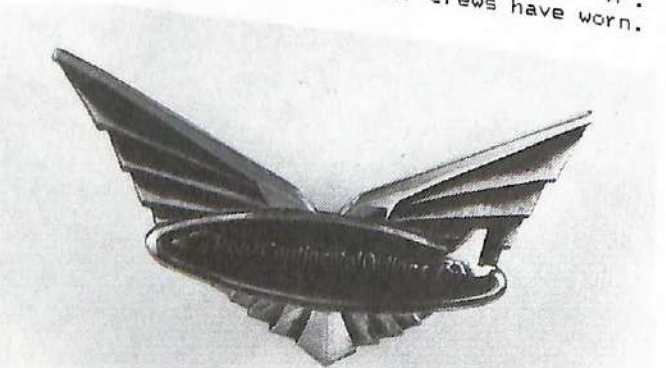
Connie Kalitta Services is based at Willow Run Airport, Ypsilanti, Michigan. It operates passenger and cargo charters and was formed in 1972. Authority to operate international cargo charters was received in 1984. The wing is in gold with a red center and gold letters "CKS".



Arrow Air is an all-cargo carrier flying world-wide charter services. The airline was founded in 1947 by George E. Batchelor. Passenger services were also operated, but were terminated in 1986 and Arrow continued with cargo. The wing is gold with red center and white "A". It is the second wing Arrow Air crews have worn.



Evergreen International Airlines, an established U.S. supplemental cargo carrier, has worldwide operating authority. It has recently added services to the Far East. EIA undertakes domestic and international charters. The company, known as Johnson Flying Service until 1975, was founded in 1924. A dark silver wing with a green and white center.



Trans Continental Airlines operates scheduled freight services and contract charters within the USA and elsewhere. The company was founded in 1972 and operates out of Detroit Willow Run Airport, Ypsilanti, Michigan This is the airline's hat badge. It is in silver with a fair amount of shading to accent the details.



Cargolux Airlines International, Europe's largest scheduled all-cargo airline, operates regular cargo flights to the Middle and Far East, USA and Canada. Worldwide charter flights are also operated. In addition, the company offers maintenance and sub-leasing services. The airline is based at Luxembourg, from where an extensive trucking network is operated to all major European cities. The wing is dull gold with black "Cargolux." Stacked boxes are red enamel.



Channel Express (Air Services) Limited, operates scheduled services from Bournemouth to the Channel Islands. The airline was founded in 1978 as Express Air Services and flies HP Heralds and Lockheed L-188C Electras. This wing came courtesy of Zantop Captain Don Hassigan, who spent time with Channel Express training pilots on the Electra. The wing is in gold with gold letters "CE" on a green enamel center.



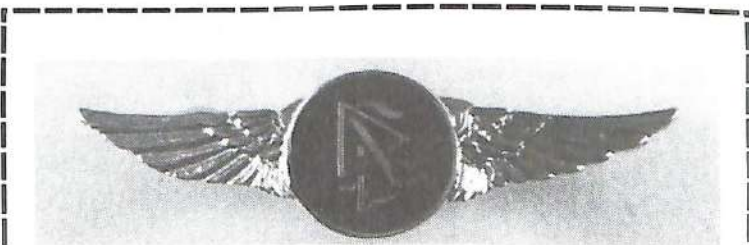
Loftleidir lapel pin - "Loftleidir" translates to "Skyways". The airline was formed in 1944 and to "Skyways". The airline was formed in 1944 and later became known as Icelandic Airlines. They began operations with a Stinson Reliant seaplane and in time took advantage of the country's geographic location to provide trans-Atlantic service. The pin has white enamel and silver in the logo and the name, on a blue background.



Martinair Holland operates scheduled trans-Atlantic flights, but the major part of its business is world-wide passenger and cargo charters. The airline was formed in 1958 as Martin's Air Charter and adopted its present name in 1974. The wing is gold with a white enamel shield and a stylized Martinair "M" in red.



Boeing 314 Yankee Clipper flying boat, which flew the world's first regular trans-Atlantic airmail, on 20 MAY 39 (the 12th anniversary of Charles Lindbergh's solo trans-Atlantic flight), is featured on a 40-cent airmail postal cards issued 28 JUN 91 in Flushing, New York (Airport Journal, SEP 91).



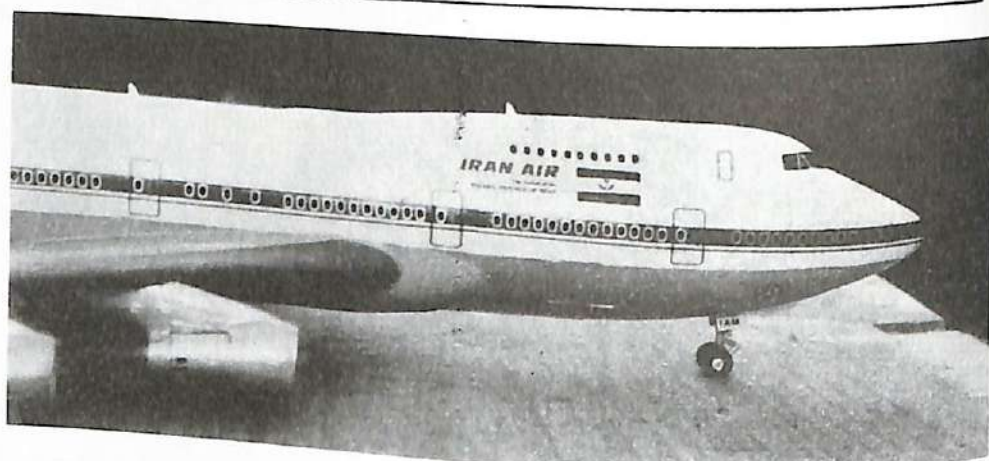
HELP! HELP!

This small "unknown" wing was given to me by a fellow on the Avianca counter at Miami International some months ago. I now offer it to you, the readers, in the hope someone might be able to identify it for me. The wing is in gold with a logo that defies me: an "S" shape, intertwined with two "Delta" shapes, in gold on a black enamel background. The wing is quite small and has the letters "LRH" on the back, together with the year "1982". HELP! HELP!

AIRLINE MODELING

by GERRY COLE

Some of our readers have been kind enough to send photos of their airliner projects. First up is a Boeing 720 in Ethiopian colors by Thomas Lewis of Bradford, Pennsylvania. He started with the Revell 707-120 kit, cut down the fuselage, modified the wing leading edges inboard of the inboard engines and added lots of filler. The decals are a combination of ATP and home-made overwing exits. Tom photographed the model on a 40 x 32 inch (101 x 79 cm) diorama base, complete with runway and taxiway markings, "seeded" with HO model railroad grass.



Above: 1/144 scale Iran Air 747 by Lloyd Evans.

Left: Ethiopian 720 in 1/144 scale by Tom Lewis.



Steven Robinson of Denver, Colorado, sent a photo of his British Airways BAC One-eleven 500. This is a conversion based on the Airfix kit, with lengthened fuselage and wingtips. The decals came from the Airfix Trident sheet, plus ATP decals for windows, exit markings and overwing walkways. The registrations were made from dry transfers. The model is posed on an actual BA One-eleven safety card.



Above: Another model by Lloyd Evans: UAR 707 in 1/144 scale.

Left: Steve Robinson's BAC One-eleven 500 in 1/144 scale.

(All photos by the builders of the models, unless otherwise noted).

All the way from Wellington, New Zealand, came photos from Lloyd Evans of his models, using home-made markings on an Iran Air 747 and United Arab Emirates 707, both in 1/144 scale. Lloyd uses logos from books and magazines Xeroxed onto clear decal sheet. He paints the markings by hand before applying them to the model. These shown are but two of his collection of more than 200 models, all in 1/144 scale. He is now looking for kits or conversions to do a 1/144 scale

747SP. He is not alone, but with the advent of the 747-400, I wouldn't hold my breath for an SP.

The Boeing 727-200 in Eastern's bare metal scheme was built and photographed by Richard Fedorco of Carteret, New Jersey. This is the Hasegawa 1/200 scale kit with ATP decals. Both buffing and non-buffing Metalizer paints were used on the fuselage for a very realistic effect.

It is always a pleasure to receive a model photo from Eugene Jacobi, now living in Greensboro, North Carolina. Gene not only builds good looking models and takes good photographs, but also provides



Richard Fedorco's Eastern 727-200 in 1/200 scale.

lots of background information on how the model was constructed. One of his latest projects is a Boeing 767 in American Airlines colors. It is based on the Hasegawa 1/120 scale kit and ATP 2000AD25 decals. Since the nose stripe portion of that decal was designed for a DC-10, considerable splicing and fitting was required. Windows, frames and cargo bay door decals came from ATP's 2000AD08. The cockpit window and frame decals came from the AHS 767 sheet and fit perfectly. Overwing exit route decals were from Hasegawa Delta 767 sheets, where two were required to cover the grey wing area. The small stenciling on the doors and overwing exits came from the Micro-Scale data markings decal intended for use on 1/72 scale Panther and Cougar kits. I have used this sheet myself. It is the best "small and readable markings" sheet available for model airliner use.

The model was primed with three coats of Floquil R-9 primer and was allowed to dry for a week before wet sanding with 600 grit, followed by extra fine Flexigrit. After washing and additional drying time, the model was coated with two layers of Future Floor Wax applied with cotton swabs. This was again wet sanded with extra fine Flexigrit. The fuselage and all leading edges were sprayed with Monogram/Humbrol Metalcote Aluminum. After 30 minutes this was polished to a high shine with a soft cloth and protected by a coat of Tamiya acrylic clear. The model was allowed to dry several days to prevent damage to the finish in the next steps.

The metal areas were masked (you can mask over Humbrol Metalcote) and the grey areas were painted with a Boeing grey mixed from eight parts Testors white and one part Testors 1138 grey. An alternative would be



Eugene Jacobi built this 767 from the Hasegawa kit.

to use ATP pre-mixed Xtracolor XC-01. The engine intakes were sprayed with metalizer non-buffing aluminum. The exhaust cones were first primed with Metalcote polished steel, buffed, waxed and allowed to dry. The aft ends were then sprayed with Colorworks metallic chrome paint thinned 50/50 with Modelmaster airbrush thinner to produce a very bright metal finish.

I have talked previously about using painted decal for the Corogard wing spar area. Gene was forced into this method on his model when he changed his mind about markings. He had planned to do a Delta 767, with Boeing grey painted wings, but switched to American markings at the last moment. He transferred the raised panel lines from another 767 kit to clear decal paper, painted the decal Corogard medium grey and applied the decal to the wings. The good-looking base added the final touch to the project.

New models

Dean Slaybaugh of Sasquatch Models has sent a review sample of their new 1/144 scale Beech 99 commuter liner. The format is similar to the earlier Twin Otter and Metroliner.

Rather than try to provide suitable props with their limited run injection molding process, however, they have included clear plastic discs to represent spinning props. Good 1/144 scale drawings are provided with the instruction sheet. Dean used the Flight Designs decal meant for the Eastern Express Dash 8 for his model, along with modified Twin Otter and Convair window decals. The kit, without decals, is available direct from Sasquatch at \$20 plus \$2.20 postage.

Sasquatch also has 1/200 scale DC-8-62 conversion engines at \$3 per set, 1/200 scale Boeing 747SP conversion wings in resin at \$5, a short-nose Twin Otter in 1/144 scale for \$13.50 that included floats and Air BC decals, and a com-



Sasquatch Beech 99 kit in 1/144 scale (Cole photo).

plete Boeing Stratoliner in 1/144 scale for \$15.

The Masterkit 747-400 conversion in 1/144 scale was mentioned in this column in the previous issue. It is now available from A/ATP for \$10. In the production version the stretched upper deck, new engines, engine fans, with tip extensions and winglets are all injection-molded styrene. The moulding for the winglets was very rough on my kit but should sand out all right. The plastic should at least be easier to work with than the styrene of the prototype.

DB Productions in the U.K. have a set of two conversion cowls to model a DC-2 or DC-3 with Wright Cyclone engines. These resin castings are designed to fit the 1/72 scale Italeri C-47 or DC-3 kits, and include beautifully cast engine fronts and over-cowl intakes. The only bad part of this deal is that the U.S. exclusive importer has priced the parts at \$12.95 a set. That is an absolute rip-off for two small resin castings, but they are soooo nice.

Welsh Models has produced a vacuform kit for the TU-144 in 1/144 scale and is working on an MD-80 with vacuform fuselage and injection moulded parts. An all-injection moulded DC-3 is also on the way. Customs duties have raised the price on these items, so they won't be cheap by U.S. standards.

Revell is coming along with their 767-300 in 1/144 scale, likely with United markings. The first 767 kits will be produced in Europe, however, increasing the U.S. price.

New decals

The Aerocolours decals for the German Cargo fleet have arrived. I have seen all of them and they show the same top quality printing with excellent instruction sheets that were evident in their earlier releases. The Boeing 737 sheet, for example, has six colors with the title and logo properly printed in dark blue. By the way, Humbrol enamel #197 for Lufthansa Yellow is a perfect match for the accent color on these aircraft. My photo reference shows two windows at the far rear of the starboard side, although these are not noted on the instruction sheet. In addition to the 737 decals (1/125 scale \$5, 1/144 scale \$4, 1/200 scale \$3). Decals are also available for the German Cargo 747 (1/144 scale \$5, 1/200 scale \$4), DC-8 with GE engines (1/144 scale \$4, 1/200 scale \$3) and 707 (1/72 scale for the Heller kit \$5 and 1/144 scale \$4). The latter two have the correct dark brown lettering and logos.

Continuing with the German theme, Aerocolours have decals for the DLT commuter Dash-8 in both 1/72 (\$4) and 1/144 scales (\$3). Lastly, they have printed

decals for the Austrian Metro-liner in 1/144 scale. The sheet includes both cockpit and cabin windows and is priced at \$3.

Aerocolours have printed only 250 decals each and when they are gone, they will not be reprinted. Decals may be ordered direct from Aerocolours Graphics at P.O. Box 9518, San Bernardino, CA 92427, U.S.A. Be sure to include \$2 shipping with each order. The decals are also handled by AA/ATP.

Future releases include the Condor 727, 737, A300, A310 and DC-10, as well as the Lufthansa 737 in the experimental yellow underside scheme usually applied to Lufthansa passenger trains.

Departure lounge

In case you are in some distant part of the world, apart from the stress of current economic conditions, be advised ... all is not well with the world economy. Here in my part of the U.S., there are a lot of people out of work, and not a lot of money with which to indulge in one's hobby. As a result, hobby sales are down and many modelers with extra time on their hands are producing models from their existing stock. For many the "I'll build it someday" time is now. For retailers and distributors this means hard times, just when kit and supply prices are moving up. Let's hope the situation improves soon.

WHAT IS IT?

by KEN TAYLOR

I have received several letters with answers to "What is it" questions in the previous issue of the CAPTAIN'S LOG. Thanks to all those who took the time to write. Your answers fill a lot of gaps.

ED YOUNG of California writes he "was reading the latest WAHS Captain's Log (JUN 91) and came across item 13 in your column, the Jimmie Allen Flying Cadet pin.



"Everything you note gibes with what I remember, but I thought you would be interested in knowing that it my collection, my Jimmie Allen pin has the RICHFIELD OIL COMPANY shield in the center of the wing, the word RICHFIELD on the shield and in very small print the words 'Hi Octane'. Across the bottom, in a straight line, are the words FLYING CADET.

"I suspect that RICHFIELD and BRITISH AMERICAN OIL were possibly linked by a common owner, or both bought into the same promotional program.

"However, I remember Jimmie Allen earlier than 1937, dating mine more like 1934."

From DICK KORAN came the following: "... referring to your Jimmie Allen wing, I have three in my 'small wings collection'. The first has a shield and the words RICHLAND Hi Octane, Jimmie Allen split between each wing, Flying Cadet below the shield.

"The second wing (has) Jimmie on the left wing, Allen on the right wing, the shield has Flying Cadet and a bar at the bottom has COLONIAL on it.

"The third wing is somewhat heavier than the other two, with same as before, Jimmie on the left wing, Allen on the right one, a letter 'S' in the center, with the word SKELLY across the 'S' all in a diamond-shaped center. In an arc over the 'S' is the word FLYING CADET. Thanks to your friend we now have some 'Canadian' history to these little buggers."

A letter from BILL SOHMER of



ANSWERS:
1-I, 2-Q, 3-R, 4-A, 5-L, 6-F, 7-N, 8-D, 9-K, 10-O, 11-J, 12-S, 13-E, 14-G, 15-T, 16-B, 17-M, 18-P, 19-H, 20-C, Control tower is at Boston, MA (BOS).

DESTINATION QUIZ



At which airport is this control tower located?

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A seasoned airline captain or traveller would be able to identify the following airline airport city codes with ease. How many can you identify? Match column A with column B.

Col. A	Col. B
1 CDG	A San Francisco, CA
2 KRT	B Salt Lake City, UT
3 LAX	C Cleveland, OH
4 SFO	D Pittsburgh, PA
5 CMH	E London (Heathrow), England
6 CAI	F Cairo, Egypt
7 JFK	G St. Louis, MO
8 PIT	H Belfast, N.Ireland
9 DCA	I Paris (De Gaulle), France
10 LGA	J Newark, NJ
11 ERW	K Washington (National) DC
12 DHA	L Columbus, OH



New York answers my question of how long Northwest Airlines has used the cap badge as is pictured. "It has been in continual use since 1962," Bill wrote. "Item 4, the Northwest Airlines pilot wing, has been in continual use since the late 1940s."

Bill also make reference to items 5, 6 and 7, the three cap badges from British Overseas Airways Corp., but without firm dates of their use.



In response to the question "Who is K2?" also in the previous issue, answers came from Bill Sohmer and DIANE ABBOTT of California Wing Specialties.

Diane writes, "Your K2 wings shown in the latest issue of the CAPTAIN'S LOG, were made by us in 1989. They were made for K2 Airlines of Houston, Texas. I think it was a cargo airline, with 10 pilots on staff. There is one other K2 airline, from Alaska, but the wing you show is not from them."

Bill Sohmer has suggested I follow a numbering system for my questions. This is a very valid point as the system (or the lack of one) I now use is rather cumbersome, since it requires referring to the issue and the page number. Starting with this issue, I will use consecutive numbers that continue from one issue to the next.



1. Who was Capital Airlines and when was this wing used?

Editor's note re. #1: Capital Airlines goes back to Clifford Ball, Inc. founded in Pennsylvania, in 1927 and

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began flying air mail between Pittsburgh and Cleveland, Ohio, on 21 APR 27. Clifford Ball sold his interest in the airline in late 1929 or early 1930 and it was renamed Pennsylvania Airlines (The Clifford System) by the new owners.

In 1934, James D. Condon and Richard W. Coulter founded Central Airlines in direct competition with Pennsylvania Airlines.

The two airlines merged on 21 SEP 36 under the name Pennsylvania-Central Airlines. In early 1945 PCA adopted the trading name "PCA-The Capital Airline," which was followed by "PCA-Capital Airlines" not long after. In 1947 the name became "Capital Airlines" and in 1948 the corporate name was officially changed to Capital Airlines. In 1961 Capital merged with United Air Lines.

(These details from George W. Cearley's book "Capital Airlines, World's No. 1 prop-jet airline," self-published, 1988)

The wing shown above appears to have been in use up to the merger with United. It is visible on the breast pocket of the uniform jacket worn by Capt. Mel Garlow, shown on the 25 OCT 59 Capital time table.



2. This wing has the words AIR STEWARDESS around the perimeter of the center. It is well made, pin back, chrome plated. I have had it in my collection for 20 or more years. Who issued it and for what purpose?



3. This cap badge is from Maritime Central Airways, a former Canadian east coast airline. Is anyone able to supply a date from when it was used?



4. The same question for this jacket badge from Maritime Central Airways.



5. And again: when was this Maritime Central Airways badge in use?



6. I obtained this jacket wing in 1968 from Oscar Stenberg. He claimed the wing was from Atlantic Air Lines, a paper company created by Pan American in 1940 to ferry military aircraft made in the United States, to Allied forces in Europe. As the U.S. was not yet involved in World War 2, this task could not be performed by the military without involving the U.S. government. The words on the top ribbon say VINCULO TERRA. Does anyone have any additional details?



7. This gold-colored pin was issued by Ansett of Australia. What was it used for and when?



8. Half-wing from Ansett, in gold color and an orange enamel "A". What and when?



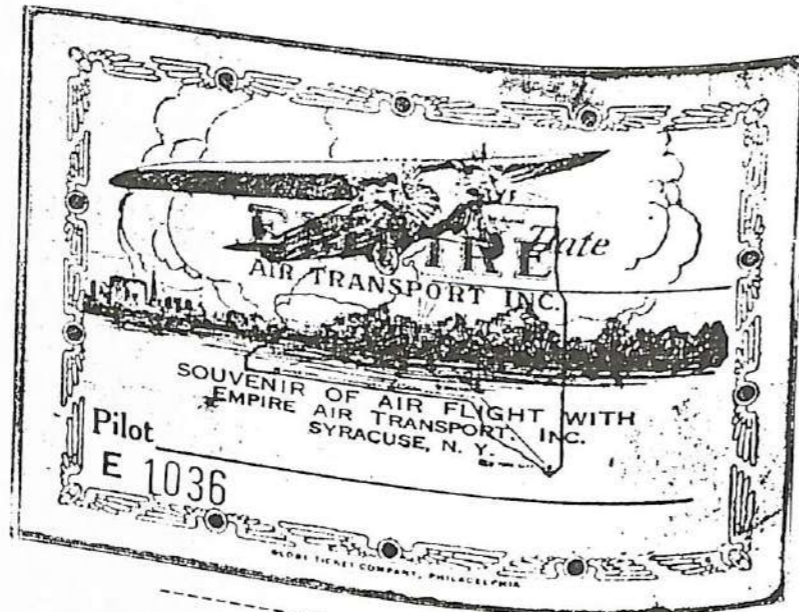
9. This item is not airline or even air force related. It is a coat button. The face shows a Gaelic inscription, the Royal Cypher for King George IV, the date 1821 and the words IN IRELAND. Is anyone able to identify this button? Is it a military award?

10. Could someone explain Desert Storm Appreciation Week and the reason and purpose why American Eagle Airlines issued this badge?



Ed's note: The origin and purpose of this badge are explained in Dick Koran's WINGS AND THINGS column in this issue.

Do you have a "What is it" in your collection and like to have it identified? Please send in a clear Xerox copy or a photograph.



By JOOP GERRITSMAN

Does anyone have any information about the flight souvenir shown? It was found at an antique show by WAHS member JOSEPH NILO of Canastota, N.Y. I listed this item before in the CAPTAIN'S LOG, but we haven't received an answer yet, so far. This flight souvenir is in the form of a postcard, and the front shows a line for the pilot to place his signature, apparently for the purpose of validation.

Empire Air Transport Inc. of Syracuse, N.Y., the airline which issued this souvenir, is not mentioned in either Ron

Davies' book Airlines of the United States Since 1914, nor in the few copies I have of the Official Airline Guide of the late 1920s and early 1930s.

The aircraft on the souvenir appears to be a Fokker F.10 or F.10A trimotor. That would date this souvenir roughly between 1927 and 1931.

However, my records of the F.10 and F.10A do not show an Empire Air Transport. Those records, however, do contain several gaps with regard to disposal of the F.10/10A by its major original owners, WAE, PAA, AA and TWA.

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

ROYAL DOULTON adds class to the airlines

"Club Class."

It changes the face of business travel with amenities like gourmet cuisine, fine wine and a supremely comfortable seat ..."

What you have just read is the beginning of an advertisement by British Airways (The world's favorite airline") in an issue of Time magazine a couple of years ago.

For most of us, travelling business, club or even first class, can make a serious dent in our budget. But everyone should sample what it is like on the other side of the curtain, if only for one time!

A fine old English pottery company has become a major part of this British Airways Club class service. The name is Royal Doulton.

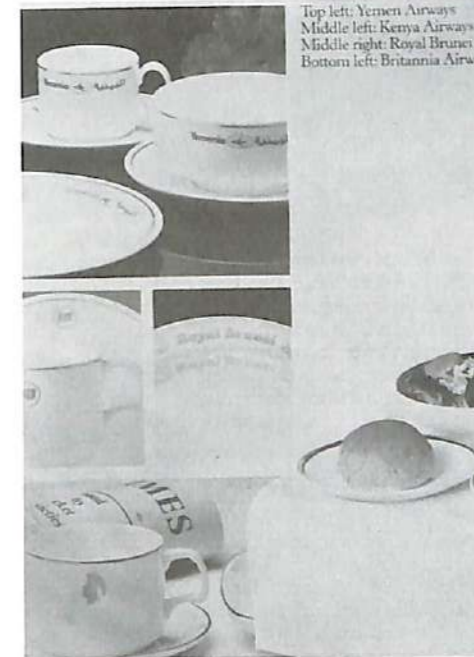
Since 1815 Royal Doulton has produced fine china, second to none. It continues the tradition today by making fine bone china for some of the world's leading airlines.

As the company says in its sales catalog, "Only fine bone china could give the refinement of presentation required for fine cuisine."

In 1982 Royal Doulton realized the hotel and airline portion of the business was not receiving enough attention and was competing within the company for resources and staffing. So, in that year a separate division was formed to focus on the hotel and airline business.

Producing airline china prior to 1982 was not new to Royal Doulton. In 1963 British Overseas Airways Corp. (BOAC) and British European Airways (BEA) became Royal Doulton's first airline customers. Now the list has grown to include Air Canada, Air Europe, Air India, Air New Zealand, Britannia Airways, British Airways (combining BOAC and BEA), Cathay Pacific, Emirates, Ethiopian Airlines, Garuda, Highland Express, Kenya Airways, Middle East Airlines, Nigerian Airways, Royal Brunei Airlines, Wardair and Yemen Airways.

Today, two airlines stand out in terms of production volume at Royal Doulton: British Airways and Air New Zealand. British Airways alone can



Top left: Yemen Airways
Middle left: Kenya Airways
Middle right: Royal Brunei
Bottom left: Britannia Airways

Pictures in a Royal Doulton catalog of 1989 are china of Yemen Airways, Kenya Airways, Royal Brunei and Britannia Airways.

British Airways, Air Europe, Northwest and Middle East Airlines are also shown in the 1989 catalog.



Airline haute cuisine hotels and restaurant professional chefs will enhance beautiful of each dish and why for every item they use.

Royal Doulton fine bone china to enhance beautiful When you consider (2264°F) you can be cooking temperature Fine bone china is dishwasher safe.

Most importantly, Royal Doulton even the highest standard for "First Class" passenger sets a standard of its could be more satisfied perfect meal on a plane.

With all its attributes cabin crew, catering is not surprising that world's leading airlines including its Concorde Northwest Orient and Royal Doulton is the inevitable choice all.

and does thousands of pieces of bone china a month, just to maintain their supplies for its stations around the world.

Breakage certainly accounts for a major part of the restocking. However, small pieces such as butter pats and salt and pepper shakers, disappear because they are most frequently "acquired" by passengers as reminders or souvenirs of an international flight.

Cups and other hollowware pieces have the highest breakage rates and generally are the first to go. But, keep in mind that Royal Doulton produces 16 different items for the airlines. A production run can total 50,000 pieces and require a production time from eight to 12 weeks.

To remain competitive with other manufacturers, including those in Japan, Royal Doulton sells directly to the airlines. In other words, no middleman is involved.

Even when sold directly, the cost of Royal Doulton is five percent higher than ware from some other manufacturers. But there is an old saying, "You get what you pay for." Royal Doulton is no exception to this.

When one considers the quality and the price, it is really more cost-effective to invest five percent more, because the quality and durability add up to a longer service life.

Airlines have supplied data indicating cost savings of up to 30% because of the longer life of the ware. Therefore, even with an initial five percent extra cost, the net savings can actually equal 25%.

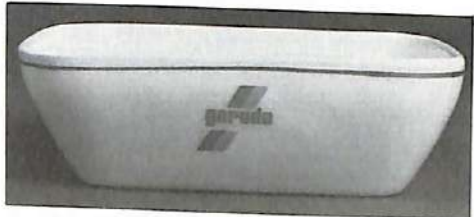
The question arises of what makes Royal Doulton stand out as a product of high quality? Why does their ware last so much longer?

There are several reasons. First and most-important is the composition of the china body. Royal Doulton's ware consists of 50% animal bone (knuckle), which is the strongest, 25% china clay and 25% china stone. Animal bone makes the china very white and translucent, giving the ware a very elegant appearance. Bone china itself has great natural strength.

Another reason for the durability is the precision in the



Air Canada uses a plain white china with one satin-gold pin-stripe. Pieces are marked "Air Canada" on the bottom.



White china with red and orange logo on both sides. There is no backstamp.



British Caledonian used this china with gold pinstripes. Most pieces are backmarked "B.C.A.L."



For British Airways' Concorde service there is a plain white china with a silver band and black pinstripe. All pieces are backmarked.



Highland Express used this cobalt blue design which was ordered only once. The airline did not survive long.

manufacturing process. Every piece is produced within a one- or two-millimeter dimensional tolerance. All cups and bowls are stackable and all china pieces have a rolled edge, which helps prevent chipping. Royal Doulton is by far the cleanest, most well-organized plant this author has ever toured. One has the impression that this orderly operation contributes to the overall quality of the product.

There are only six companies in the world that can produce the quantities needed by large airlines, yet Royal Doulton's approach to sales is interesting and unique.

They think of themselves as consultants, rather than sales people. As consultants they help with the selection and designing of the ware to determine which various items, shapes and decorations will meet the individual needs of each airline.

As mentioned before, Royal Doulton produces china for many of the world's major airlines and it is the largest supplier of china for British airline companies. It also supplies china for the special VIP flights of the Royal Air Force.

Royal Doulton's products would make any passenger feel like a VIP. Furthermore, Royal Doulton only sells their ware to airlines that provide quality service and maintain a positive image.

Quality, modern technology and dedication to customer satisfaction are the ingredients for a company whose history dates back to the 19th Century, to be successful in the 20th Century.

Next time you fly business, club or first class, and after you have finished your meal, pick up a piece of china and look for the name of the manufacturer. The food service the airline offered will only be as good as the china it is served on. That is why Royal Doulton adds class to the airlines.



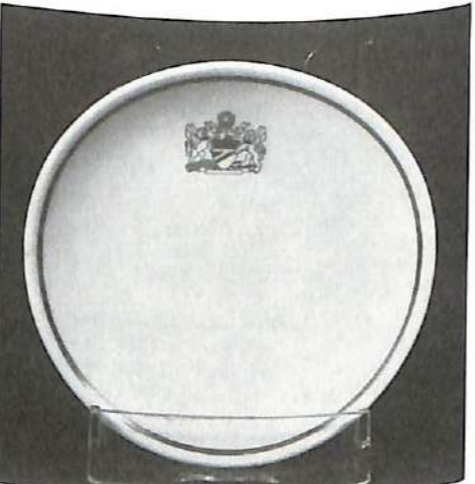
Royal Doulton also supplies Royal Air Force VIP flights. China has a simple decoration of a gold RAF crest and pin-stripe.



White-on-white best describes this design for Cathay Pacific Airlines. It shows a wave design in relief.



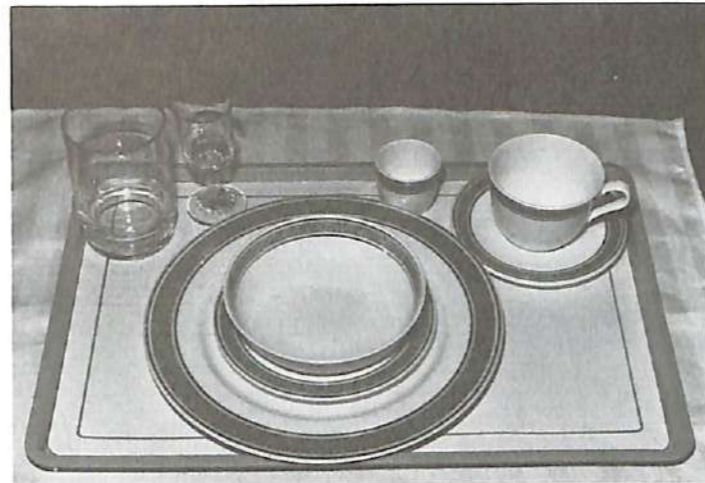
Emirates Air Service First Class china has a gold decoration while their business class uses the same design but in a mustard yellow color. The pieces are not backstamped.



For a number of years before 1989, British Airways used china with their logo and a pin-stripe in gold. Most pieces are backstamped.



Wardair of Canada selected a very traditional design, using shades of brown, tan and light rose. The trim was in gold. All pieces are backstamped "WD".



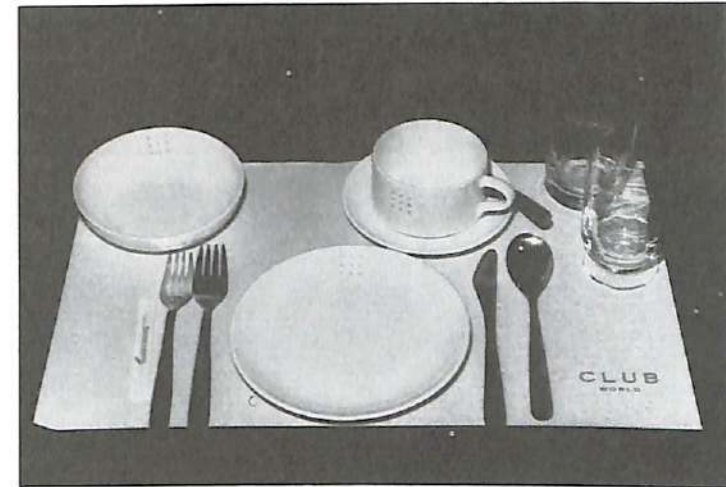
British Airways uses a speckled blue design for their First Class service. Design was first used in 1989.



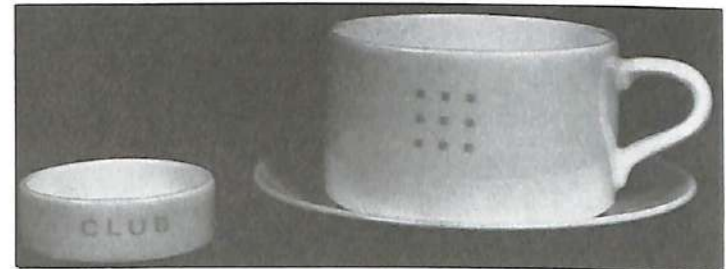
For its Royal Imperial service, Northwest Airlines featured a maroon, sand and gold-decorated china. A couple of years ago it switched to a less-expensive china, but with the same design.



Most Royal Brunei china was decorated in dark blue. However, some pieces (perhaps for First Class?) used this design in gold.



Club Class on British Airways uses plainer china decorated with six mustard-colored dots. This pattern was also placed in service in 1989 and all pieces are marked "British Airways" on the bottom. Only the butter pat is top-marked "CLUB".



This older British Airways china puts a design of the Concorde aircraft into a repetitive pattern. The decoration is dark blue and mustard yellow. The pieces are usually backmarked with the airline's name.



Viva Air of Spain shows a multi-colored logo on their china.



YS-11A-205 "Croatian Pacemaker, N245P c/n 2113. (Piedmont photo)

YS-11; Chrysanthemum propjet

On 16 AUG 67, Piedmont Airlines stunned the American airline industry when it signed a letter of intent to buy 10 NAMC (also called Nihon) YS-11 60-seat propjet airliners from Japan. The order was later increased to 20 and then to 21.

At that time, Piedmont had just finished adding 10 Fairchild FH-227Bs for 44 passengers to its fleet. By buying the YS-11, rather than adding more FH-227Bs, the airline sacrificed fleet commonality for greater capacity and better short-field performance. The YS-11 entered service on 19 MAY 68 when N156P operated Flight 900 from Winston-Salem, N.C., to Washington, D.C. Soon the fleet was working points from Atlanta in the south to Washington, D.C. in the north.

The Piedmont order, however, was not the breakthrough the manufacturer, Nihon Aeroplane Manufacturing Company (NAMC), had hoped for. Only 182 YS-11s had been built (including two prototypes) when the line was closed following delivery of the 180th and last production aircraft, to the Japanese Air Force on 11 MAY 73.

The majority of these 180 production aircraft went to do-

mestic Japanese airlines. All Nippon Airways alone bought 60, Japan Domestic Airlines 30 and Toa Airways 24. Several airlines in south-east Asia and Latin America bought or leased smaller numbers and in Europe, Olympic Airways of Greece took five to replace its DC-3s and the Piedmont YS-11 fleet was by far the largest outside Japan.

However, Piedmont was not the first U.S. airline to operate the YS-11. Requiring extra capacity urgently pending delivery of two DC-9-30 in 1967, Hawaiian Airlines leased three YS-11-100 from the manufacturer and started operating them on its inter-island network in DEC 66. The only other American operator of new YS-11s was Reeve Aleutian Airways. It bought two aircraft in 1975 and another second-hand one in 1980. Piedmont in FEB 75 also bought two Series 100 aircraft from LANSA of Peru for spare parts. They did not enter service with Piedmont and were stored at Winston Salem.

No airliners
Starting virtually from nothing in 1946, Japan now dom-

inates many world-wide hi-tech markets. Automobiles, consumer electronics and camera equipment are prime examples. The days when Japan merely mass-produced copied Western products are long gone.

Surprisingly, the country has not had a similar success building commercial airliners. The YS-11 represents the only independent venture into this market and with 182 built, it cannot be called an overwhelming success.

Even before World War 2, Japan's output of airliners had included mostly licence-built Fokkers and other Western aircraft. Two modern-looking local designs emerged in the late 1930s, but these were based on the construction techniques developed by Douglas and other Western aircraft builders. In any case, both the Mitsubishi G3M-1 and Nakajima AT-2 saw limited service with Japanese airlines only before they were adapted for military use in WW2.

Design begins
Design work on the YS-11 started in MAY 56 under the auspices of the Ministry of International Trade and Industry. In that year it estab-

lished the Yusoki Sekkei Kenkyu Kyokai (Transport Aircraft Design Research Association) with Dr. Hidemasa Kimura as chief designer. On 02 JUN 59 this became the Nihon Kokuki Seizo Kabushiki Kaisha (Nihon Aeroplane Manufacturing Company - NAMC). NAMC was mainly a marketing and production co-ordinating body. The aircraft were built by the six companies involved in the venture: Mitsubishi Heavy Industries, Kawasaki Aircraft Co., Fuji Heavy Industries, Shin Meiwa Industry Co., Japan Aircraft Manufacturing and Showa Aircraft Industry Co. Together they owned 44% of the shares of NAMC and the government held the other 56%.

At this time, three other versions of the YS-11 were projected besides the standard passenger aircraft. They were the YS-11M and YS-12 for military purposes, and the YS-11-4 with four propjets. The YS-12 and YS-11-4 were never proceeded with.

The YS-11 has a conventional stressed-skin circular-section fuselage with cabin pressurization and built on the principle of fail-safe construction. It seats 52-60 passengers besides the cockpit crew of two and one flight attendant. With 60 seats the seat pitch is 34in (86 cm). There are baggage compartments under the floor and between the cabin and cockpit, and freight holds under the floor and aft of the cabin.

At first a high-wing layout was considered, but in the end a cantilever low wing was selected. It has two spars, an aspect ratio of 10.8 and a slight dihedral. Hydraulically operated double-slotted Fowler flaps are installed and there are lift dumpers on the upper wing surfaces. De-icing is provided by hot air bled off the engines. The engines are mounted forward of and above the wing, rather than being in the leading edge.

The wings also hold the fuel tanks, with two tanks inboard of the engines and two outboard. Total fuel capacity is 1,561.5 Imp. gallons (7,100 liters).

All three landing gear units have twin-wheels and retract forward hydraulically. The main units are enclosed in a large fairing under the wing with the wheels themselves in front of the spars.

After an evaluation of all available engines, the choice fell on the Rolls Royce Dart. This engine also powered the Fokker F-27, Hawker Siddeley HS 748 and Handley Page Herald, the major twin propjet airliners on the market at that time. Rolls Royce developed a special version for the YS-11, the RDa.10/1 Mk. P542. It delivers 3.060 ehp with water methanol injection for takeoff. Each engine has a four-bladed Rotol propeller of 14ft 6in (4.42 m) diameter.

Because the YS-11 was primarily intended for Japan's domestic airlines, it was larger than the other three twin-propjets. Traffic volumes on major routes dictated a larger seating capacity. (It was for this same reason that Japanese airlines in the 1980s would place high-density 747s and L-1011s on their domestic services, even on some short routes).

Construction of two flying and two static prototypes was started after the official founding of NAMC in JUN 59 and the first prototype made its first flight on 30 AUG 62, followed by the second prototype on 28 DEC. Japanese certification was received on 25 AUG 64 and two months later, on 23 OCT the first production YS-11/100 made its first flight. It was delivered to the Japanese Civil Aviation Bureau on 30 MAR 65. Airline service started on 01 APR 65 when Toa Airways introduced the aircraft on its routes. Japan Domestic Airlines followed in May and All Nippon Airways in July. ANA took delivery of the 100th production YS-11 on 17 APR 69.

Top: The third Hawaiian Airlines YS-11-117, N1147H, c/n 2031 on a pre-delivery test flight. The "N" in the registration is still blanked out. (NAMC photo)
Center: N187P, c/n 2061, was one of three sold by Piedmont to Pyramid Airlines of Egypt.

(A.N. Hyatt photo on Executive Aircraft Historians postcard)
Bottom: YS-11A-607 Combi N171RV, c/n 2071 of Reeve Aleutian photographed at Anchorage. Listed for sale during the spring, the aircraft was bought second-hand by Reeve in JAN 75. (Joop Gerritsma collection)



In the USA, the FAA issued the YS-11/100 with its type certificate on 07 SEP 65. Charlotte Aircraft of Charlotte, North Carolina, were appointed U.S. sales representative.

Aside from the orders by the three Japanese airlines already mentioned, sales were off to a slow start. Filipinas Orient Airways bought two, LANSA three and Hawaiian Airlines leased three from NAMC.

In an attempt to boost export potential, especially in the USA, NAMC developed the YS-11A with increased operating weight and higher payload. It was offered in three variants. The Series 200 was the basic passenger aircraft with 60 seats and was the model bought by Piedmont. It received U.S. type certification on 03 APR 68. The Series 300CP was a mixed cargo-passenger model with a forward cargo door and seating for 46 passengers and the Series 400 was an all-cargo aircraft, used only by the military. Three later versions were the Series 500, 600 and 700. These were similar to the 200, 300 and 400 respectively, but with higher maximum take-off weights. In 1971 NAMC again investigated the possibility of building a four-engined model, this time with STOL (Short Take-Off and Landing) capabilities, but this did not proceed.

Piedmont started disposing of its YS-11s in 1977 with the expansion of the 737 fleet. The first of three for Pyramid Airlines of Cairo, Egypt left that year. Pinehurst Airlines/Airborne Express bought 13 in the following two years and five went to Provincetown-Boston Airline. The last YS-11 left on 14 MAR 82. Hawaiian in 1967 had already returned to NAMC one of the three it had leased and the other two followed in 1968, only two years after entering service with the airline. Reeve Aleutian still had three in service at the beginning of this year, but one was listed for sale. Federal Express had 12, the largest fleet of the type outside Japan. Mid Pacific Cargo of Lafayette, Indiana had five as freighters. Three more were stored at Lafayette. The other original operators outside Japan also one by one disposed of their YS-11s in the 1980s. In APR 90, Japan Air System, successor to Japan Domestic Airlines and Toa Domestic Airways, announced it will replace its remaining 25 YS-11s with the Saab SF-340B beginning in 1992. Of its once-large YS-11 fleet. All Nippon had only 12 left early this year.



Above: Japan Domestic Airlines YS-11-106 JA8640 "Shinju", c/n 2006, at the old Tokyo International Airport. (NAMC photo)
Below: N919AX, c/n 2113 of Airborne Express, is the former Piedmont N245P. Seen at Toronto, Ontario, Canada in 1985. (Joop Gerritsma photo)



Small numbers of YS-11s will probably remain in service with minor airlines and specialized operators such as cargo carriers, to the end of this decade. But with the manufacturer out of business and with a dwindling supply of spare parts and aircraft to cannibalize, the sun is setting on Japan's first independent venture in the production of an airliner for the world market. Its aerospace industry is currently involved in co-production of airliners by and risk-sharing with Western manufacturers such as Boeing.

ACKNOWLEDGEMENTS:

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THE PHOTO CORNER

by RICHARD J. FEDORCO II

Belated congratulations to the folks who hosted the MCO Convention. I agree with Paul and Joop that these get-togethers are becoming better every year. Also, hats off to all the winners of the photo and model contests.

Beginning with this issue there are some changes to the column. While in MCO, Joop and I had a discussion about comments and suggestions we have received regarding the column. I won't go into the details, but we have decided to "test" some of these suggestions and see what the reaction is.

The first change is that of the name. Joop and I have found that most of the photos published are not slides, but prints (although in some cases these prints had been made from slides). We felt therefore that THE PHOTO CORNER is a bit more accurate. Since the photos are printed in black and white in the CAPTAIN'S LOG, we will also be able to include prints made from B&W negatives. Believe it or not, but there are still many people around who use this medium, either alone or in combination with slides and/or color negative film.

The other thing we are going to try is dedicate a page (or more) in each issue to a photographer who would like to send us a few shots of his or her favorite aircraft or shots taken at his or her favorite airport, with some hints and directions on how to get clear views from a LEGAL vantage point at that airport. Details about the best time of the day for photography (peak times for movements, position of the sun at various times) will also be welcome. Please take a look at my DC-10 picture (a B&W shot, by the way) and the map in this issue and you'll know what I mean.

Finally, one of our readers wrote recently with the question "Aren't there any other airports beyond EWR for photos?"

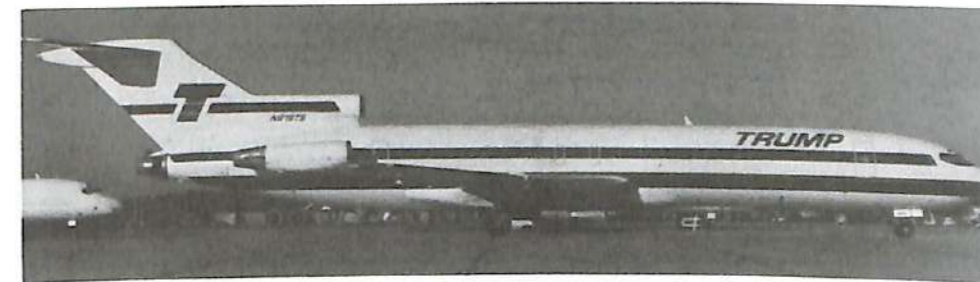
Yes, there are a great number of airports where the shooting is good and which we would like to feature in THE PHOTO CORNER and we have featured quite a few over the past few years: YYZ, JFK, HNL, OGG, AMS, MSP, FWA, DCA and others. However, I work at EWR and therefore most of my own photos are taken there. I would



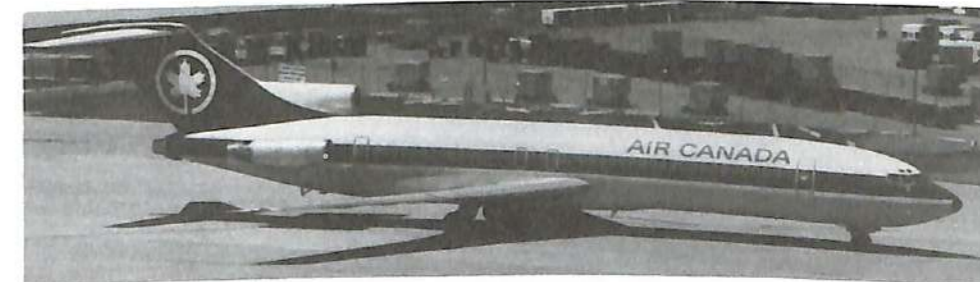
Burlington Express 727-173C N690WA, c/n 19504/427.



American Trans Air 727-51 N160FN (now N289AT), c/n 18942/198.



Trump Shuttle 727-225 N919TS, c/n 20447/B43.



Air Canada 727-233Adv C-GYNF, c/n 22346/1704 and American Airlines 727-223Adv N6809, c/n 19484/560, were both taken from the Terminal 1 parking garage at Toronto's Lester B. Pearson International Airport by Al Moniz.



much rather show photos taken by WAHS members at many other airports and this brings me to the crux of the matter. In order to present you with a better-quality column, I must ask for your submissions. I have been asked to do columns on older aircraft, a series on a particular paint scheme and so on. To do this I need contributions from the people who have these pictures. As I walked around AI-MCO, I noticed thousands of slides (many duplicate shots) of hundreds of airliners that could very easily have been included in virtually any issue of the CAPTAIN'S LOG.

This brings us to this issue's selection. This study of 727s has been taken from slides I purchased from several different dealers at MCO. I do not know the names of the photographers, nor the location of these shots. They have been printed here for your enjoyment and they are a sample of what this column can be if only more contributors are forthcoming.

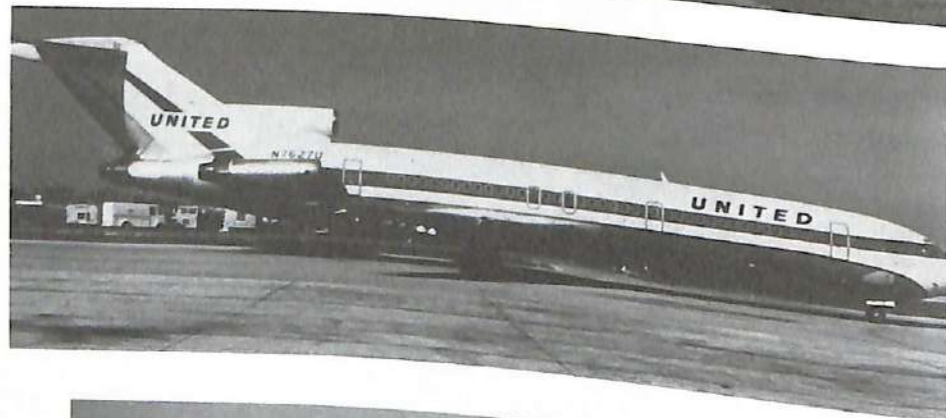
I hope we can count on you!



Top: TAP - Air Portugal 727-2B2Adv. CS-TBY "Amadora", c/n 22430/1715.
Above: Northwest Orient 727-251 N262US, c/n 19981/736.



Right:
United Airlines
727-22
N7084U
c/n 19148/473



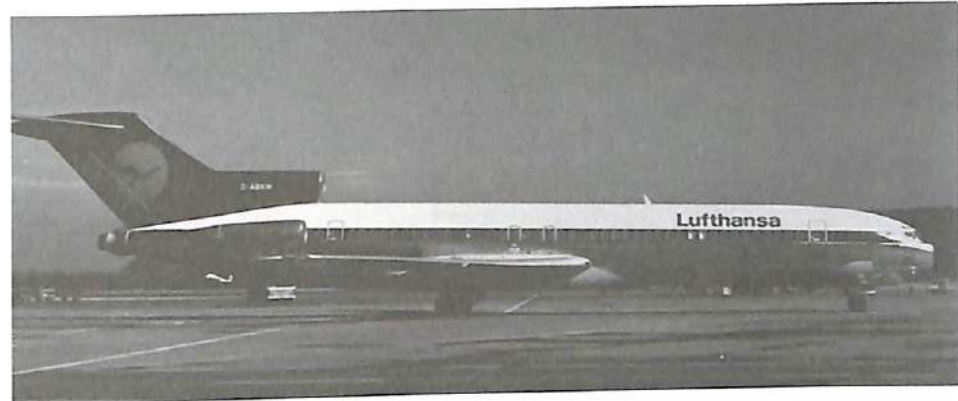
Left:
United Airlines
727-222
N7627U
c/n 19900/618



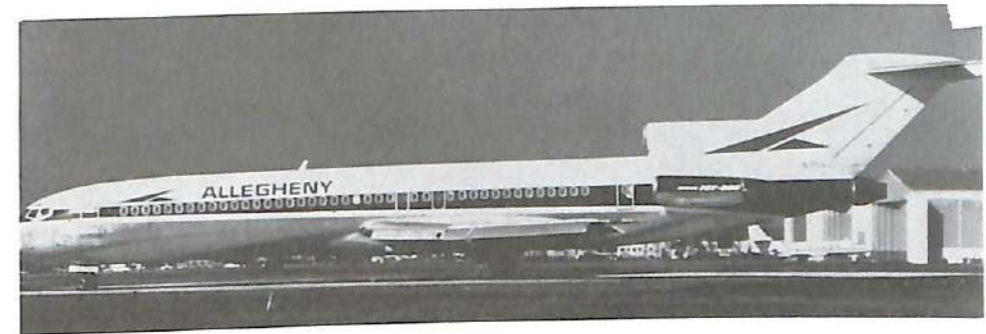
Right:
United Airlines
727-222
N7628U
c/n 19901/620



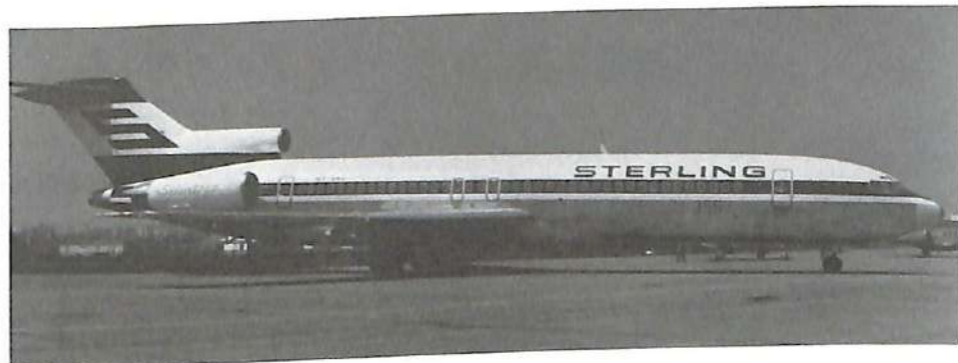
Right:
Pan American
727-235
N4734
c/n 19545/509



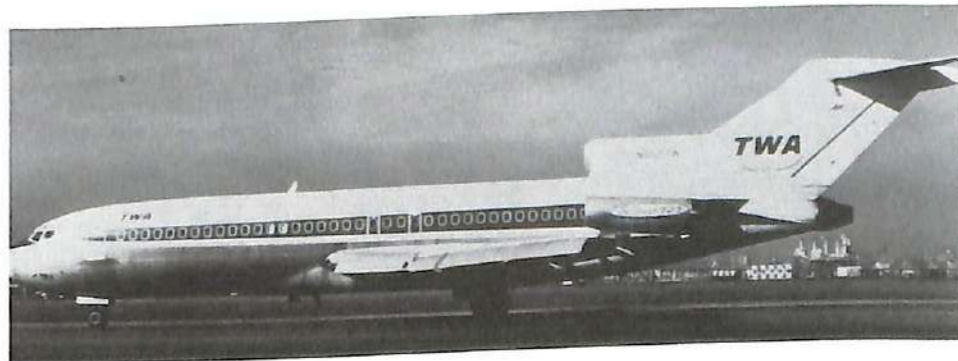
Left:
LUFTHANSA
727-230ADV.
D-ABKM
c/n 21442/1326



Right:
Allegheny Airlines
727-2B7
N751VJ
c/n 20303/793



Left:
Sterling
727-2J4Adv(RE)
"Silent 727"
OY-SAS
c/n 20765/984



Right:
TWA
727-31
N852TW
c/n 18571/42

This shot of a United Air Lines DC-10 landing at Newark (EWR) was taken in JAN 84. The location from which my freezing fingers snapped the shutter (it was about -20 with the wind factor) is still "open" to the public.



Upon entering Newark Airport, follow the signs for Brewster Road (named for the Brewster Buffalo aircraft built here during WW2) and the North terminal. Once on Brewster Road, follow it until you are past the North Terminal. Turn right at the first traffic signal past this terminal, heading toward the medical facility. Follow the road past this medical facility as the street turns right (you are now heading south). Continue to follow the road for about one-third of a mile. On the right you will then see a guard shack and a field entrance.

At that point you can park your car safely on the side of the road and more often than not, the security guard will allow you to shoot from the open gate. PLEASE DO NOT WALK BEYOND THE GATE. The guard shack is a rather lonely outpost and the guard will allow you to stay if only for the company.

Note: if the Port Authority Police ask what you are up to, explain you are taking photos and that you understand the laws regarding restricted access. Chances are he or she will allow you to stay. However, if you are asked to leave, please do so. It is not exactly public parking here, but you can get some really nice shots from this vantage point.

Comment by Joop Gerritsma:

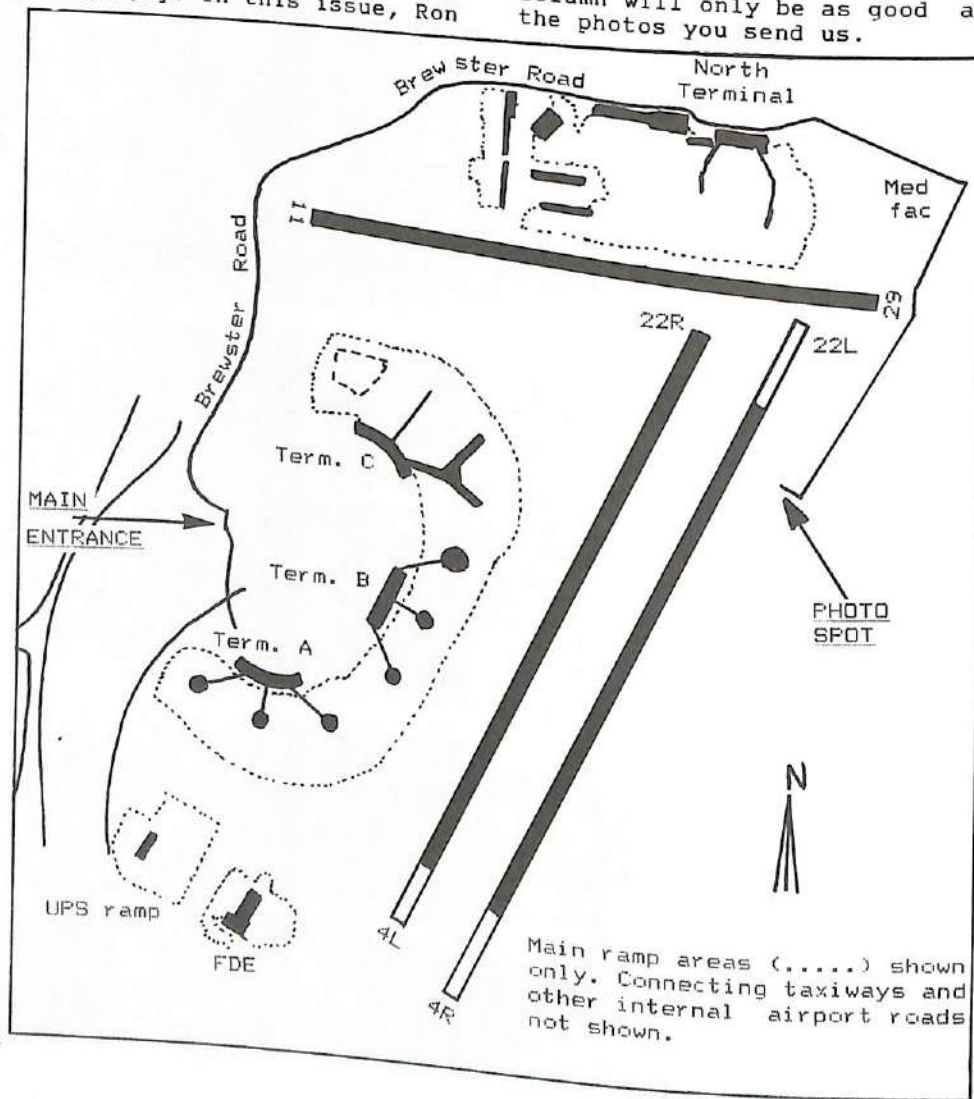
With the change in the format of Richard Fedorco's column, I will attempt to make more space available for it than has been the case in the past.

Also, please do not get the impression that only large airports will be featured in THE PHOTO CORNER. Many regional airports around the world have an interesting variety of aircraft. Besides, not everyone has ramp access to large airports such as JFK, LAX, MIA and so on. But I know from experience that some fine shooting can be had at places such as BUF (Buffalo, N.Y.), CLE (Cleveland, Ohio) and ALB (Albany, N.Y.), to mention only a few that are within easy driving range of myself. And all from LEGAL locations, I must add.

Okay, there are no 747s and DC-10s at BUF, but we gladly publish photos of MD-80s, 727s and of the many types of commuter aircraft.

And let's not forget foreign airports. Al Moniz of Ontario, Canada, has already contributed many photos from YYZ (Toronto Int'l) in the past. I too can attest to the fact this is an excellent airport for airliner photography. In this issue, Ron

Hill of Denver, Colorado, shows us some photos he took at Quito and Guayaquil in Ecuador some time ago. We have also featured photos from airports in the Far East and in Europe in the old Slide Collector column. Therefore I appeal to all our readers, including those outside the USA, to contribute to THE PHOTO CORNER. Remember, the column will only be as good as the photos you send us.



POST CARD CORNER

by WILLIAM DEMAREST

This time around we will look at aircraft postcards from my favorite part of the world: Australia and the Pacific region. I recently returned from a rather quick whirlwind tour around the Pacific, visiting Guam and Sydney. My itinerary was as follows:

- (All on Continental)
- PHL-IAH 727-243 N577PE
 - IAH-LAX 737-3T0 N34315
 - LAX-HNL DC-10-30 N12064
 - HNL-GUM DC-10-30 N12064
 - GUM-BNE DC10-30 N68042
 - BNE-SYD DC-10-30 N68042
 - SYD-HNL DC-10-30 N12061
 - HNL-SFO DC-10-30 N68060
 - SFO-CLE 737-3T0 N12318
 - CLE-PHL 737-222 N7302F

Guam is a hub for Continental/Air Micronesia. They have quite an interesting operation there with frequent flights to various islands in Micronesia ...Truk, Saipan, Rota to name but a few... along with flights to other parts of Asia with DC-10s, 727s and F-27s. Air Nauru, Northwest, All Nippon, Japan Air Lines and Philippine Air Lines also fly to GUM. For World War 2 history buffs, the island also offers lots of interesting historical sites. And it has beautiful beaches.

Sydney, of course, has a multitude of carriers which we normally don't see in Philadel-

Although Wake Island's land area is less than 3 square miles, Pan Am's Directional Sign Post reminds Clipper* passengers that Wake is a keystone of trans-Pacific travel.



THE D.C. 4 SKYMASTER
 One of A.N.A.'s Skymasters over Melbourne, Victoria. These giants of the air carry 44 passengers, a crew of 4, including two Air Hostesses, plus a freight load of over 4,000 lbs. The Skymaster has a wing spread of 117 ft. 6 in., four 1350 h.p. motors, and weighs fully laden 73,000 lbs.



TRANS-TASMAN AND SOUTH PACIFIC SERVICES BY LUXURIOUS SOLENT FLYING-BOAT **TEAL**

Accommodating 45 passengers in 7 spacious cabins, TEAL Solents set a new standard of comfort in the air. Cruising speed 225 m.p.h. Fresh-cooked food service on all flights.



A TEAL SOUVENIR



PRINTED U.S.A. PAN AMERICAN WORLD AIRWAYS, INC.

GOLDEN OLDIES

QANTAS EMPIRE AIRWAYS



QANTAS CONSTELLATION. Operating on the Sydney-London Kangaroo Service, Constellations have four Wright Cyclone Engines, develop 10,000 h.p., and have a cruising speed near 300 m.p.h. They carry 34 passengers plus 10,900 lb. of mail, cargo and baggage.

phia or the United States, for that matter. Beside Qantas, I saw aircraft from Ansett, Australian, Compass, East-West, JAT Yugoslav, Singapore, United, Continental, British Airways and a brand-new Australian Asia 767.

I hope you enjoy this selection of postcards featuring airlines from this exciting part of the world.

Please continue to send me information on or photocopies of any new postcards you may find in your travels.

Happy Collecting!

The Proud Bird
CONTINENTAL AIRLINES

A Continental Airlines/Air Micronesia Boeing 727-100 shown at the modern Saipan Airport. "Air Mike" operates daily service between Saipan and Tokyo, and has been providing Micronesia with dependable air service since 1968 with a fleet of Boeing 727 aircraft.

Air Mike: just before this issue of the CAPTAIN'S LOG went to press, word came that Continental has sold its share in Air Micronesia for \$290 million in cash and stock. The buyer is Arral Pacific Equity Trust, an investment company representing mostly American interests, but based in Hong Kong.

Micronesia is a group of some 2,000 islands, islets and coral atolls stretching over an area roughly that of the continental United States minus Alaska. It lies southeast of Hawaii. The population is a little over 100,000 and the distance from the most-easterly to the most-westerly island is greater than the distance from New York to Los Angeles.

Air service first started in the Trust Territory of the Pacific, as the islands are jointly known, on 01 JUL 51 when Transocean Airlines allocated four Catalina amphibians for passenger and cargo services.

When Transocean went bankrupt on 11 JUL 60, Pan American took over, using a DC-4 and two Grumman SA-16 Albatross amphibians.

Air Micronesia, the territory's own airline, was formed on 17 JAN 68 when Continental Airlines signed a contract with the United Micronesia Development Association (UMDA) to operate air services with a fleet of Boeing 727s. It must be noted Continental owned 32% of the shares of UMDA, with the remainder held locally. Continental also held 31% of the shares of Air Micronesia apart from its shares in UMDA.

Air Mike, as the carrier is known locally, has its main base on Guam, but its headquarters are on Saipan.

Operations started with a Continental DC-6B and the two

former PanAm Albatrosses, but as runways were built on the major islands, 727-100s leased from Continental, took over and services outside Micronesia were started to Tokyo, Okinawa, Nauru, Seoul, Manila, Taipei, Indonesia, Papua/New Guinea and Honolulu.

At the time of the sale, Air Mike was operating three 727-100 and seven 727-200 under permanent lease from Continen-

tal. Continental DC-10s were used as required and CO flight numbers were used for all services.

Commuter and feeder services are operated on behalf of Air Micronesia by Air Mike Express with two Fairchild F-27.

Arral has said it will take over Air Micronesia's aircraft leases and routes, except Honolulu-Tokyo (JG).

(The above information on Air Micronesia came from "Continental Airlines, The first fifty years, 1934-1984", by R.E.G. Davies; FLIGHT International, 6-12 JUN 91 and the JP Airline Fleets International 1991/92 by U.Klee and associates.)



Air New Zealand's Boeing 737s operate frequent daily flights to main cities throughout New Zealand. Also regular flights from New Zealand to Hobart, Norfolk Island, Tonga and Apia.



American Airlines®

With more than 500 aircraft, American's fleet is one of the largest and youngest in the world.

Clockwise from top left: McDonnell Douglas MD11; Airbus Industrie A300-600R; McDonnell Douglas DC10; McDonnell Douglas Super 80; Boeing 727-200; Fokker 100; Boeing 767; Boeing 757.



American Airlines®

EVA AIR
長榮航空公司 MD-11 飛機外觀
EVA AIRWAYS' MD-11 PROFILE

"Fly With Us" A Mesaba Airline's Fokker F27 flies across a clear Midwest Sky. Mesaba operates as Northwest Airlin. The Twin Cities-based carrier provides regularly scheduled airline service to over 38 cities in the Upper Midwest. One of the oldest regional airlines in the United States, the Company has 1,000 employees, operates a fleet of 31 aircraft and has hubs at Minneapolis/St. Paul and Detroit. Mesaba is a wholly-owned subsidiary of AirTran Corporation, a publicly traded Corporation. Corporate offices: 7501 26th Avenue South, Mpls, MN 55450.



NEW POSTCARD ISSUES

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

- AIRLINE ISSUES**
- American Airlines combi card with eight different aircraft
 - American Airlines MD-11, if fl co
 - American Airlines A300, if fr co
 - American Airlines 767-300, if fl co
 - American Airlines DC-10, if fr co
 - American Airlines MD-80, gr fl co
 - American Airlines 757, gr fl co
 - American Trans Air L-1011, if fr co, in sunset
 - American Trans Air L-1011, on ramp ab
 - American Trans Air 757-200, if fr co
 - Crossair SF-340, special 700th Swiss anniversary color scheme, if fr co
 - EVA Air 767-300ER, if fl co dr
 - EVA Air 747-400, if fr co dr
 - EVA Air MD-11, if fl co dr
 - Maersk 737-500 tail view of 2 a/c, gr fr
 - Northwest Airlin F-27, if fr rv

Spanair 767, multi-view card, co
Viva Air 737-300, if fl rv
With special thanks to Hubert Jansen, Rob Kulenschmidt, Ben Sutherland, Don Thomas.

COMMERCIAL PUBLISHERS

AEROFOTO

001 CAS TU-154M

CIVIL AIRCRAFT POSTCARDS

- 091 Dornier DO Beantair
 - 092 Mark Air DHC Dash-8
 - 093 Egyptair L-1011 (Lsd from Airtransat)
 - 094 Crossair SF-340A
 - 095 SAS DC-9-51 (old colors)
 - 096 Cubana IL-62M
 - 097 TNT BAE 146 freighter
 - 098 Trans Ocean DC-8-63
 - 099 British Air Ferries HP Herald
 - 100 TAT F-28 (old colors)
 - 101 Gillair SD-330
 - 102 Spantax DC-10-30
 - 103 Wardair A310
 - 104 Bangladesh Biman DC-10-30
 - 105 Heavylift CL-44
 - 106 Air North DC-3
 - 107 Tower Air 747-100
 - 108 British Island BAC 1-11
- For details: Enrico Niccolini,
Via Burlamacchi 7, 20135 MILANO, Italy.

EDITIONS P.I.

- 703 Air France 747
- 704 Air France A320
- 705 Air France 727-200
- 706 Air France A310
- 707 Air France A300
- 708 Air France 737
- 709 Air Charter/EAS 737-500
- 710 Aeromexico 767-200ER
- 711 Nationalair 747-100
- 712 TAT-La poste 737-200C
- 713 Air Liberte 747-100
- 714 Compagnie Corse Mediterranee ATR 72
- 715 Tarom 707-3K1C
- 716 Egyptair 737-500
- 717 Egyptair A320
- 718 Cubana YAK-40
- 719 Aerocaribbean DC-3
- 720 Air Ontario DHC Dash-8
- 721 Euralair 737-500
- 722 British Air Ferries BAC 1-11/200
- 723 Brit Air ATR 72
- 724 Iberia A320
- 725 Air Provence Super Caravelle
- 726 Airlanka L-1011-100

FLORIDA AVIATION HISTORICAL SOCIETY

(All are reprints of original postcards)

First flight of the St. Petersburg-Tampa Air Boat Line
Benoit air boat flying across Tampa Bay
Benoit air boat in flight (different view from one above)
Replica of Benoit air boat in flight
For Details: Florida AHS, P.O. Box 127, INDIAN ROCKS BEACH, FL 34635, USA

GLOBAL PICTORIALS

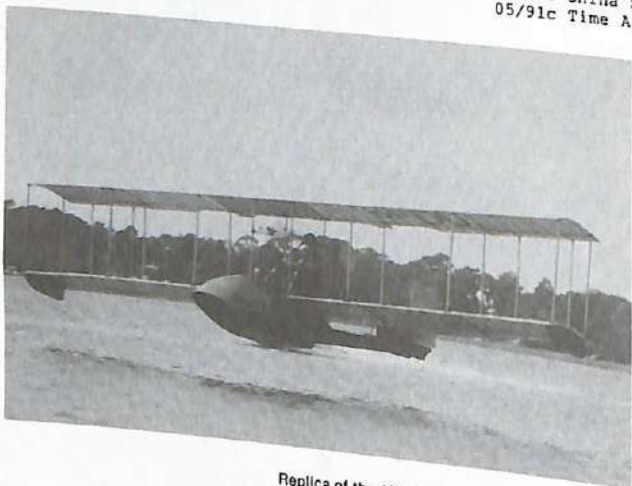
- P.1 Lufthansa 737-200, old color
P.2 VIVA Air 737-300
P.3 British Airways 737-200
P.4 Caledonian Airways L-1011
P.5 Aer Lingus 737-400
P.6 Cathay Pacific 747-200B
P.7 Air Lanka L-1011-500
P.8 Northwest DC-10-40
P.9 Virgin Atlantic 747-200B
P.10 British Airways L-1011-500

HELIO BASTOS SALMON

- (Special Edition Series)
001 VASP DC-3
002 VASP 727-100
003 Ports of Call CV-990A
004 Cruzeiro DC-3
005 SAN (Serv. Aereos Nacionales) CV-440
006 VASP C-46
007 VASP 737-200
008 Varig DC-3
009 Air Antilles DC-3
010 REAL L-749 Constellation
011 TransBrasil HP Dart Herald
012 Paraense DC-4
013 TransBrasil BAC One-eleven
014 Lloyd Aereo Boliviano A300B2
015 TransBrasil 727-100
016 Aerolineas Peruanas DC-7B
017 VASP DC-4
018 VASP C-46
For details: Helio Bastos Salmon, Rua Gregorio de Castro Moraes, 16, Jardim Guanabara, Ilha Gov. - RJ, 21931 Brazil. Cost US\$0.50 each.

PLANE VIEWS

(All card number prefixed PV-)



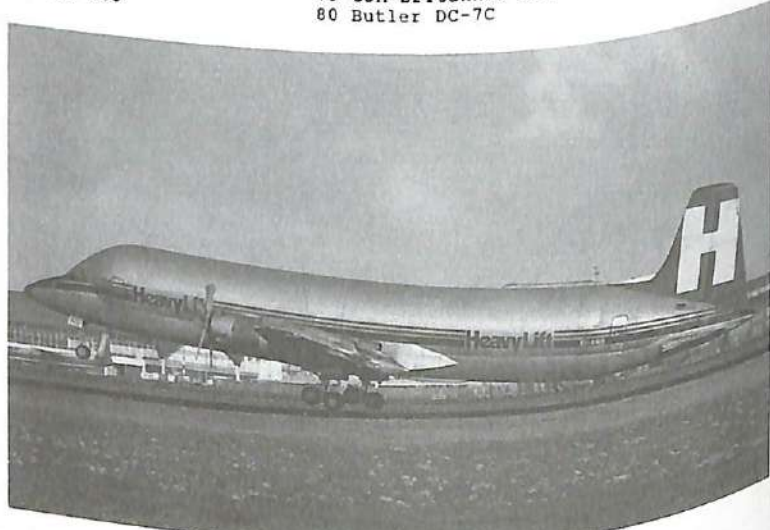
Replica of the 1914 Benoist Airboat of the St. Petersburg-Tampa Airboat Line - World's first scheduled airline.

HORIZON AIR de Havilland Dash 8-102
With a reputation for premium service and a commitment to frequent flights, Horizon Air is the Northwest's dominant carrier. Enjoy high frequency Seattle/Portland/Spokane shuttle service, daily flights throughout Washington, Oregon, Idaho, Montana and Utah, as well as international destinations in Canada.



Photo: Jay E. Prall NB16PH (c/n 054)

FLORIDA AVIATION HISTORICAL SOCIETY Box 127, Indian Rocks Beach, Florida 34635



Above left: Replica of Benoist flying boat
Above: HeavyLift CL-44-D Guppy, EI-BND, c/n 16
Below left: Horizon Air Dash-8-102 NB16PH, c/n 054
Below: Air Holland 767-240(ER) G-BRIF, c/n 24736/296



230

WORLD COLLECTOR'S CARDS

Limited edition of 500 cards each (All card numbers prefixed WCC-)

- 41 Braniff Express BAC One-eleven
42 SAETA 727-31
43 NWT Air L-188A
44 Aeronaves del Peru 707-351C
45 LWA Cargo DC-4
46 Torosair 727-51
47 THY Turkish Airlines 727-2F2A
48 Nunasi Northland C-46
49 Cubana Britannia 312
50 Aeroflot TU-114
51 Paradise 737-297A
52 Tunisair 727-2H3A
53 Ecuatoriana DC-10-30
54 Aviateca DC-6
55 Air North DC-4
56 Ecuatoriana 707-321C
57 Aerovias DC-6
58 Skykraft DC-3
59 Cubana Britannia 312 (orig colors)
60 Bonanza F-27A

- 64 CSA TU-104A
65 Nesu Air TU-134A
66 Aerochaco L-1049F
67 Air Senegal DHC-6
68 CSA L-410A
69 CSA IL-14
70 Aerocomplex AN-12
71 Uganda Airlines 707-351C
72 Ansett Air Freight L-188F
73 Sunair Air 737-205
74 Cargo Moravia Air 707-320C
75 Mandala Viscount 816
76 Classic Wings DC-3
77 Quebec Air CV-580
78 Cubana IL-18D
79 CSA Britannia 312
80 Butler DC-7C

POSTCARD

(A new publisher in Czechoslovakia)

- Coral Wings G-44A, gr fl co
Aeroleasing Learjet 36A, gr fl co
Hamburg Airlines DHC Dash-8, gr fr co
Nyge Aero MU-2K, dr fr co
TAROM IL-18, gr fl co
Slovak L-410, gr fl co
Alpha Air Taxi Piper PA-42, gr fl, co
Air Caledonie Int'l (type?), gr fl co
Northwest 747-251F, gr fl co (old colors)
For details: Mr. Stanislav Trapp, Pod Slovany 6, 128 00 PRAHA 2, Czechoslovakia

POSTCARD COLLECTORS CLUB OF AFA

Reprints of original postcards

Pan American S-40 American Clipper, if
For details: Postcard Collectors Club of AFA, P.O. Box 1239, ELGIN, IL 60121, USA

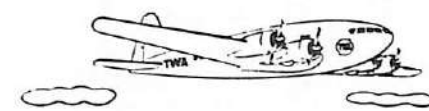
PRIVATE POSTCARDS

- 04/91 Crossair SP-340
04/91a Golden Star 707-320
04/91c Interot DHC Dash-8
05/91a Intercontinental Viscount 745
05/91b China Southern 737-570
05/91c Time Air Sweden 737-205

AROUND THE WORLD

of Airline Schedules

The schedule column in this issue is devoted to a variety of topics, including operations of the Boeing 307 "Stratoliner" by TWA and Pan American, the YS-11 by Piedmont, the Lockheed L-100 freighter by Delta, and the Focke-Wulf Fw-200 and Junkers Ju-90 by pre World War II Lufthansa.



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George Walker Cearley, Jr.



Table with columns for flight numbers, destinations, and times. Includes text: 'TWA STRATOLINER AND SKYSLEEPER PLANES WILL BE AVAILABLE FOR BERTH OCCUPANCY AS FOLLOWS: New York, Flight 45 at 11:30 P. M. (E. S. T.) Chicago, Flight 12 at 11:30 P. M. (C. S. T.) PASSENGERS ARRIVING AT NEW YORK ON FLIGHTS TWO AND TWELVE MAY OCCUPY BERTHS UNTIL 7:00 A. M. (E. S. T.)'

Table 2: DAILY SCHEDULES NEW YORK-CHICAGO. Shows routes and flight times for various airlines.

On July 8, 1940, TWA introduced the Boeing 307 "Stratoliner" on flights between New York and Los Angeles. The Stratoliner had a pressurized cabin and could fly at altitudes of 14,000 ft. It was very similar to the military B-17 in terms of wings, tail assembly, and powerplants. The fuselage, however, had a 3 1/2 ft. greater diameter than the B-17. TWA's "Stratoliners" were designated SA-307B's and were powered by four Wright GR-1820-G105A engines. Postwar TWA B-307's were equipped with newer B-17G wings, tail, and gear and more powerful 1,200 hp engines. Cabin interiors were upgraded, and passenger capacity was increased to 38.



East Coast Flyer		Miles		Pan American Airways, Inc. (PAA-E)	
205	201	205	201	205	201
7:00	7:00	13:00	13:00	13:00	13:00
10:10	10:10	14:35	14:35	14:35	14:35
12:40	12:40	17:30	17:30	17:30	17:30
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP
14:00	14:00	19:00	19:00	19:00	19:00
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP
17:20	17:20	21:00	21:00	21:00	21:00
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP
19:20	19:20	23:00	23:00	23:00	23:00
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP

"The South American"		Miles		Pan American Airways, Inc. (PAAE), (Miami Balboa, Inc.) (PANAGRA), (Cristobal, Buenos Aires, incl.)	
301	302	301	302	301	302
TuThSa	TuThSa	13:15	13:15	13:15	13:15
*7:45	*7:45	14:45	14:45	14:45	14:45
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP
17:20	17:20	16:15	16:15	16:15	16:15
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP
19:00	19:00	17:45	17:45	17:45	17:45
NON STOP	NON STOP	NON STOP	NON STOP	NON STOP	NON STOP

As of June 1941 Pan American was operating Boeing 307's on its Latin American routes. Flights included Sunday and Wednesday southbound trips from Miami to San Juan, Port of Spain, and Belen. At Belen there was an equipment change to a Douglas DC-3 which continued to Barreiras, Rio de Janeiro, and Buenos Aires. In addition, a Boeing 307 was operated between Miami and Albrook Field in the Canal Zone. This latter flight connected with a Panagra DC-3 flight from the Canal Zone to Cali, Quito, Guayaquil, Lima, Santiago, and Buenos Aires.

PIEDMONT AIRLINES
ROUTE OF THE PACEMAKERS
SCHEDULE EFFECTIVE JUNE 1, 1968
now new YS-11 prop-jets
COMING SOON - BOEING 737 FanJet SERVICE

Piedmont introduced YS-11's on its routes in Spring 1968. Early services included flights between Atlanta, North and South Carolina points, Roanoke, and Washington, D.C.

L-100	L-100	L-100	L-100	Equipment	L-100	L-100	L-100	L-100
133	135	137	139	Flight Number	132	130	136	134
Ex Su & Mo	Ex Su & Mo	Ex Su & Mo	Ex Su & Mo	Days Operated	Ex Sa & Su	Ex Sa & Su	Ex Su & Mo	Ex Sa & Su
AM	AM	PM	PM	NEW YORK, N. Y. (EST)	PM	PM	PM	AM
12:45				Lv (Newark Airport)	9:36			
	5:10			CHICAGO, ILL. (O'Hare Field)				3:39
		3:10		Lv (Metropolitan Airport)			12:18	
3:03				Ar CHARLOTTE, N. C.				
4:30				Lv CHARLOTTE, N. C.				
5:36	8:25	8:38		Ar ATLANTA, GA.	7:10	9:55	2:15	
			3:25	Lv ATLANTA, GA.		1:55	12:44	
			5:00	ORLANDO, FLA. (McCoy Air Force Base)				
			6:25	Lv (McCoy Air Force Base)				
				Ar NEW ORLEANS, LA. (CST)		11:25		
				Lv NEW ORLEANS, LA. (CST)		10:02		
			7:21	Ar MIAMI, FLA. (EST)				10:30
7:51				Lv DALLAS, TEXAS (CST)		8:30		
9:15				Lv DALLAS, TEXAS (CST)		6:59		
				LOS ANGELES/LONG BEACH (PST)				
				Ar (Los Angeles Int'l Airport)		1:15		
				Lv (Los Angeles Int'l Airport)		11:48		
				SAN FRANCISCO/OAKLAND (PST)				
				Ar (San Francisco Int'l Airport)		10:30		
11:04								
12:30								
3:13								
4:40								
6:08								
PM	AM	PM	PM		PM	PM	AM	PM

Delta inaugurated Lockheed L-100 freighter services in September 1966 and these aircraft replaced C-46D freighters. Schedules above are from December 14, 1966, at which time Delta had three L-100's in service on its air cargo routes.

PAN AMERICAN World Airways
AGOSTO 15, 1944
Horarios y Tarifas
Sujetos a cambio sin previo aviso

(Léase hacia abajo) PAN AMERICAN WORLD AIRWAYS. ZONA DEL CANAL DE PANAMA—MAMI, FLA. (Léase hacia arriba)

308	501	306-310	300	Kms.	(Aviones Boeing Stratoclinpers)	307	311	Viaje
Dom.	Diario	Lu-Ma Sa-Do	Ma-Mi Ju-Vi			307	311	No. 502
8:00	4:30	9:00	13:35	0	S. Balboa (Campo Albrook), Z.C.T.S.E. LI	12:50	8:05	16:45
	8:00			619	Ll. Barranquilla, Colombia..... " ..S.			14:30
	No. 454 L.M.I.L.			1316	S. Barranquilla, Colombia..... " ..LI			No. 455 D.M.M.V.
	7:30			1967	Ll. Kingston, Jamaica..... " ..S.			16:35
	11:00				S. Kingston, Jamaica..... " ..LI			12:40
	11:20				S. Cienfuegos, Cuba..... " ..S.			12:20
	15:10				Ll. Cienfuegos, Cuba..... " ..LI			10:20
13:55	15:30			2359	S. Camaguey, Cuba..... " ..LI	8:40		8:00
14:15					Ll. Camaguey, Cuba..... " ..S.	8:20	0:15	
16:25	17:25	18:40	22:00		Ll. Miami, Fla..... T.G.E. S.	6:15		

Above and Below: Stratoliner services in August 1944 included the above flights between the Canal Zone, Colombia, Jamaica, Cuba, and Miami, and those below between New Orleans, the Yucatan, Central America, and the Canal Zone.

(Léase hacia abajo) PAN AMERICAN WORLD AIRWAYS. NEW ORLEANS—BALBOA, ZONA DEL CANAL (Léase hacia arriba)

703	701	Kms.	(Aviones Boeing "Stratoclinpers" B-307 y Douglas DC-3)	700	702
Lu-Ma Ju-Vi	Sábado			Domingo	Lu-Ma Ju-Vi
+ 1:50	+ 1:50	0	S. New Orleans, La..... T.G.C. LI	+ 18:20	+ 18:20
4:30	4:30		Ll. Mérida, Yuc. (México).... T.S.C. S.	*13:50	*13:50
*4:50	*4:50	1000	S. Mérida, Yuc. " ..LI	13:30	13:30
7:25	7:25	1712	Ll. Guatemala City, Gua..... " ..S.	*11:00	*11:00
*10:10	7:45	2248	S. Guatemala City, Gua..... " ..LI	+ 10:10	+ 9:50
12:25	9:50		Ll. Managua, Nic..... " ..S.	8:50	7:20
12:40	*10:10	3160	S. Managua, Nic..... " ..LI	8:30	*5:10
17:10	14:40		Ll. Balboa, Zona del C..... T.S.E. S.	*6:25	

232 "Stratoliner" services by Pan American as of February 1946 included flights between 1) Miami, Kingston, and the Canal Zone; and 2) New Orleans and Merida (not illustrated).

DEUTSCHE LUFTHANSA
SOMMER-FLUGPLAN
GÜLTIG VOM 27. MÄRZ 38 BIS 30. OKTOBER 38
20 RÜCKFLÜGER MASSIGUNG

Summer 1938 Lufthansa timetable, cover of which illustrates Junkers Ju-90 and the Focke-Wulf Fw-200.

AIRLINES International - D/FW

Airline Memorabilia Show & Sale

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

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

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

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



SAFETY CARDS

© 1991 Robert Neal Marshall
Some materials submitted by Pat McCollam



ELECTRA L-188

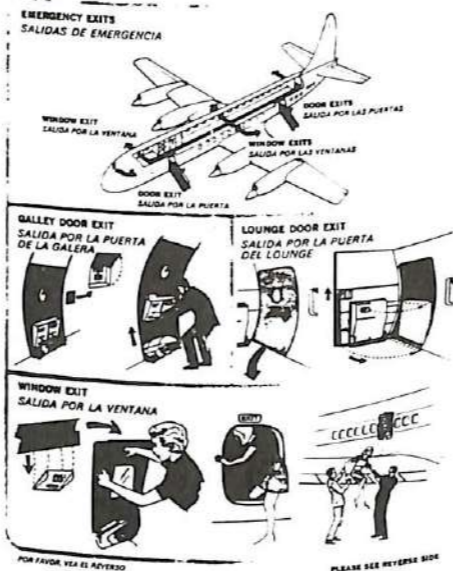
Although initially flown with a disastrous series of accidents that almost permanently caused its grounding, the Lockheed L-188 Electra has certainly endured the years. Still in regularly scheduled airline service with companies such as VARIG and Reeve Aleutian Airways, the Electra may also be seen in charter and cargo service around the world. In the late 1950's and into the 1960's major U.S. carriers such as American, National, Northwest, Eastern, and Western used to operate the Jet-Prop Electras as their company workhorse. In fact, the last Eastern Electra was still flying well into 1977!

I still remember waiting at the end of a line at Eastern's Lagoon to Washington shuttle and to my excitement finding out that a back-up

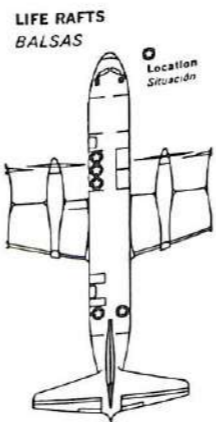
ELECTRA

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. Hay pocas probabilidades de 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.

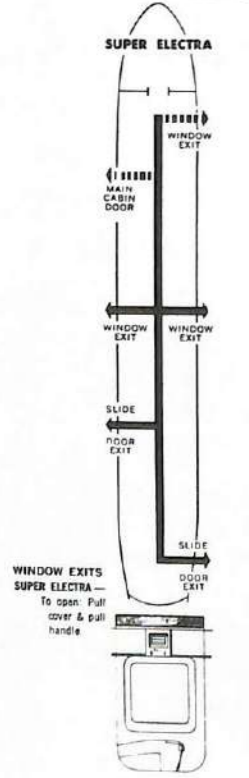


Right: Eastern Raft Locations
Bot. Left: Northwest Territorial Blocked Exits.



plane was being rolled in: the Electra! Most of the waiting businessmen groaned at having to ride this "old clunker", but I was thrilled at my one and only chance to ride on this remarkable plane. It was not so very long ago that passengers could still catch a ride on a PSA Electra to Lake Tahoe, catch an Air California L-188 flight, or fly Miami to Orlando on an Air Florida Electra.

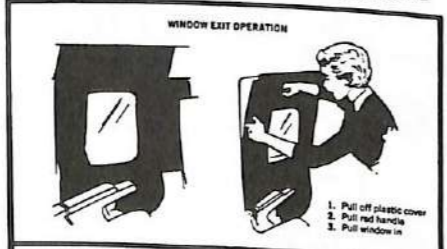
PSA EMERGENCY EXITS



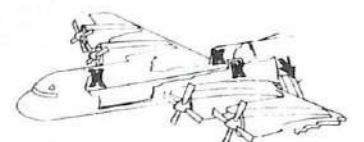
ELECTRA

Emergency Information Card AIR FLORIDA

You are flying aboard an ELECTRA 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. ALL SEAT BACKS MUST BE IN THE UPRIGHT POSITION DURING TAKEOFF AND LANDING.



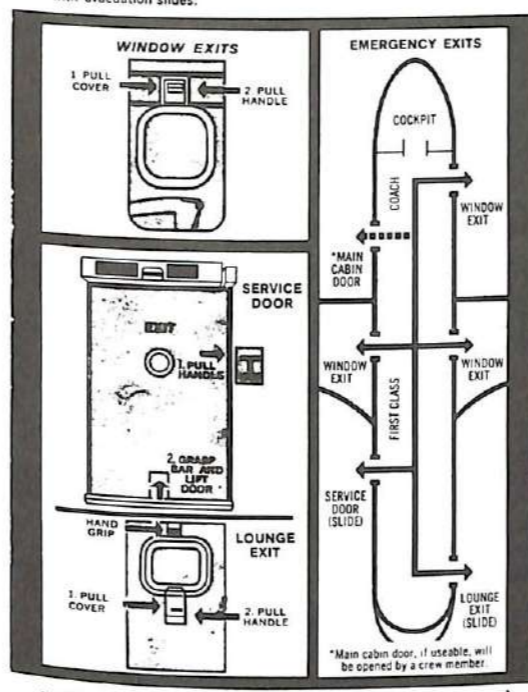
DO NOT TAKE THIS CARD FROM THE AIRCRAFT



ELECTRA

A IMPORTANT INFORMATION FOR OUR ELECTRA PASSENGERS
Even though you may be an experienced air traveler, there are certain features of this aircraft with which you may not be familiar.

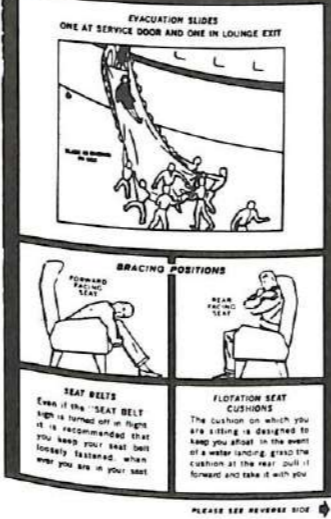
EMERGENCY EXITS
There are five exits provided for your use. The chart below will show you the one closest to your seat. The ones marked window exits are removable windows. The left rear service door and lounge exit are provided with evacuation slides.



AA FORM 0P101-B PRINTED IN U.S.A. PLEASE SEE REVERSE SIDE

ELECTRA

A IMPORTANT INFORMATION FOR OUR ELECTRA PASSENGERS



PLEASE SEE REVERSE SIDE

The Electra had a standard evacuation floor plan that, for the most part, remained unchanged until the cargo/passenger versions came out. In the forward cabin to the right there is a window exit with an escape rope. Just behind this section on the left is the main passenger door. Typically, this door was electrically operated and utilized telescoping retractable stairs. There were two over-wing window exits, one on each side. On the left side of the aircraft just behind the main cabin is a vertical sliding galley service door, and lastly a "lounge" exit with evacuation slide or chute. Unlike the slide contained doors typical of today's jets, the Electra "lounge" slide automatically swung out from a rear bulkhead compartment, flopped out the exit and inflated.



Above: PSA Electra Chute, Right: Great Northern Air Stair. Far Right: Varig Lounge Exit.

Many of the safety cards from the 1960's still had a very "technical" look. Variety of color and design were still not as prevalent in safety card printing. As a reflection of this era, many Electra safety cards were much more technically inclined rather than artistic. A few standard designs have reappeared over and

IMPORTANT INFORMATION

For Northwest Orient Airlines Passengers
WE WANT YOU TO KNOW ABOUT CERTAIN SAFETY FEATURES OF THE ELECTRA II

EMERGENCY EXITS
6 exits are provided for your use. The chart below shows their arrangement. The 3 black arrows indicate removable windows. 3 gray arrows indicate door exits. The two rear doors are equipped with fast operating evacuation slides. 1 window has an escape rope.

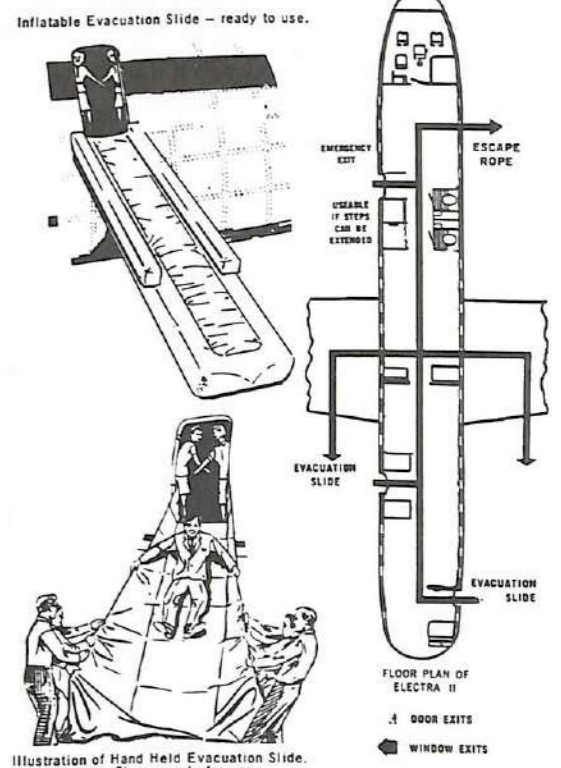
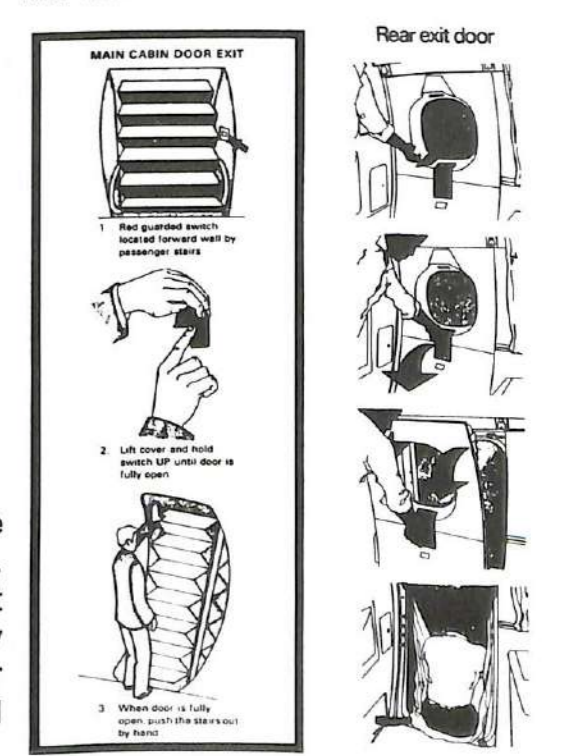
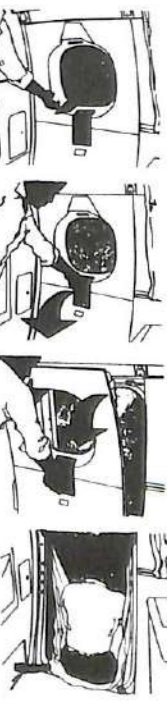


Illustration of Hand Held Evacuation Slide. (Gray Arrows) Shown ready for use.



Rear exit door



IMPORTANT INFORMATION

WESTERN AIRLINES INTERNATIONAL

HOLIDAY AIRLINES ELECTRA

PACIFIC WESTERN AIRLINES
SAFETY FEATURES OF YOUR LOCKHEED ELECTRA

The design of this modern airplane is a continuing program of maintenance of safety and the experience of your cabin and crew make it a pleasure to fly with the best in safety features of the ELECTRA. However, it is a good practice for every passenger to be acquainted with them.

YOUR SEAT BELT is designed for your comfort and safety in case of turbulence. Please keep it fastened whenever the seat belt sign is illuminated. You may find it convenient to leave your seat belt loosely fastened at all times and pull it snug when the sign is lit.

EMERGENCY EXITS
LOCKHEED ELECTRA EMERGENCY EXITS

There are five exits provided for your use. The chart below will show you the one closest to your seat. The window exits are removable. For easy access to the window, each seat backrest is hinged forward. The two exits at the aft end of the cabin are doors equipped with automatic inflatable evacuation slides.

SERVICE DOOR EXIT WITH SLIDE
To open: Pull release lever down. Lift bar at base of door fully up. Push release lever up to lock door. When door is lifted up side may be fastened to door frame.

AFT DOOR EXIT WITH AUTOMATIC INFLATABLE SLIDE
1. To open: Grasp handle and pull down. Pull bar across sliding handle forward and up.
2. Remove cover and pull handle out. Push handle out and down. Push bar across sliding handle forward and up.

WINDOW EXITS
To open: Remove cover and pull handle out.

OVERWING ESCAPE ROUTE

EVACUATION SLIDES
Evacuation slides and inflatable slides are indicated.

LOCATIONS

1. SERVICE DOOR EXIT
2. AFT DOOR EXIT
3. WINDOW EXITS
4. FORWARD DOOR EXIT

PLEASE READ OTHER SIDE

IMPORTANT INFORMATION
You are flying aboard an aircraft with a Flight Crew which is thoroughly trained and experienced. It is extremely unlikely that certain safety facilities will be needed, but simply as a precaution we would like you to be familiar with these features.

SEAT BELTS
Even if the "SEAT BELT" sign is turned off in flight, it is recommended that you keep your belt loosely fastened, whenever you are in your seat.

SEATBACKS
Federal Aviation Regulations require your seatback to be upright during taxi, take off and landing.

NO SMOKING
When the "NO SMOKING" sign is lit, you may smoke cigarettes while seated anywhere in the cabin. Whenever the "NO SMOKING" sign comes on, however, all cigarettes are to be extinguished.

HAND LUGGAGE
Federal Aviation Regulations require any article of baggage carried aboard to be stowed under a passenger seat.

LOCKHEED ELECTRA EMERGENCY EXITS

There are four exits provided for your use. The chart below will show you the one closest to your seat. The window exits are removable. For easy access to the window, each seat backrest is hinged forward. The two exits at the aft end of the cabin are doors equipped with automatic inflatable evacuation slides.

FORWARD DOOR EXIT WITH AUTOMATIC INFLATABLE SLIDE
To open: Pull release lever down. Lift bar at base of door fully up. Push release lever up to lock door. When door is lifted up side may be fastened to door frame.

WINDOW EXITS
To open: Remove cover and pull handle out.

AFT DOOR EXIT WITH AUTOMATIC INFLATABLE SLIDE
1. To open: Grasp handle and pull down. Pull bar across sliding handle forward and up.
2. Remove cover and pull handle out. Push handle out and down. Push bar across sliding handle forward and up.

OVERWING ESCAPE ROUTE

EVACUATION SLIDES
Evacuation slides and inflatable slides are indicated.

LOCATIONS

1. FORWARD DOOR EXIT
2. WINDOW EXITS
3. AFT DOOR EXIT
4. OVERWING ESCAPE ROUTE

PLEASE READ OTHER SIDE

REEVE ALEUTIAN AIRWAYS, INC. IMPORTANT INFORMATION FOR OUR PASSENGERS

You are flying aboard an aircraft with a Flight Crew which is thoroughly trained and experienced. It is extremely unlikely that certain safety facilities will be needed, but simply as a precaution we would like you to be familiar with these features.

MAIN CABIN ENTRANCE WITH AUTOMATICALLY INFLATABLE SLIDE

To open: Pull release lever down. Lift bar at base of door fully up. Push release lever up to lock door. When door is lifted up side may be fastened to door frame.

AFT DOOR EXIT WITH AUTOMATICALLY INFLATABLE SLIDE

1. To open: Grasp handle and pull down. Pull bar across sliding handle forward and up.
2. Remove cover and pull handle out. Push handle out and down. Push bar across sliding handle forward and up.

WINDOW EXITS

To open: Remove cover and pull handle out.

EVACUATION SLIDES

Evacuation slides and inflatable slides are indicated.

LOCATIONS

1. MAIN CABIN ENTRANCE
2. AFT DOOR EXIT
3. WINDOW EXITS
4. FORWARD DOOR EXIT

PLEASE SEE OTHER SIDE

Above: Western Electra

over as aircraft where bought and sold from one airline to another. One may note the similarity and duplication of graphics from Western Airline's Electra card (circa 1969), to the Pacific Western and Reeve Aleutian Electra cards. Eastern's mid to late 60's Electra safety cards were very similar to their Constellation and DC-8 cards of the same period. This style was also utilized eventually by Sahsa in Honduras, Canada's Nordair, and the now defunct Air Florida. A later PSA Electra format was almost identical to Air California and Holiday Airlines Electras.

PSA PACIFIC SOUTHWEST AIRLINES ELECTRA

You are flying aboard an Electra, 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 provided for you on this airplane. Follow the instructions of the flight crew.

NO SMOKING
When the "NO SMOKING" sign is lit, you may smoke while seated in the smoking section of the cabin. Whenever the "NO SMOKING" sign comes on, however, all smoking material is to be extinguished.

SEAT BELTS
Move around as much as you like in the cabin while the seat belt sign is off. We suggest, however, that you keep your seat belt fastened while in your seats. Of course, seat belts must be fastened any time the seat belt sign is on.

SEAT BACKS
During taxiing, takeoff and landing, each seatback in the aircraft must be in the upright position.

EVACUATION SEAT CURSORS
The cushion on which you are sitting is designed to keep you afloat in the event of a water landing. Grasp the cushion at the rear, pull it forward and take it with you.

IF AN EMERGENCY LANDING SHOULD BE NECESSARY, OBSERVE THE FOLLOWING:
a. Loosen necktie and collar, remove obstructive and loose teeth and sharp articles from pockets.
b. Adopt seat to full upright position and brace with your feet and hands.
c. Upon command "brace" given by Steward/ess, assume appropriate position.

BRACE POSITIONS
FORWARD FACING SEATS
AFT AND SIDE FACING SEATS

EVACUATION
If evacuation is ordered after the landing, move to the window or door exits shown in this chart. Assemble with other passengers at the designated door, and clear the aircraft.

LOCATIONS

1. COCKPIT
2. MAIN CABIN DOOR (EXIT)
3. WINDOW EXITS
4. SERVICE DOOR (EXIT)
5. FORWARD DOOR (EXIT)
6. AFT DOOR (EXIT)

PLEASE READ OTHER SIDE

VARIG ELECTRA II

You are flying aboard an Electra, 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 provided for you on this airplane. Follow the instructions of the flight crew.

EMERGENCY EXITS

1. MAIN CABIN DOOR (EXIT)
2. WINDOW EXITS
3. SERVICE DOOR (EXIT)
4. FORWARD DOOR (EXIT)
5. AFT DOOR (EXIT)

LOCATIONS

1. MAIN CABIN DOOR (EXIT)
2. WINDOW EXITS
3. SERVICE DOOR (EXIT)
4. FORWARD DOOR (EXIT)
5. AFT DOOR (EXIT)

PLEASE READ OTHER SIDE

Above: Eastern Lifevest. Right: Varig window exit

HOLIDAY AIRLINES

MAIN CABIN DOOR OPERATION

1. TO OPEN DOOR FLIP THE RED CHARGED SWITCH UP.
2. AFTER DOOR IS OPEN PUSH STAIRS OUT.

SERVICE DOOR OPERATION

1. PULL HANDLE DOWN.
2. LIFT UP HANDLE COVER.
3. PULL HANDLE UP TO LOCK DOOR.
4. AFTER AIRPLANE STOPPING, LOWER DOOR SLIDE.

LOUNGE DOOR OPERATION

1. FULL HANDLE UP.
2. PULL HANDLE.
3. REMOVE DOOR - SHOWN ABOVE.
4. LIFT FLAP - PULL HANDLE UP.
5. STAIRS CLEAR OF THE AREA.
6. STAIRS CLEAR - PULL HANDLE UP.
7. AFTER AUTOMATICALLY SECT AND INFLATE KICK-UP.
8. CLIMB OUT WINDOW.

WINDOW OPERATION

1. PULL HANDLE UP.
2. REMOVE WINDOW.
3. REMOVE WINDOW.
4. CLIMB OUT WINDOW.

PLEASE READ OTHER SIDE



Varig Electra II exit plan

AIR CALIFORNIA

You are flying aboard an Electra, 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 provided for you on this airplane. Follow the instructions of the flight crew.

NO SMOKING
When the "NO SMOKING" sign is lit, you may smoke while seated anywhere in the cabin or lounge while the "NO SMOKING" sign comes on, however, all cigarettes are to be extinguished.

SEAT BELTS
Move around as much as you like in the cabin while the seat belt sign is off. We suggest, however, that you keep your seat belt fastened while in your seats. Of course, seat belts must be fastened any time the seat belt sign is on.

EVACUATION SEAT CURSORS
The cushion on which you are sitting is designed to keep you afloat in the event of a water landing. Grasp the cushion at the rear, pull it forward and take it with you.

IF AN EMERGENCY LANDING SHOULD BE NECESSARY, OBSERVE THE FOLLOWING:
a. Loosen necktie and collar, remove obstructive and loose teeth and sharp articles from pockets.
b. Adopt seat to full upright position and brace with your feet and hands.
c. Upon command "brace" given by Steward/ess, assume appropriate position.

BRACE POSITIONS
FORWARD FACING SEATS
AFT AND SIDE FACING SEATS

EVACUATION
If evacuation is ordered after the landing, move to the window or door exits shown in this chart. Assemble with other passengers at the designated door, and clear the aircraft.

LOCATIONS

1. SERVICE DOOR EXIT
2. AFT DOOR EXIT
3. WINDOW EXITS
4. FORWARD DOOR EXIT

PLEASE READ OTHER SIDE

Safety on Board ELECTRA II CARGO/PASSENGER

GREAT NORTHERN AIRLINES INC.

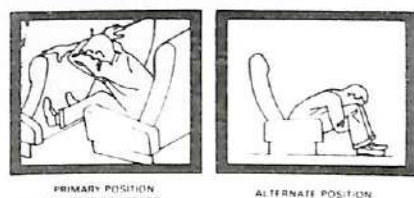
ELECTRA L-188

Emergency Information Card

You are flying aboard a LOCKHEED ELECTRA 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.

ALL SEAT BACKS MUST BE IN THE UPRIGHT POSITION DURING TAKE OFF AND LANDING.

BRACING POSITIONS



DO NOT FEEL ABLE TO BRACE FROM AIRCRAFT

Collector's Quiz

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

A. Airline: _____ Aircraft: _____

B. Airline: _____ Aircraft: _____

C. Airline: _____ Aircraft: _____

D. Airline: _____ Aircraft: _____

E. Airline: _____ Aircraft: _____

ANSWERS

A. Eastern, Electra
B. Lufthansa, JU-52
C. Luxair, Caravelle
D. Monarch, B-720B
E. Eastern, Electra

237



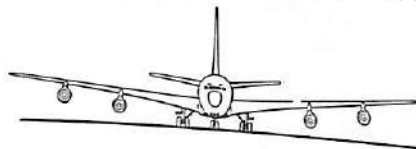
A classic sight: B707-321B in flight (Pan Am N892PA "Clipper Star King" - Pan Am photo).

By JOOP GERRITSMAN

Boeing has ended production of the 707. The decision to make no more of the company's first entry into the jet airliner market, was made early this year after it had not received a single order for the airline version of 707 in more than 16 years, although it continued in limited production as a government VIP transport and for purely military purposes. The latter included the E-3 airborne early-warning and control system aircraft for the USAF, NATO, Royal Saudi Air Force, British Royal Air Force, French Armee de l'Air, and the E-6 submarine communications aircraft for the U.S. Navy. Toward the end, production was down to one aircraft a month, with the last of the French order the last 707 delivered. Japan is said to want three or four E-3s, but it is taking the government so long to make a decision, Boeing could not afford to keep the production line open any longer for such a few aircraft. Restarting production later for just these few aircraft is also too expensive and Boeing has offered Japan the 767 as the carrier for the E-3 electronics package.

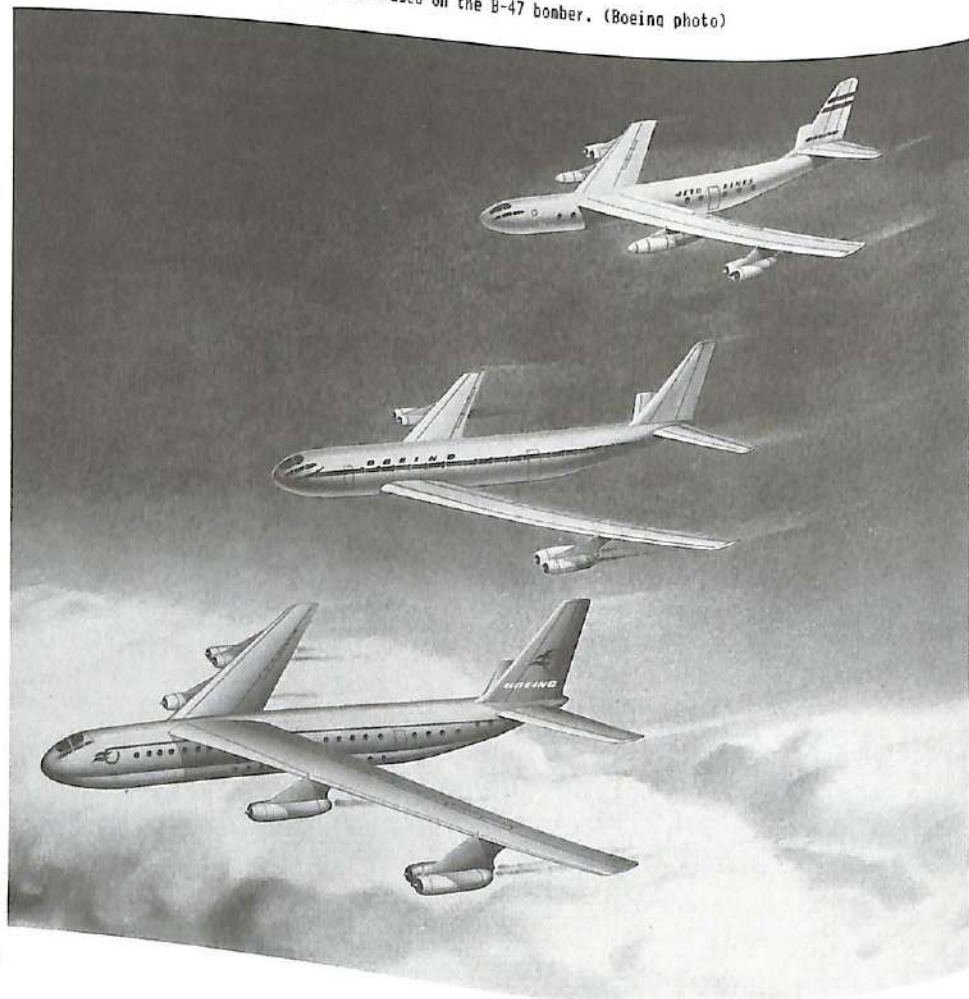
The last pure-civil airline 707 was delivered to Egyptair on 10 OCT 74 (SU-AXK, c/n 20920/893). All other airline-standard 707s delivered after that were either government, air force or corporate VIP transports. (A civil 707 delivered to Pelita Air Service of Indonesia on 14 APR 75, PK-PJQ c/n 21092/899, was an oil company aircraft and was later transferred to the Indonesian Air Force.)

End of the line



Preliminary studies for jet transport, all based on the B-47 bomber. (Boeing photo)

for the 707



Including VIP and military aircraft, 1,010 707 and 720 model aircraft were built, not including the 820 Model 717 KC-135 tanker transports and their derivatives, built for the USAF and French Air Force.

The production space at Renton, WA will now be used to expand production of the 737 and 757.



The DASH-80 flies home

DASH-80 GOES HOME

The Boeing 367-80, grandparent of all Boeing jet transports, went home to Seattle, WA, last May for permanent retirement.

After completing development work for the 707, 720 and 727 series and for NASA, the aircraft was parked in desert storage at Davis Monthan Air Force Base near Tucson, Arizona, in 1969. It was turned over to the U.S. National Aviation and Space Museum in 1972, but it remained at Davis Monthan because the museum did not have the space for it in Washington, D.C.

Boeing and the museum concluded an agreement earlier this year under which the Dash-80 would be loaned to Boeing for display at Seattle's Museum of Flight at Boeing Field, provided the company restored it to airworthiness condition for the ferry flight and then refurbished it to roll-out condition for display purposes.

15 Boeing technicians spent a month at Tucson to prepare the aircraft for its flight back to Seattle. During this flight, the landing gear remained locked down because it had not been possible to test it at Davis Monthan for proper retraction and deployment.

As part of Boeing's work to restore the Dash-80 to roll-out condition, the company is using it to test a new dry ice pellet paint stripping process. Dry ice pellets the size of pencil erasers are being sprayed under pressure on the painted surfaces. The dry ice freezes the paint but not the skin. This breaks the bond between the paint and the aluminum. The paint chips are the only residue, since there is no need for the 335 gallons of toxic methylene chloride that is needed to strip an aircraft this size.

Sources:

The author acknowledges having used the following publications in the compilation of this material on the 707:

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- AVIATION & AEROSPACE monthly, Maclean Hunter Ltd, Canadian Publishing, Toronto, Ont., Canada JUL & NOV 90.
- Newspaper and magazine articles from many years in the author's files.

THE BOEING 707 FAMILY

The following models of the Boeing 707 were built or proposed but not proceeded with:

Civil aircraft:

Model number	Fuselage length ft./in/m	Total built new	
367-80	127.10/38.96	1	Prototype of all 707 series a/c.
707-020		0	Original number for 720.
707-100		0	Proposed basic short-body model.
707-120	144.6/44.04	60	First prod. model. Medium range.
707-120B	144.6/44.04	0	As -120. Refitted w. turbofans.
707-120C	134.6/40.99	7	Short fuselage, for Qantas only.
707-120D	134.6/40.99	0	Qantas a/c refitted w. turbofans.
707-120E	144.6/44.04	5	-120 with more-powerful engines, for Braniff Airways only.
707-320	152.11/45.60	69	Intercontinental model.
707-320B	152.11/45.60	182	As -300, with turbofan engines and modified wings.
707-320BA	152.11/45.60	335	-320B w. various improvements.
707-320C	152.11/45.60	37	As -300 w. Rolls Royce Conway eng.
707-420	152.11/45.60	0	As -320B, w. Rolls Royce Conways
707-420B		0	Various proposals for -320 with stretched fuselages.
707-520B		0	Stretched -420B
707-520	180/54.65	0	-320B conv. w. CFM56-1B t.fans.
707-700	195ft/59.44	0	Stretched -320B.
707-820	208ft/63.40	0	Another proposed -320B stretch.
720	136.9/41.68	65	Short-range variant of 707.
720B	136.9/41.68	89	As 720, with turbofans.

Many of the -120, -220, -320 and 420 aircraft were retrofitted with turbofans while in service with model numbers used by the Boeing sales department. Boeing's engineering department used "even hundred" model numbers (e.g. -100).

Military aircraft (USA):

VC-137A	144.6/44.04	3	USAF VIP version of -120 for VIP transport and for use by the President of the United States.
VC-137B	144.6/44.04		VC-137A retrofitted with t.fans.
C-137B	144.6/44.04		New designation for VC-137B.
VC-137C	152.11/45.60	2	As -320. USAF, for Pres. use.
C-137C	152.11/45.60		New designation for VC-137C.
EC-137D	152.11/45.60	2	As -320C. USAF for airborne early warning.
E-3A	152.11/45.60	81	Prod. version of EC-137D.
KE-3A	152.11/45.60	?	E-3A w. aerial tanker capability for Saudi Arabia.
E-6A	152.11/45.60	16	As -320C. U.S. Navy submarine communications aircraft.
E-8A	152.11/45.60		Second-hand -320C for surveillance work.
C-18A	152.11/45.60	(8)	Second-hand 323C (American AL) for crew training.
EC-18B	154.3/47.02	(4)	Conversion of C-18A for Apollo space capsule tracking.

Other military

CC-137C	152.11/45.60	5	Ex-Western 347C, tanker-transport for Canadian Armed Forces
KC-707	152.11/45.60	(14)	Second-hand -320C tanker Iran AF

Several other air forces around the world have bought new or second-hand airline 707s of various models over the years for conversion to transport, tanker or other roles. However, these were not given separate military type designations.

PRESERVATION



A FORMER AIRBORNE EXPRESS CARAVELLE HAS BEEN ON DISPLAY AT THE PORT COLUMBUS, OHIO, AIRPORT SINCE 1985. HERE OUR AIRPORTS EDITOR TELLS US HOW IT GOT THERE.

By JIM (JET) THOMPSON

A CARAVELLE FOR COLUMBUS

Tuesday 25 JUN 85 had finally arrived. After more than a year and a half of waiting, praying and planning, this would be the day of dreams come true. What had begun as little more than a thought and some wishful thinking, was now a reality.

After finding out that Airborne Express had donated a Caravelle to the Greater Cincinnati Airport in 1984, I got to thinking. "Rather than see the rest be scrapped or given to someone who doesn't really care about them, I'd like to have one and have it on display at the Ohio History of Flight Museum here at Port Columbus Airport."

I talked it over with fellow club member and office manager of the museum, Jean Thomas. We decided to write Airborne Express and let them know we were interested if they would care to donate one to us.

Several months had passed when I came across one of their sales representatives at the Cleveland Air Show on Labor Day 1984. I did ask him about the Caravelles, but he said he thought they had all be scrapped. I figured this was why I hadn't heard anything from Airborne after my letter. But lo and behold, a short time later we received a letter back from president Larry Byrnes, saying yes, they did have one Caravelle left and were considering donating it to our museum.

Some more letters were written back and forth and a meeting was set up at Wilmington

Air Park, Airborne's home base in Wilmington, OH in JAN 85. The meeting was successful and they decided to make the donation to our museum.

One of their reasons for favoring us was that our museum is specializing in commercial and general aviation airplanes and is highlighting Ohio aviation history. Airborne Express is based in Ohio and they have the hub of their operations here. This tied in great with the fact the the first-ever Air Freight shipment took place 75 years ago from Dayton to Columbus, OH.

Now it was up to us in Columbus to get things approved. Foster Lane, founder of Lane Aviation and president and chairman of the board of the museum, gave his approval to accept the aircraft. George W. (Buddy) Byers Jr., the museum's treasurer and a member of the airport commission, was very helpful in getting the necessary approval to park the Caravelle here. Fellow club member and museum staffer Ted Keener

began gathering historical data on Caravelles at CMH.

Preparations were going along quietly when Airborne president Byrnes called to discuss the delivery of the aircraft, but no firm date was set.

But a few days later he called again to ask if we did have a place to park it and if we were ready to receive it. I gulped and said yes, but said I would have to get final approval.

"We want to deliver it to you on Monday, June 24th," were his exact words. This was only three weeks away! He said they had a special ferry permit that was good only for a limited time and he wanted to get the airplane out of Wilmington, before it deteriorated too much to be flown out.

Now things really began to move fast. Phone calls were made and luncheon meetings held to get the necessary approvals. We also had to find someone who could give us an appraisal for the value of the airplane for

tax write-off purposes for Airborne Express. Several last-minute hurdles were encountered, but we managed to overcome them all. The last big worry, of course, was the weather, since the ferry permit called for a VFR flight only. It was the only area we had no control over. The delivery date was moved to Tuesday, 25 JUN so that two officials of the airline could be on hand for the presentation to the museum.

Our prayers were answered as Tuesday was a beautiful day with a blue sky and only light winds. We couldn't have asked for better weather. At about 9:15 a.m. Cessna N99AX with the Airborne Express officials arrived. They included vice-president of operations David Siegfried, senior director of maintenance Terry Scherz and communications manager Rita Carey. After a quick tour of the Lane Aviation facility with Foster Lane, we went across the street to the museum. Rita called Wilmington and was told the Caravelle was in the air and should arrive in 15 minutes or so. Wilmington is only about 70 miles south of Columbus.

Meanwhile, a fair crowd was gathering for what for many would be the last time they saw a Caravelle fly. Several radios were monitoring the tower frequency and finally the announcement we had been waiting for, came: "Caravelle 901MW cleared for approach and fly-by Runway 10L." With that all eyes turned toward the sky and we saw a small dot appear right over downtown Columbus, heading for 10L.

Cameras were clicking and fingers pointing as she came across the airport fence. With speed brakes deployed and gear up, the Caravelle levelled off at about 50 feet. Many people received a bit of a scare as



L-R Captains Terry Looft and Todd Petit, the author, Foster Lane. (Photo by Jeanne Thompson)

they thought the airplane would land with its gear up. As she crossed the threshold, the speedbrakes were retracted and looking pretty as a picture, Caravelle N901MW flew past her new home, the Ohio History of Flight Museum. Probably the two most-surprised people that day were Captains Terry Looft and Todd Petit, who were flying her. They had expected to see only a few people to accept the airplane. Instead they saw a parking lot full of cars and people to greet them. Even the press was on hand to welcome them.

They circled the field and came in for the final landing on 10R, the long (10,700 ft) runway at CMH. The airplane could have landed on the 6,000 ft length of 10L, but since she had been sitting on the ground at Wilmington for so long, the crew wanted to play it safe with the brakes and have plenty of room to stop. Led by the Caravelle "Follow Me" car, the Caravelle taxied around the terminal and to the museum. As she approached, people were holding their ears against the noise. I heard one person say, "That is one reason why they don't fly them anymore."

After being welcomed by Fos-

ter Lane and myself (as acquisitions director of the museum), interviews were held with the TV people and the crew toured the museum.

The formal hand-over took place across the road, where Jean Thomas started off the ceremonies. Ted Keener told about how 20 years ago United Air Lines operated the first Caravelle schedule into Port Columbus.

The official presentation of the log book of N901MW to me (on behalf of the museum) was made by Terry Scherz.

Besides the people already mentioned, thanks are also due to Tom Johnston, president of Lane Aviation, the Port Columbus Airport Police who handled the traffic and parking situation at the airport and fellow WAHS member Marion (Gomer) Pyles for helping to start this entire thing in the first place and for trying to get us a tow-bar in case we needed to move the airplane.

Rita Carey, already mentioned, was more valuable than I can express in working out some last-minute details and for acting as out liaison with Airborne Express.

The next time you pass through Columbus, please stop by and see what is one of the few remaining Caravelles in the world.

HISTORY N901MW

- Built as prototype for Caravelle VI-R (6R), msn.62;
- 06 FEB 61 First flight, Regd. F-WJAP, in United Airl colors. Reg N2001U allocated for U.S. demonstration tour, not used.
- 22 AUG 61 Rereg'd F-BJAP ("W" is used only on aircraft that are not yet certified)
- 30 JUL 63 Del. to Cruzeiro do Sul, Brazil, as PP-CJC;
- 30 SEP 75 withdrawn from service by Cruzeiro and stored;
- 23 MAY 79 Delivered to Midwest Air Charter, as N901MW;
- 17 APR 80 To Airborne Express (Airborne Freight Corporation) as N901MW through Midwest merger into Airborne Freight Co;
- DEC 83 Withdrawn from service;
- 25 JUN 85 Donated to Ohio History of Flight Museum, Columbus, Ohio. On public display.

Caravelle VIR, Msn 62, F-WJAP on a test flight over France. The aircraft was the prototype of the VIR Series, ordered by United Airlines, and was painted in that carrier's livery for a U.S. demonstration tour. The U.S. registration N20001U was allocated but never used. United's 20 Caravelles were registered N1001U to N1020U. (Aerospatiale photo via Joop Gerritsma files)



TOP OF PAGE: Caravelle N901M on display at Columbus, OH. (Photo by Joop Gerritsma, 16 JUL 87)

LEFT: N901MW comes to a stop on the pad across from the Ohio Museum of Flight. (JET Thompson photo, 25 JUN 85)



JUNIOR CREW INSIGNIA

by STAN BAUMWALD

This column shows a bonanza of junior wings. Starting off, my good friend DAVE CHERKIS sent in an American Trans Air stick-on wing (#1). It is in gold wing with blue letters. Dave also sent another wing, issued by Daytona Beach Regional Airport (#2). Also in gold, with a clutch back.

BILL LOVE wrote with more information on Pan Am wings. I last discussed the metal wing similar to PAA 5 and PAA 6 as described in the Junior Crew Member Wings book. PAA 5 and PAA 6 show the words "Pan Am" in blocks. Since then, I have added more varieties. Bill says he has four different types of this wing, but the "Pan Am" is not in blocks (#3). Type one has a blue center, no blocks on Pan Am and bottom letters in gold, Pilot; Type 2 is the same except for saying Stewardess; Type 3 has a blue center, no blocks on Pan Am, bottom letters in blue, Pilot; Type 4 is the same as Type 3 but for Stewardess.

In addition, does anyone have any information on the Piedmont Junior Captain button shown here (#4)?

Bill also also writes about four different varieties of the Northeast wing. The big difference is that the backs have different fasteners, which means they were made at different times.

One of the things in this hobby that never ceases to amaze me is how different collectors of the same items can be. I am compulsive and will collect just about anything in kiddie wings, including varieties and airport wings. My good trader friend JOHN COLLENTINE, however, restricts himself to junior pilot wings. Other people I have talked to, collect only metal kiddie wings, and so on.

In any case, John was visiting his daughter in Ft. Lauderdale and we did some trading. He had a TWA Junior Hostess wing (#9) which I did not have and a trade was made. In the book on Junior Wings I show a TWA 11 which is known in a bronze color. Now I have one in silver to add. The photo is of the bronze wing, as the details show better, but they are the same except for the color.

Then, John had a "Kissimmee Airport" wing (#5) for me to add to my collection. My frame

for airport wings is just about full and I will have to start another, with all the airports in the country putting out wings.

One of the wings I recently received will be the last one issued by Midway Airlines (#6). It is similar to the USAir issue, a laminated stick-on made in Taiwan. It was sent to me by a friend who was a captain with Midway Airlines, BILL BAIRD. At the time he sent me this wing, the merger with Northwest Airlines was just about a done deal and he was very happy. Then, just a few days later, the done deal became unglued. Real sad as I have several friends with Midway. We in the business thought that working for an airline would be a sure thing. At least, that is when I hired on with Northwest Airlines in 1959. Little did I know that, just like life, it is just a crap shoot. Thank heavens I was able to take normal retirement last year. Now all I have to worry about is making sure the airline survives so my pension continues. The people at Midway now join those from other airlines that have gone bankrupt since deregulation. I wish them the best of luck.

I have been able to acquire the new Cathay Pacific Young Discoverers Club wing (#7). It is gold-colored with the airline name in green. I can also show a photo of the "Eastern Australia" wing (#12). I had only a Xerox copy last time. This is in gold with a multi-colored center with the airline logo.

Recently at a flea market, I was lucky to find a United Air Lines Future Pilot wing (#13) that was unknown to me. This is different from other issues because this style of wing has always had a center decal in red/white/blue. This one, however, is just plain silver-colored and has raised letters. The material is a pot metal. Now I have to find the Future Stewardess wing of this variety.

When up at Minneapolis in October to visit friends, I found an NWA junior wing (#10) that was unknown to me. It was still in its original package.

The wing is just like NWA 6 which was made in Hong Kong and came in a blue and white package, "Compliments of the Captain". That wing was quite crude. This new find was made in Taiwan and comes in a white package, also "Compliments of the Captain". Another big difference is that the bottom bar measures 25 mm, the same as the Hong Kong-made wing, whereas all Taiwan-made wings after this have a bottom bar that measures 33 mm.

In a recent trade I picked up the Western Airlines laminated Jr. Stewardess wing (#11). As this one has not previously been photographed, I show it here. There is also a Junior Pilot wing of this type.

And then there is the infamous "F" wing (#8). Nobody I have talked to, seems to know what airline this represents. I have done some checking and have found there was a Florida Airlines that started 02 JAN 37 and ceased operations again in March of the same year. I believe we can eliminate this carrier as it was too short-lived and existed before any known other kiddie wing. Florida

WITH THE PHOTOS: >>

(Left to right, top to bottom)

- # 1. American Trans Air stick-on
- # 2. Daytona Beach Regional Airport.
- # 3. Pan Am" Junior Clipper Stewardess.
-
- # 4. Piedmont Junior Captain button.
- # 5. "Kissimmee Airport".
- # 6. Midway Airlines.
-
- # 7. Cathay Pacific Young Discoverers Club.
- # 8. Infamous "F" wing.
- # 9. TWA Junior Hostess.
-
- # 10. NWA junior wing.
- # 11. Western Airlines laminated Jr. Stewardess wing.
- # 12. Eastern Australia wing.
-
- # 13. United Air Lines Future Pilot wing.
- # 14. Tower Airlines kiddie wing.
-
- # 15. "Carnival Memphis Airshow! Seessel's".
- # 16. "CAF" from the Confederate Air Force.
-
- # 17. "Santa Ynez 1991".



da Air Taxi started 30 OCT 64 and flew Beech and Piper aircraft. They probably did not issue this wing either, as I know of very few commuters that have issued kiddie wings. There also was a Florida Airways in business from early 1943 to MAR 49. This is a possibility.

However, there were and are quite a few airlines whose names start(ed) with an "F": Fayetteville Flying Service, Ferguson Airways, Fireball Air Express, Fischer Brothers Aviation, Flamingo Air Services, Fleet Airlines, Fleetway Airlines and Frontier Airlines. That is just in the United States. Take your pick, but I really need some help with this one. Please write.

I have also acquired a new Tower Airlines kiddie wing (#14). This company flies out of JFK, mostly charters to the Holy Land. The wing is a silver Stoffel with orange and dark-blue colors.

The following three "miscellaneous" wings are also new in my collection:

"Carnival Memphis Airshow! Seessel's" (#15) is a Stoffel wing in gold with blue letters.

Another is "CAF" (#16), from the Confederate Air Force. It is in silver with blue letters and has the text "Wings over Houston" in the bar.

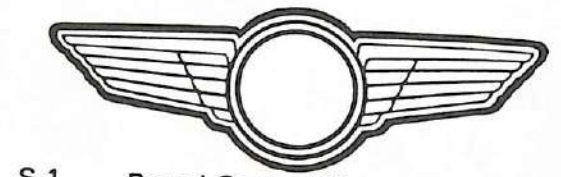
The third wing reads "Santa Ynez 1991" (#17). It is in gold with black letters and its origin is unknown to me.

Stoffel wings

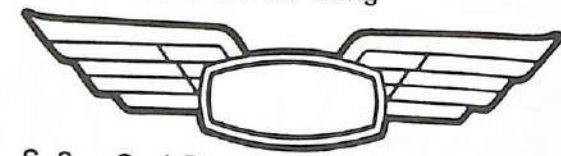
As there are so many wings designed by Stoffel Seals Corporation, I am publishing here illustrations of all the known basic Stoffel designs. I am assigning numbers to them, so in the future I can just refer to a wing as "S-1" to indicate its shape. You may cut this out of the CAPTAIN'S LOG, or even better, make a Xerox copy of it to paste in your reference book to have it handy for reference in the future. To my best knowledge, there are nine different basic types of Stoffel Seals kiddie wings and they are all approximately 70 mm (2 and 3/4 in) wide.

By the time you read this, it will be 1992, so I wish all of you a Happy and Prosperous New Year!

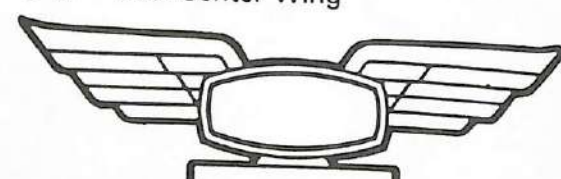
Happy Collecting



S-1 Round Center Wing



S-2 Oval Center Wing



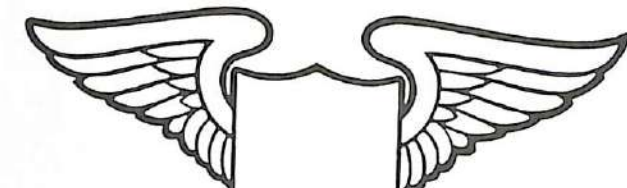
S-3 Oval Center Wing with Bar



S-4 Round Center Wing



S-5 Round Center Wing with Bar



S-6 Shield Wing



S-7 Shield Wing with Name Bar



S-8 Round Center Wing



S-9 Round Center Wing with Bar

TWA Stewardess Uniforms 1938-1991

Text and photos
By BOB FELD



TWA, 1938
Second style Summer uniform

Trans World Airlines (TWA) started service in 1926 as Transcontinental Air Transport. The airline became Transcontinental and Western Air on 15 JUL 30 through a merger with Western Air Express that was forced upon the two airlines by the U.S. Post Office and Postmaster Walter F. Brown. In MAY 34 the airline changed its name to TWA, Incorporated and on 03

TWA, 30 JUN 78/81
Fall/Winter uniform



DEC 45, with the granting of foreign routes to the airline by the Civil Aeronautics Board, the name was changed to Trans World Airlines.

When the TWA board of directors decided in early 1935 to hire women for the position of hostess, 1,600 women applied for the first class, but only 30 were selected. They graduated on 06 DEC 35. Their uniform consisted of a gray wool serge jacket, skirt and hat, a white blouse and brown oxford shoes.

TWA's second style hostess uniform was worn during the summer of 1938. It included a white wool belford cord jacket, white wool skirt and hat, a white silk blouse and a burgundy bow-tie. White oxfords with 2" natural stacked heels completed the uniform. A sterling silver half wing attached to a red disc was worn on the left breast and on the cap. In the center of the disc are the letters TWA in silver. This uniform was phased out after the summer of 1938.

As styles changed, so did the uniforms of the TWA hostess and in 1978 she was attired in a heavy-weight blue/black jacket and slacks or skirt, a white blouse and a maroon-white navy tie or scarf. This uniform was worn during the fall and winter months. For the spring and summer the hostess changed into a light-weight blue/gray jacket and skirt. The blouse, scarf or tie were the same as for the fall and winter uniform. Both uniforms came with 2" black leather mid heel pumps. Both these uniforms were phased out in 1981.

The current flight attendant (formerly hostess or stewardess) uniform looks exactly like the hostess uniform worn during the fall and winter of 1978/81. However, it is of a light-weight material. The accessories are the same as worn during 1978/81, with the exception that the flight attendant may wear 3" black leather high heel pumps instead of the 2" black leather mid heel ones.



TWA, 30 JUN 78/81
Spring/Summer uniform

Bob Feld is a WAHS member from Cypress, CA. He heads the World Airlines Stewardess Uniform Collection and has more than 85 different uniforms and approximately 300 different insignia. The uniforms and insignia date from 1936 to the present day, representing more than 50 years of in-flight service. It is one of the largest collections of stewardess uniforms and insignia in the USA.

TWA
1981/current



**WORLD AIRLINE
STEWARDESS UNIFORM COLLECTION
PRESERVES THE HISTORY OF
COMMERCIAL AVIATION
IN-FLIGHT SERVICE**

By BOB FELD

The airline industry through its inception in the 1920s to the present day has undergone a transition unequal in the history of transportation.

Although many airlines took wing following World War 1, it wasn't until the advent of in-flight service in the early 1930s that air transportation was firmly established and air travel became a reality for millions of people.

Unfortunately the majority of aviation museums have only very small areas - if any at all - dedicated to commercial aviation and in-flight service. The history, the aircraft flown, cabin crew insignia and uniforms used were not preserved in great numbers, unlike for instance similar items of the military.

The accompanying article is about the uniforms of one airline in one of the largest private collections of airline stewardess uniforms and insignia in the United States, da-

ting back to the mid-1930s. Together, the uniforms and insignia represent more than 50 years of in-flight service and millions of miles of flight.

The stewardess uniforms of domestic airlines in the collection are very diversified. There is a TWA uniform from the summer of 1938; an American Airlines uniform with the military look of the 1940s and 1950s; a United Airlines mini-dress uniform of the late 1960s and early 1970s. From the mid-1970s to the present day the collection includes the professional and business-look uniforms of Eastern Air Lines, Alaska Airlines, Pan American Airways/Pan Am and Delta Airlines, to name but a few.

The stewardess uniforms and insignia of many of the world's airlines are also represented. In the collection are the last uniform of Interflug of the former East Germany; the cabin

attendant uniform of Virgin Atlantic in England; Japan Air Lines stewardess uniform worn between 1970 and 1977 and the current uniform for South African Airways.

From Indonesia the collection has four different stewardess uniforms dating back to the formation of Garuda Indonesia Airways on 01 MAR 50. Also represented are stewardess uniforms from Iceland, the Soviet Union, the Philippines, Yugoslavia, Malaysia, Denmark and the Netherlands Antilles.

Many of the uniforms and insignia in the collection bear the names of airlines that no longer exist because of bankruptcies or merger. Airlines such as Hughes Airwest, Air Cal, Allegheny, Jet America, Western, Pacific Southwest, Swift Aire, Republic and McClain, to mention a few.

Bob Feld can be contacted at the WASUC address, P.O. Box 416, Cypress, CA 90630, USA.

Chicago & Southern, as well as the many small companies that went into those airlines. Companies such as Pacific Marine Airways, Colorado Airways, Standard Air Lines, West Coast Air Transport, Inland Air Lines, National Parks Airways, Boston Maine and Central Vermont Airways, Mayflower Airlines, the Airline Feeder System, Pacific Seaboard Airlines, Pacific Northern and so on are all included.

Delta Airlines itself goes back to Huff-Daland Dusters, a crop-dusting outfit working in Georgia in the mid-1920s. Seeking work in the off-season, it started operations in Peru in 1926. These included scheduled services under the name Peruvian Airways as well.

Really, the story of Delta, now one of the world's biggest airlines, is too complex to describe here in a few paragraphs. As with the Lufthansa book mentioned above, reading Ron Davies' book is the best way to find out how it all came to be. An extensive index in both books makes finding details easy. These are MUST READ books, both of them.

NYRBA LINES
Linking the Americas
(Triple Crash Covers, Outlaw Flight,
and its Postal Markings)

Author: Julius Grigore, Jr.
Avail. from: A.V. Retty, 408 Venezia
Park, Venice, FL 32428, USA
Price: \$15 postpaid (foreign add \$6).
Softcover, 115 pages, more than 50
illustrations of flight covers plus
other photographs

(Reviewed by Don Thomas)

On the 60th anniversary of the longest airline route in the world at that time, Capt. Grigore has published his monograph on NYRBA's flight covers, specifically an illustrated report on the crash covers, postal markings and other covers carried by the New York, Rio & Buenos Aires Line on its first flights from Buenos Aires to Miami, via Uruguay, Brazil and other countries on the way.

This book includes the story of NYRBA's struggle to avoid being taken over by Pan American Airways and the denial of a mail contract to NYRBA by the U.S. Post Office. Stories from Ralph O'Neill's book "A Dream of Eagles" are recounted and photographs were supplied by many sources, including Jane Galbraith, O'Neill's secretary and later his wife.

The "Outlaw" covers were so called because the mail was not authorized by the U.S. Post Office Department although mail contracts were in force from Brazil, Argentina and other countries along the route. Some of the covers were involved in three crashes before arriving in the U.S.

The illustrations, besides the flight covers, are of prominent people involved with NYRBA and the Post Office. The book was produced by the Xerox (photocopy) process and comes with an extensive bibliography. It has won literature awards at stamp shows in Canada and the U.S. Highly recommended!

JP AIRLINE-FLEETS International
1991 (25th edition)

Authors: U.Klee and others
Publisher: Bucher Publications, P.O. Box
44, CH-8058 Zurich-Airport, Switzerland
Price: Approx. \$46
Softcover, 572 pages, 90 color photos.

(Reviewed by Joop Gerritsma)

The annual "JP" doesn't really need an introduction for the aircraft registration and airline fleet enthusiast. In fact, this is the one absolutely indispensable annual handbook one needs to keep up to date with the fleets of airlines around the world.

The book lists the aircraft fleets of more than 4,500 airlines in the world, from small carriers with a single Cessna to the largest airlines such as American, Delta, Aeroflot etc. All are listed by country in alphabetical order of the

international civil aviation markings (N for the U.S., G for Britain, etc.) and within each country in alphabetical order of airline name.

Details for each aircraft include its registration, exact type, msn, name and previous registration where applicable, month and year of manufacture, engines and max. takeoff weight. Aircraft on order but not yet delivered by the closing deadline of APR 91 are listed as such.

The color photos are grouped together on the 29 pages in the center and on the back cover (with a collage of 8 more photos on the front). They depict just about every type of airliner in service today.

Extensive indexes contain an alphabetical listing of every airline included, a decoding of the two-letter and one number-one letter IATA airline designators, the three-letter ICAO designators and the four-letter leasing company designators, of the international civil aircraft markings and an alphabetical listing of countries included in the book.

One of the beauties of this book is that it is updated every year.

Observers AIRCRAFT
&
Observers AIRLINERS

Author: William Green, (Aircraft);
William Green and Gordon Swanborough
(Airliners)
Publisher: Frederick Warne & Co.,
London, England (1991). Available
through your local Penguin Books book
stores.

PRICE: Approx. \$9 each
Softcover; 256 pages (Aircraft) and 192
Softcover; 140 B&W photos (Air-
craft) and 100 color photos (Airliners).
(Reviewed by Joop Gerritsma)

These are the 39th and 3rd editions respectively of these handy, pocket reference guides.

As in the past, Observers Aircraft gives details in capsule form of the development, operational and technical aspects of the latest civil and military airplanes in production in 20 countries. Each aircraft gets two pages: on the left page a photo and most of the details, on the right a full-page three-view silhouette by that master of air-view silhouette by that master of air-view silhouette, Dennis Punnett, plus the aircraft's principal dimensions.

The treatment in Observers Airliners is the same, except the information is of airliners only, the photos are in color and older aircraft no longer in production, are also included, such as the DC-propliners and many others.

For quick at-a-glance reference guides about aircraft, there is no better value for your money than the Observers books.

BADGES of the UNITED STATES MARSHALS

Authors: Raymond Sheppard & George
Stumpf
Publisher: RHS Enterprises, P.O. Box
5779, Garden Grove, CA 92645, USA (1990)
Price: Softcover \$19.95, hardcover
\$32.95. CA resident add 6.25% sales tax.
160 pages, more than 450 B&W & color
photos of badges.

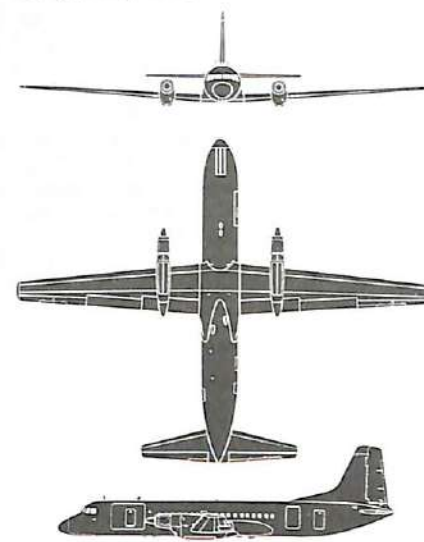
In response to the article about CAP-Air in the previous issue of the CAP-TAIN'S LOG, WAHS member Jim Burton of Torrance, CA advises of the availability of the aforementioned book.

It presents the history of the U.S. Marshals Service 1789 to 1989 and provides details about careers in the service, an honor roll of marshals who have died in the line of duty, the collecting section that tells you how to spot fakes and reproductions.

The book was officially sanctioned by the Director, USMS.

NAMC YS-11A

Dimensions: Span, 104 ft 11 in (32.00 m), length 86 ft 3 in (26.30 m), height 29 ft 5 in (8.99 m), wing area 1,020.4 sq ft (94.8 m²).
Weights: (200) Operating weight empty, 33,993 lb (15,419 kg), max payload, 14,508 lb (6,581 kg), max fuel, 12,830 lb (5,820 kg), max zero fuel, 48,500 lb (22,000 kg), max take-off, 54,010 lb (24,500 kg), max landing, 52,910 lb (24,000 kg).



From "Observers AIRLINERS"

PISTON ENGINE AIRLINER PRODUCTION LIST
&
TURBO PROP AIRLINER PRODUCTION LIST

Authors: Tony Eastwood & John Roach
Publisher: The Aviation Hobby Shop, 4
Horton Parade, West Drayton, Middlesex,
England UB7 8EA.
Price: Approx. \$23 each.
Softcover, 300 pages (Piston) and 400
(Turbo prop)
Three color photos on the cover of each
book and two B&W photos for each air-
craft type inside.
(Reviewed by Joop Gerritsma)

These are straight compilations of the operational careers of each of the aircraft listed: every type of piston engine airliner built in the West seating 19 or more passengers and commencing production after 1943 and each type of prop jet airliner built in the West since 1948 and seating 19 or more passengers. The listings include the entire production run for each type, and each entry gives the changes of ownership of each aircraft throughout its life, as shown in the following example of a Convair CV-240:

115 240-0 ff
N98258 American Airlines "Flagship Roanoke" del 17.11.48;
American Airlines "Flagship Mesa Verde" nn; Dundel Corporation
bt 10. 3.58; Continental Air Lines lsd 15. 2.59; Dundel Corporation
bt 16.10.59; National Flying Farmers Association lsd
10.59; N200FA National Flying Farmers Association rr 25. 3.60;
H J Heinz Company bt 4. 8.60; N357H H J Heinz Company rr 23.
8.60; N357H H J Heinz Company rr 24. 6.70; Continental
Aviation Company bt 1. 7.70; Concare Aircraft Leasing lsd 27.
7.70; Executive Leasing Service bt 13. 4.71; N300BP Executive
Leasing Service rr 11.71; Executive Air Leasing Services lsd
1.11.72; Central Iowa Airlines bt 3. 4.73; N300GR Central Iowa
Airlines rr 1. 8.73; Charles Clay bt 8.80; Crashed after take off
Spruce Creek, Daytona Beach, Florida 24. 5.80.

The information in these books is based on the files of Lunsqvist Aviation Research, publisher of "Aviation Letter" the monthly magazine for collectors of fleet lists and airliner manufacturers' serial numbers.

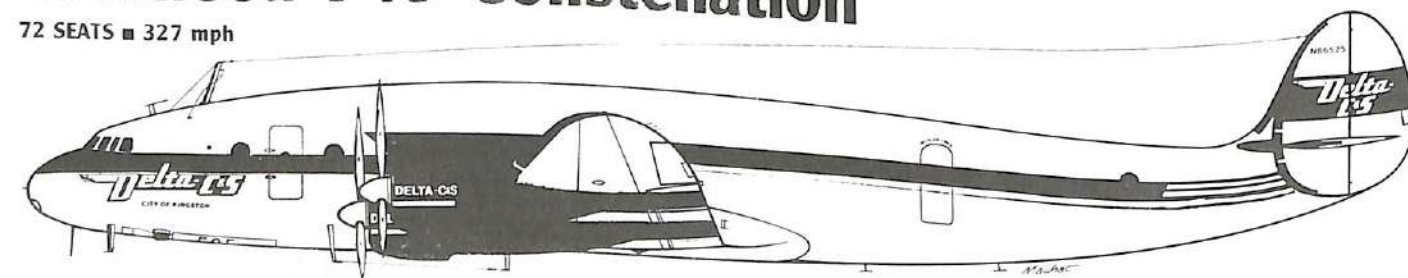
Both books are first editions and are companion volumes to the Jet Airliner Production List. A new edition of the latter is in preparation.

Fleet list collectors and people interested in the histories of individual aircraft will find themselves referring often to these books as they try to identify specific aircraft.

BOOKCASE

Lockheed 749 Constellation

72 SEATS ■ 327 mph



Wright 749C-188D-1 (2,500hp) x 4 ■ 102,000 lb. max. gross take-off weight ■ Range 1,800 miles

LUFTHANSA
An Airline and its Aircraft
&
DELTA
An Airline and its Aircraft

Author: R.E.G. Davies
Publisher: Orion Books, 201 East 50th
Street, New York, NY 10022, USA (1991)
Price: Approx. \$30 each.
Hardcover, 90 pages (Lufthansa) and 112
pages (Delta), dozens of photographs and
maps, plus aircraft silhouettes by Mike
Machat

(Reviewed by Joop Gerritsma)

There is no question about it: Ron Davies and Mike Machat have delighted airline historians again. After their PanAm book, they have teamed up to produce two more superb books that are everything an airline enthusiast can wish for. As in the previous book, Ron

Davies presents in concise form the history of each airline and their predecessors and the aircraft they used.

Both books are literally jammed full with details on route development and fleet histories, with a mouthwatering selection of historic photos, detailed aircraft sideviews (by Mike Machat) and equally detailed route maps (by Ron Davies). The pure-white paper stock used makes for great reproduction of photos and Mike Machat's aircraft sideviews in full color.

The Lufthansa volume starts with DELAG, the company operating Zeppelin flights across Germany on a regular, but non-scheduled basis before WW1, but started scheduled service after the war.

From there the author describes the many airlines that sprang up in the early 1920s and how, on 05 JAN 26 they all became one (under some government pressure) to form Deutsche Luft Hansa. DLH's foreign ventures in China, the Middle

East and South America are detailed, as are its transatlantic air mail services to South America with the help of catapult ships stationed along the way and its pioneering long-distance flights to New York, Beijing and Tokyo.

He shows how DLH struggled on during WW2 and made its last flight only on 05 MAY 45, the day before Canadian troops entered its then headquarters city of Flensburg in the north.

A new start was made with Convairs in 1954 in Europe and Super Constellations on the North Atlantic two years later.

Today Lufthansa is one of the world's foremost airlines. How it got to that position makes for fascinating reading.

The Delta book could be called several books in one. Not only does Davies tell the history of Delta Air Lines, he does the same for all airlines that at one time or another merged into Delta during its history: Western Air Express, Western Airlines, Northeast Airlines and

MEETINGS & CONVENTIONS

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

THIS IS A FREE LISTING FOR GROUPS AND INDIVIDUALS. Please send details of your airline hobby event as soon as possible to the Editor, Joed Gerritsma, P.O. Box 776 Welland, Ontario, Canada L3B 5R5

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22 FEB 92 (Saturday)
LOS ANGELES, CA

Airliner trade show. Viscount Hotel at LAX. Details from John Dekker, P.O. Box 820, Seal Beach, CA 90740-0820, or phone (714) 841-4446.

AIRLINES *International* - D/FW

04 APR 92 (Saturday)
DALLAS, Texas

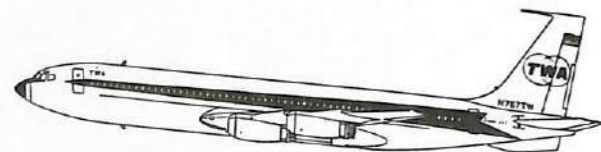
Airlines International DFW Airline Memorabilia Show and Sale, Holiday Inn, DFW Airport NORTH, 4441 Highway 114 at Esters Road (Between DFW and Belt Line Road). Show open 0900-1700 hrs. Dealer set-up 0700 hrs. Information: George Cearley Jr., P.O. Box 12312, Dallas, TX 75225. 3/4 of tables already sold!

O'HARE EXPO! AIRLINE MEMORABILIA SHOW

1st Time Ever In Chicago!

24-25 APR 92 (Fri-Sat)
CHICAGO, Illinois

O'Hare Expo Airline Memorabilia Show. First time ever in Chicago. Hotel Sofitel. Show open Fri 0730-1000, Sat 0800-1800 hrs. Adm. \$5 at the door for both days (Ch under 12 free). Buy, sell, trade, door prizes. More than 70 booths. Tables \$30, incl 2 adm. 24-hr free airport shuttle. Friday night welcome and slide show (bring your airline slides). Special guest: Capt. Al Haynes of UA F1 232. Hotel Room rates \$59 s or d. For reserv. 1-800-233-5959. Ask for Airline Expo rate. Table set-up Fri 1800-2400 hrs. Details from Linda Dickerson 1200 Power Horn, Algonquin, IL 60102. (708) 854-1152.



Top Fite Information Presents

WASHINGTON, D.C.

Airline Collectibles Show

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

Second Washington, D.C. Airline Collectibles Show. Rosslyn Westpark Hotel, 1900 North Fort Myer Drive, Arlington, VA 22209. Rooms \$67 per night, for reservations phone 1-800-368-3408 (mention Airline Collectibles Show). From National Airport: by Metro (subway) 4 miles (10 minutes) or by taxi (approx. \$5 fare). Free parking at rear of hotel, off Nash 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). Set-up at 0700 hrs. For info 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.

09 MAY 92 (Saturday)
LAS VEGAS, Nevada

Airliner trade show. Hacienda Hotel & Casino. For details, Michael Kopanski, P.O. Box 97931, Las Vegas, NV 89193, Ph. (702) 294-4167.

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

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

23 MAY 92 (Saturday)
VANCOUVER, B.C., CANADA

Airliner show. Delta River Inn at YVR. For details, Henry Tenby, Box 23762, Vancouver Airport P.O., Richmond BC, Canada V7B 1X9, Ph (604) 731-0058 or (604) 273-9025.



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.

03 OCT 92 (Saturday)
LOS ANGELES, CA

Airliner trade show. Viscount Hotel at LAX. Details from John Dekker, P.O. Box 820, Seal Beach, CA 90740-0820, Ph. (714) 841-4446.

08-11 JUL 93 (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

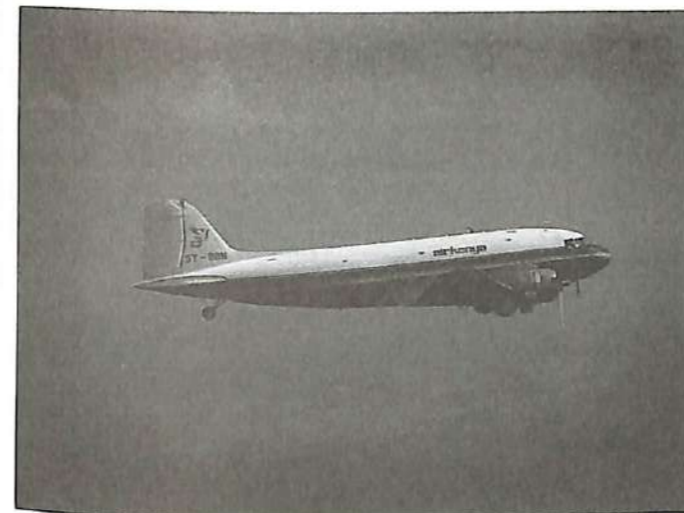
Colorado Airliners International AMR Combs facility at Stapleton Airport at 7 p.m. Meetings. For info, films, trading & more on the program. For info write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. Please note: On occasion the meeting takes place on a day other than the last Tuesday of the month.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

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.

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If you want a paid advertisement in the CAPTAIN'S LOG, or if you want us to distribute your show flyer, please contact Paul F. Collins, 3381 Apple Tree Lane, Erlanger, KY 41018 or phone 342-9039.



....from the left hand seat

by

Paul F. Collins

This issue of the LOG closes out our 17th year as an organization serving the needs of airline memorabilia collectors around the world. Sometime in the near future we will sign up member number 3000. While we do not have that many active subscribers, it does mean that in the 17 years we have been active, there has been almost 3000 people whose lives that we have touched. When I started this organization back in the mid-1970's, I was just happy to get the first 20 or so members signed up and send them the first issues of the LOG. A lot of members have come and gone during this period, as have airlines that were so important to our collecting. I hope the next 17 years will be as good to us as the first 17. I don't think the airlines will be that lucky!

A number of you have already sent in your 1992/Volume 18 renewal, which is appreciated. Also the interest in the membership card has been greater than I expected. About two-thirds of those that have renewed recently are requesting the card. By the way, the cards will be mailed with your issue 18/1 of the LOG, so if you hoped to receive it with this issue, wait just a while longer. I am waiting to send the order in for the cards on March 15, which is the cut-off date for receiving renewals to get your name listed in the 1992 Official Roster. Remember, renewals MUST be received at HQ by MARCH 15, 1992 if you want your name to be listed in the Roster booklet. I have had folks renewing in April and May wanting to know why their name wasn't listed in the roster booklet! If you have already renewed or if your membership line ends with the number combination 18/1 or higher, your name WILL be listed in the booklet. Those receiving renewal notices with this issue of the LOG are those that expire with the current issue (Vol 17/4) and the next issue 18/1. So if you receive a notice, please send in your renewal as soon as possible.

I am sure that you have noticed the growing number of miniconventions that are now taking place all over the country. If you are hosting or you're planning on hosting a meeting in the future, please advise HQ so we can list it in our Society activities. Two or our members are maintaining a list of all mini's for the benefit of all of us that like to attend these meetings. Please see the sections "For the Good of the Society" for their names and addresses where they can be contacted.

If your interested in hosting an Airliners Int'l convention, please contact Society HQ and we can give you some instructions on how to go about submitting your bid at the convention this year in California. Placing the bid is the easy part! However, we would be happy to help you in any way that we can. The 1993 show will be held in Washington, DC. Bids made at the show this year will be for 1994. Please keep this in mind.

I have talked with the printer that does the LQG and he advises that he still has a number of the plates and negatives from previous issues. I am planning on doing several of the issues that were sold out. If the interest is there, I will be doing this in the next several months. I will advise you as to what issues will be reprinted. If there are any back issues that you would be interested in receiving, please advise and we will try to have it reprinted.

I am looking forward to starting our 18th year as a hobby organization. As stated earlier, we will be signing up member number 3000 and I'm real excited about that. If you have any questions about the Society or collecting in general, please give us a call or drop a line. Your continued support is greatly appreciated. Until next time--happy collecting!!!

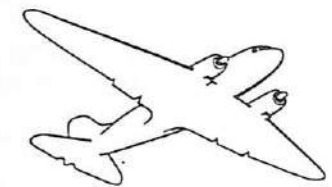
Paul

NEW RELEASE POSTCARDS

Society member Jaromir Havelka of Czechoslovakia is trying his hand in producing post cards of modern jet aircraft. He recently had eight cards produced and would like to sell them in the U.S. and other areas as well. The eight cards are as follows: Air India 747; Pan Am 747; Philippines 747; Lufthansa 707; CSA A-310/300; CSA 11-62; CSA TU-154 and a OK TU-154. There are several errors on the printed side of these cards and a few camera specks on the front side, but the quality is not all that bad. Jaromir has sent me a limited number of sets of these cards to sell. The price is \$4.00 per set which includes first class postage in the U.S. and Canada. Send orders to WAHS, Post Cards, 3381 Apple Tree, Erlanger, KY 41018. Money will be refunded if not satisfied.

Wanted

- BUY
- SELL
- TRADE



Larry McLaughlin
COLLECTOR & DEALER
516-265-9224
17 SEVENTH AVE.
SMITHTOWN, NY 11787

**CONTENT
DELETED DUE
TO PRIVACY
CONCERNS**

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

sickness or death. We have about five or six members that would help the family dispose of a collection, should they wish to do so. Mainly the committee would see to it that the family received a fair price for the collection.

Should you need the help of this committee please feel free to contact Society HQ and we will put you touch with the committee member in your area.

Miniconvention Show Schedule: This notice will be printed in all future issues of the LOG since it is very important. Two Society members have taken it upon themselves to keep an updated list of all mini-conventions taking place. If you host a minimeeting or your planning to do, please contact either of the parties listed below and give them all information pertaining to your meeting. They will then pass this information on to the various publications so all collectors will know about your show.

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

NOTICE NOTICE NOTICE NOTICE NOTICE

The following is with regards to subscription renewals. The deadline for getting your renewal in and having your name placed in the Official 1992 Membership Roster is MARCH 15, 1992. Any membership renewal received AFTER MARCH 15, 1992 is not guaranteed to be in the Roster booklet to be published and mailed out with Vol 18 No. 1. This date gives you plenty of time to get your renewal in. Due for renewal at this time are all memberships that end with the numbers 17/4 and advance notice on members whose line ends with the numbers 18/1. Those having membership lines that end with anything higher than 17/4 and 18/1 will be included in the roster without any additional action on the part of those with higher numbers such as 18/2, 18/3, 18/4 and higher. Check the number on the envelope this LOG came in if you do not know when your membership subscription ends.

CHANGE OF ADDRESS INFORMATION: Over the past several months we have received a number of change of address notices from the post office. While we no longer receive the magazines back from the post office (they are forwarded to the member) we are being charged 35¢ for each notice we receive of change of address. While this don't seem like much, multiply this by about 20 or so each quarter, it adds up. It would be sort of silly to write a member requesting the 35¢ when it would cost 29¢ to do so. PLEASE--when you change your address, advise Society HQ as soon as possible to avoid paying ANY charge for being advised by the post office that you have moved. Your help on this will be greatly appreciated. We have a very mobile membership, so anything you can do to help us on this will cutdown on operating expenses.

Back Issues of CAPTAIN'S LOG: We still have available the following back issues of the LOG: Vol XI issues NO 1-2-3; Vol XII issues NO 1-2-3-4; Vol XIII issues NO 1-2-3-4; Vol XIV issues NO 1-2-3-4; Vol XV issues NO 3-4; Vol XVI issues NO 1-2-3-4 and Vol XVII issues NO 2-3-4 (current issue). Each issue is \$3.50 each which includes postage. In the near future we will be doing some reprinting of back issues that sold out. More in next LOG. Order back issues from Society HQ. Make checks, M.O. payable to the Society.

TWA F/A WINGS NEEDED

WANTED--TWA flight attendants wings from the 1950's era. Silver half wing with Lockheed "Connie" and TWA logo under it. These wings are being requested by a former TWA F/A during the above mentioned time period. She recently lost her original items and now wishes to replace them. Any help anyone out there can give in finding such wings are requested to contact:

Gerrie Carrabine
715 Schilling Drive
Dyer, IN 46311

219-865-3007

AIRLINE/AIRPORT HISTORIES AVAILABLE

The following aviation histories are available from historian George Cearley. AMERICAN for \$18.00; ATLANTA AIRPORT for \$22.00; CAPITAL for \$16.00; DALLAS LOVE FIELD for \$22.00; TWA for \$18.00; WESTERN for \$18.00. Prices shown for U.S. delivery only. Canadian and overseas slightly higher so please inquire before ordering. Send all orders and make checks and money orders payable to: George Cearley, P.O. Box 12312, Dallas, TX 75225.

COMING SOON: Pictorial histories of Douglas DC-8 and the Boeing 707-720.

YOUR HELP NEEDED!

A new book by a WAHS member needs contributors in order to properly catalog and identify the commercial airline wings of U.S. carriers.

Needed are black and white pictures of wings on 35mm Plus X film and dates of logo changes for airlines you've worked for or know about. I need YOUR help on this project!

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. Call 310-434-6701 (9 AM-5 PM PST, Mon-Fri only).



Come, visit with us in 1992!

Private and professional aviation friends from all countries, from different airlines, clubs, etc., are heartily welcome at the International Aviation Hobby Meeting 1992 in Munich

Josef Schmitt, Jr.
 Frau-von-Uta-Str. 24
 D-8000 München 82
 Germany

C O A F IAHM
 Postfach 1306
 D-8034 Germering
 Germany

Tel: 089 42 40 37

Interested persons should contact the parties listed below as soon as possible, especially if you want to reserve a table, as space is limited. Please let us know in advance about your special interests, for example: model building, photography, collecting of aviation items, etc. Organizer and contact address for additional information will be:

You will find at this meeting like-minded aviation friends from many countries and from different airlines in a pleasant atmosphere, for exchange of experience, information and hobby items (also sell and buy). In 1991 about 260 participants and visitors from 12 nations attended the IAHM-MUC. For 1992 we expect again additional collectors, and we will be very happy if we could also welcome YOU!

on Saturday the 21st of March 1992 from 10 AM until 5 PM. The meeting will be held on the first floor (Great Hall) of the Gasthaus-Hotel Obermayer, located at Truderingstr. 304, D-8000 München 82, Germany. The hotel will be offering a 15% meeting discount.

SIXTH International Aviation Hobby Meeting Munich 1992

COAF would like to invite all persons with private or professional interests in aviation to the

COAF

CLUB OF AVIATION FRIENDS MÜNCHEN

WORLD AIRLINE HISTORICAL SOCIETY

The OKI Jetliners are a local branch of the World Airline Historical Society which is an international organization for those interested in the study of airlines and airliners and the collecting of airline memorabilia. The Society has over 1300 members located all over the world. An international convention is held each year and attracts collectors from all points of the globe. If you desire additional information about this group, please contact Paul Collins at the address shown above.

We will look forward to seeing you on Friday evening or Saturday to share with you some friendly Kentucky hospitality!

For those interested in coming in on Friday night, March 13, the Airport Inn is offering a discount rate for the show. When checking in please tell the clerk you are with the OKI Jetliner group. Please make your own arrangements with the Airport Inn. Their telephone number is 606-342-6200. If no other activities are going on in the 747 Room, we will be able to set up on Friday evening. The Airport Inn provides a courtesy shuttle service between the Motel and the Greater Cincinnati Northern Kentucky International Airport.

For those arriving on Friday, there will be some activities going on in the hospitality room. If you would be interested in doing a slide presentation, please advise Paul Collins. We will have both a cube and carousel projector.

For vendors interested in setting up at the flea market, table rate is \$15.00 per table. If you interested, please contact Paul Collins at the address above or call the number shown. Those returning with tables and electrical outlets should make their needs known as soon as possible. We will have a little over 20 tables available for this show.

For vendors interested in setting up at the flea market, table rate is \$15.00 per table. If you interested, please contact Paul Collins at the address above or call the number shown. Those returning with tables and electrical outlets should make their needs known as soon as possible. We will have a little over 20 tables available for this show.

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NOTICE!!!

AIRLINE MEMORABILIA FLEA MARKET

3381 APPLE TREE LANE ERLANGER KY 41018
 606-342-9039



OKI JETLINERS



AIRLINE COLLECTIBLES SHOW & SALE

Saturday,
 September 12, 1992
 9:00 a.m. to 5:00 p.m.



* TRADING/BUYING/SELLING OF AIRLINE MEMORABILIA *

- Slides
- Pilot Wings
- Children's Wings
- Dining Service Items
- Weekend Hotel Rates
- Holiday Single or Double
- Large Display/Trade Area
- Books
- Posters
- Timetables
- Photos
- Playing Cards
- Models
- Postcards
- Shuttle To/From Airport
- Ramp Tour
- Door Prizes
- Slide Shows
- Friday Night Get Together

At The
Holiday Inn JETPORT

1000 Spring Street, Elizabeth, New Jersey 07201 (908) 355-1700

Admission \$4.00 (payable at door) Children under 12 admitted free.

TABLE REQUESTS MUST BE ACCOMPANIED BY FULL PAYMENT
 MAIL THIS FORM ALONG WITH YOUR CHECK TO THE ADDRESS SHOWN BELOW.
 MAKE YOUR CHECK PAYABLE TO I.S.A. U.S.

DISPLAY TABLE (INCLUDES 2 ADULT ADMISSIONS) \$25.00 PLEASE PRINT OR TYPE

NAME _____ ADDRESS _____ PHONE AREA CODE _____ NUMBER _____
 NO TABLE REFUNDS WITHIN 21 CALENDAR DAYS OF SHOW.

TABLE RESERVATIONS—
 SEND TO: BILL GAWCHIK
 88 CLARENDON AVENUE
 YONKERS, NEW YORK 10791

FOR MORE INFORMATION:
 PHONE: (914) 965-3010 BILL GAWCHIK
 (914) 965-3056 BILL HOUGH

AIRLINE EXPO



VANCOUVER BRITISH COLUMBIA CANADA
 MAY 23 1992 08:30 TO 16:00

The Vancouver Airline Historical Group and Westflight Canada proudly present the second annual Vancouver Airliner Expo. The annual Airliner Mini-Convention will be held on Saturday May 23, 1992, at the Delta River Inn. (Vancouver Airport)

Buying, selling and trading of all types of airline collectibles and memorabilia, including slides, photographs, books, timetables, postcards, stickers and models. All within a few hundred metres of Vancouver's Runway 08/26.

General admission is \$3.00, with children twelve and under free. Six-foot display tables are available for \$30.00 CAD/\$27.00 USD which includes two adult admissions per table.

DOOR PRIZES

NWT AIR SYSTEMWIDE PASS FOR TWO COURTESY OF NWT AIR

Early reservations and payment are suggested, and cheque or money orders made payable to Henry Tenby.

INFORMATION AND TABLE RESERVATIONS FROM

BOX 23763, VANCOUVER A.P.O., RICHMOND B.C. CANADA V7B 1X9

OR CALL

HENRY TENBY (604) 731-0058
 09:00 to 20:00 PST

DELTA HOTEL ROOM RESERVATIONS: USA 1-800-887-1133
 CANADA 1-800-268-1133

SATURDAY
 MAY 23, 1992





"CUSTOM BUILT"
MODELS

- ... AIRLINERS
- ... MILITARY
- ... CIVIL
- ... ANTIQUE



Building Models Professionally
for over 23 years

"Museum
Quality"

DISPLAY MODELS
for
COLLECTORS...
GIFTS



Each Model an ORIGINAL Carving...



FOR
YOUR
FREE
BROCHURE

Jerry Hall
111 ARAPAHOE
GRAND ISLAND, NE
68803
1 (308) 381-7574

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 | AIR NORTH-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 | |
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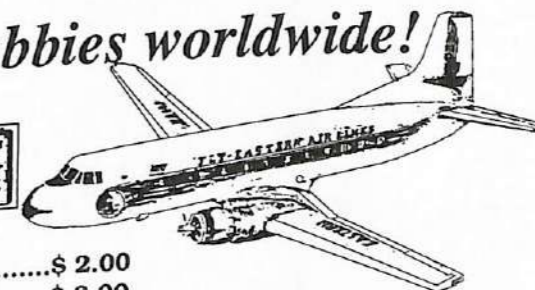


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