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UNITED retires  
the MIGHTY EIGHT



JUNE 24-28, 1992

# CAPTAIN'S LOG

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"I am no hero"

More PAN AM  
memorabilia  
from our  
Editors'  
files

UNITED A.L  
dinnerware  
1930s-1992

Pan American and the Supersonic Transport



On 31 OCT 91 UNITED AIRLINES operated its final scheduled DC-8 revenue passenger service. Our Airport Editor, JIM "JET" THOMPSON, was on board N8089U, a DC-8 Srs.71, for the flight to Hawaii.

Our cover photo shows one of the first United DC-8s. N8005U was a Srs.11 aircraft, delivered on 27 JUN 59. A fleet list of all 116 United DC-8s may be found on pages 13-15.(United photo)



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The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HISTORICAL SOCIETY (WAHS). The WAHS is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners past and present.

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Thank you

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

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This photo of USAir 727-264 Adv. N764US is an example of the fine, virtually problem-free airliner photography that is possible at many regional airports across North America and the world over. It was taken at Buffalo, NY. BUF is featured in The Photo Corner, p.43-44. Photo by Joop Gerritsma

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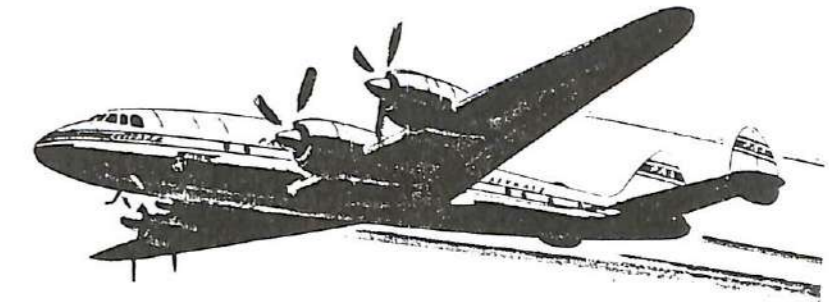
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# TAKE-OFF TALK

We are starting our 18th year with a banner issue, thanks to all the people who are making it possible for me to produce the CAPTAIN'S LOG each quarter.

To begin with, we have more Pan Am material. WAHS member Dan Helzner of Philadelphia, a first-time contributor to the CAPTAIN'S LOG, has written a very readable and detailed history of the airline's involvement in the development of the U.S. SST and the Anglo-French Concorde. Our sticker editor Don Thomas supplied most of the illustrations.

Dan is supported in fine fashion with Pan Am columns on crew member wings by Wings and Things editor Dick Koran and junior crew wings by Junior Crew Insignia editor Stan Baumwald.

Schedules editor George Cearley Jr., at my request and on only a few days' notice, delivered one of his incomparable columns, devoted entirely to Pan Am. Postcards editor Bill Demarest included some rare Pan Am postcards in the Golden Oldies section of his column. Last, but certainly not least, Robert Neal Marshall, our Safety Cards editor, supplies us with examples of that aspect of the airline's operations.

United Airlines appears to be one of the big winners of the demise of Pan Am and quite appropriately, we present you with quite a bit of material on that carrier.

Airports editor Jim (JET) Thompson has been absent from several of the past few issues because of other commitments, but he is back with something special. Back in October he rode on the last scheduled DC-8 revenue passenger service by United and he tells us about

it. To round out his story, I compiled a fleet list of all 116 United DC-8s.

Next in my mail box was the column by Airline Dinnerware editor Richard Luckin. He sent me, quite by co-incidence, an extensive column on United's in-flight service dinnerware.

Lance Ross, a WAHS member in Denver, is no stranger to many WAHS members. Those who never met him, will remember him from his report on the talk by aviation book author Martin Caidin at the Orlando convention last year (see the CAPTAIN'S LOG, 17/3, SEP 91). Lance is the editor of Innerline, the paper of Stapleton International Airport at Denver.

Just before I was closing this issue, Lance offered me an article about Captain Al Haynes of United Airlines. Before he retired, Capt. Haynes flew nearly 40 years for the airline and he is the pilot who landed the crippled United DC-10 at Sioux City in 1989. He will be the keynote speaker at the closing banquet of Airliners International '92 in Orange County, 24-28 JUN.

Let's not forget our other regular contributors.

Sticker Chatter editor Don Thomas again presents an interesting sampling of new airline stickers from around the world.

Model editor Gerry Cole looks closely at a new 737 model and reviews new decals. He also presents photos of models built by other members.

Playing Card editor Tom Draggas has acquired a number of new airline-issue playing cards and he shares them with us in this issue.

Airline Happy Hour editor Al Tasca makes good on a promise in a previous issue and comes

across with illustrations of swizzle sticks of foreign airlines, as promised in a previous issue.

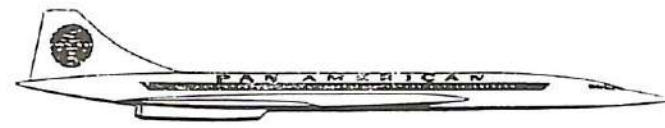
What Is It editor Ken Taylor serves up a new helping of wings and other items that are crying for identification. Of course he also reports on the answers he received to questions posed in previous issues.

There you have it, folks. These are the great people who helped me bring you this issue. And believe me, I could not have done it without them. I know this sounds trite, but it just happens to be the truth.

Then there is the final chain in the link: WAHS president and CAPTAIN'S LOG publisher Paul Collins. I know, I do gripe at and about him every so often, for reasons that don't matter much in this forum. But we should not forget that he does keep the society in tip-top shape, pays the bills, and the CAPTAIN'S LOG printed much help, I must add. Without him, there would not be a WAHS, much less a CAPTAIN'S LOG.

In concluding, I urge you to look at The Photo Corner column in this issue (p.43-44). Not because I put it together, but because it is an example of the type of material we would like YOU, the readers, to send us. Everyone must have a favorite airport where it is relatively easy to take airliner photographs, even if you have no ramp access. By sharing that information, we all come out winners.

See you all in Orange County!

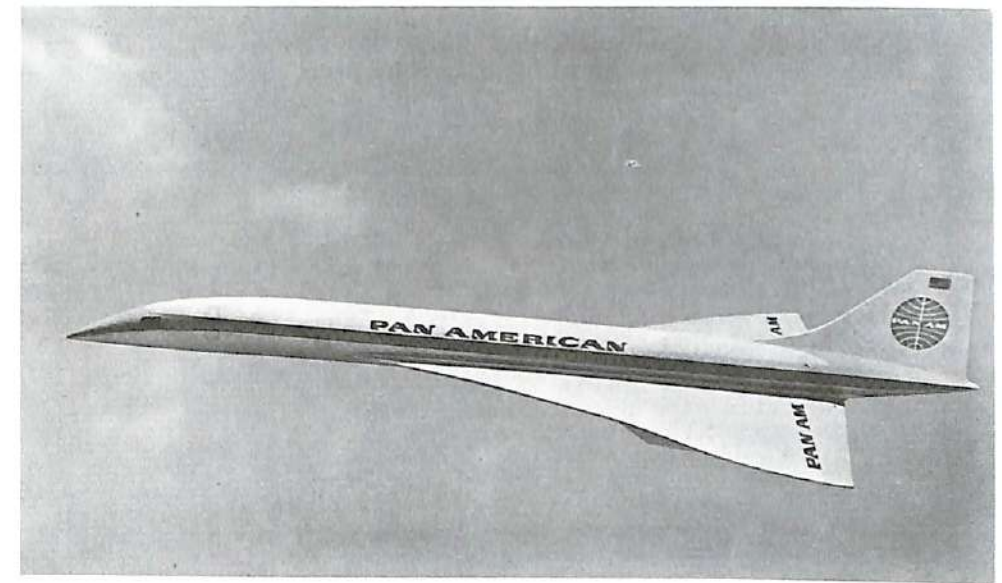
# PAN AMERICAN

By DAN HELZNER

The 1960s proved to be a decade noted for phenomenal efforts in forced technological growth. Mankind was thrust both into space and through the sound barrier. Many industries benefitted from the research conducted, especially commercial aviation. Pan American was the only airline that consistently took the inherent risks of introducing new generations of aircraft - from the flying boats to the 747. The purchase of a fleet of supersonic aircraft would have been the next stage in air transport and the jewel of Pan American.

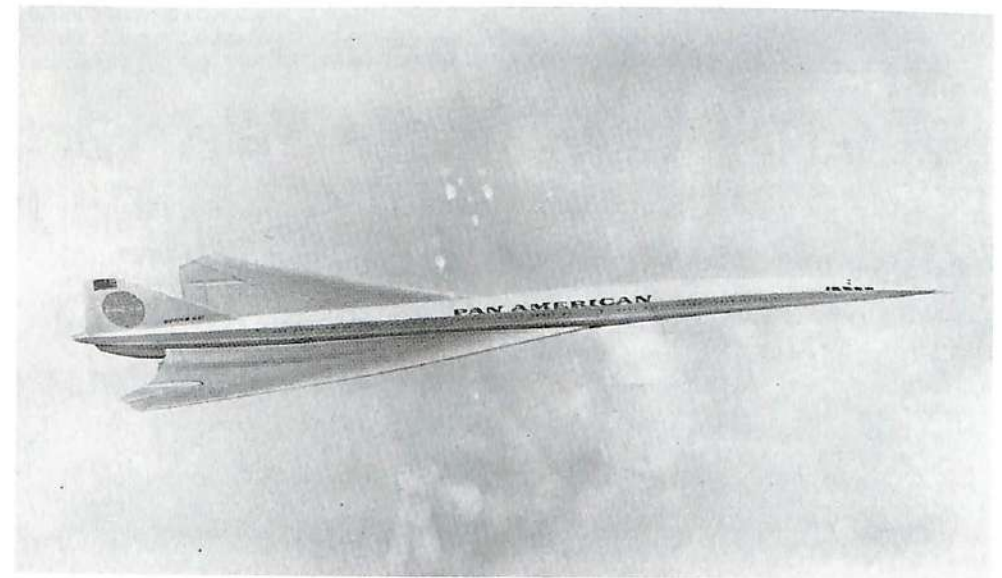
In 1961, the Federal Aviation Administration, directed by Najeeb Halaby, had begun a supersonic program entitled "Project Horizon". This was a product of President John F. Kennedy's vision on the future of American aviation. Halaby advocated Treasury dollars should be tapped for all phases of design and construction. His reasoning was that if the government was pouring millions of dollars into NASA to put a man on the moon, the FAA should not be hindered in devising an SST program.

The FAA was granted \$11 million as preliminary funding, with American industry to submit studies within two years. Halaby was uneasy with this time frame. In 1962 he went to Europe and discovered the advanced progress by the British and the French on their own SST. On his return, he pleaded to Congress for a "step-up" in the U.S. research effort. In Halaby's corner was Pres. Kennedy. It was his hope to have



U. S. SUPERSONIC TRANSPORT—  
In the mid-1970s, the U. S. SST will fly  
New York to London in 2 hours 41 minutes!

PAN AM'S SUPERSONIC JET CLIPPER\*  
In the skies of tomorrow.



Pan Am-issued postcards of the U.S. SST by Boeing (top) and the Concorde (above) - both from the Don Thomas Collection

## and the Super Sonic Transport

MOST OF WHAT HAS BEEN WRITTEN ABOUT PAN AMERICAN IN THE PAST YEAR HAS BEEN NEGATIVE. IT HAS OVERSHADOWED THE MANY GREAT ACCOMPLISHMENTS OF THE AIRLINE DURING ITS 64 YEARS

THIS ARTICLE IS A REMINDER OF BETTER DAYS, WHEN PAN AMERICAN WAS THE WORLD'S LEADING AIRLINE

### CORRECTION

A mistake crept into the PAN AM CHRONOLOGY in our previous issue. Under 1959 (p.201), it says:

10 DEC - Leases 707-120 to National Airlines for New York - Miami service, the first U.S. domestic jet air service.

This took place in 1958. Our apologies!

passengers crossing the Atlantic in an American supersonic transport as the astronauts were landing on the moon.

The debate on Capitol Hill began to alarm the American airline bosses. If there were no American SST, they would have no choice but to purchase foreign aircraft such as the Concorde. They simply preferred their traditional aircraft suppliers - Boeing and Lockheed. As an international carrier, Pan American was most concerned. They would be the first to feel the competition from British Overseas Airways Corporation (BOAC) and Air France

In the summer of 1963 Trippe then sent Franklin Gledhill to Europe with instructions to take some options on the Concorde. Gledhill met with the chairman of British Aircraft Corporation (BAC) and a top Concorde salesman, Geoffrey Knight. The Pan American rationale was that if no American SST emerged, it would be protected if BOAC\* and Air France entered the North Atlantic route with the aircraft. Trippe was hedging his bets.

At this time, though, BAC had no wish to negotiate options for the Concorde. The program was in its infancy and

an SST. The cancellation costs were slight: \$750,000 maximum, \$50,000 minimum.

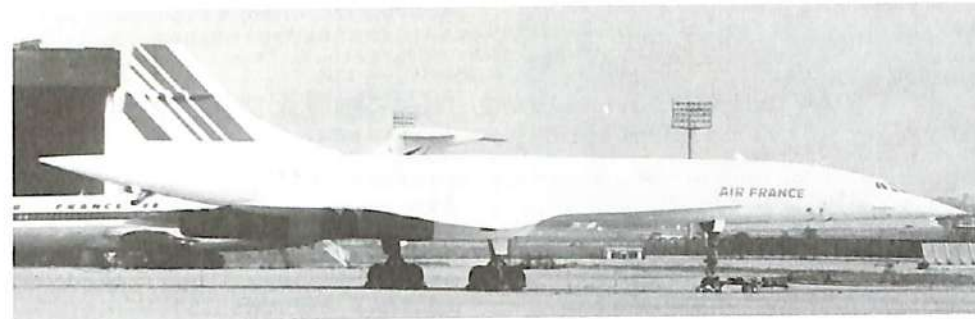
Halaby was aware of the international negotiations and warned President Kennedy of Trippe's progress with the British and French. Kennedy told him, "Keep me informed and make sure Trippe doesn't decide on any Concorde order before we make our own decision on the SST." Halaby then called Trippe and told him the president was on the verge of deciding whether or not to build the American SST and he added they would appreciate his (Trippe's) withholding any announcement regarding the Concorde. Trippe agreed, or at least Halaby thought so.

At 5 p.m. on 04 JUN 63, however, Trippe told the American public of Pan Am's options. Halaby was landing at La Guardia, en route to a meeting in New York, when he received a telephone call from an irate John F. Kennedy, who demanded to know the reason for Halaby's failure to delay a Pan American announcement. He was ordered to the Pan Am building "for a confrontation with the Pan Am chief." Soon after Halaby arrived, both Kennedy and Vice-President Lyndon Johnson called him again. Halaby then accused the Trippe of double-crossing the Administration. Trippe replied, "I didn't announce the contract. It was given out by the French prematurely."

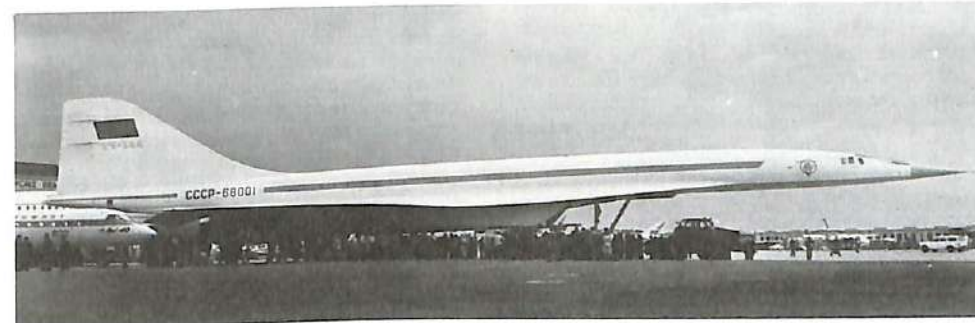
"As soon as you signed the contract, there was a danger of a leak. You never told us we were going through with the signing - you promised to postpone any action," Halaby rebounded. The verbal battle raged on and, in Trippe's presence, Halaby telephoned the President a final time, relating Trippe's viewpoint. "Well, you tell Mr. Kennedy we will not forget this," Kennedy seethed.

Trippe was actually impressed with Halaby for having received telephone calls from the President himself while standing at Trippe's desk. This was the shaky beginning of a long business relationship between these two men.

Pan American's gamble had the desired result. The American public realized the purchase of foreign airplanes for its first-class service. Kennedy had no change at salvaging the nation's lead in aviation. The



Pan Am actually took options on six British-French Concorde (above) in 1963 to safeguard its position in case the U.S. SST project would not go ahead. -Photo at Paris-Orly in 1976 via Joop Gerritsma. It even toyed with the idea of buying the Soviet TU-144 if all else failed. -Photo at Paris Air Show, 1971, via Joop Gerritsma.



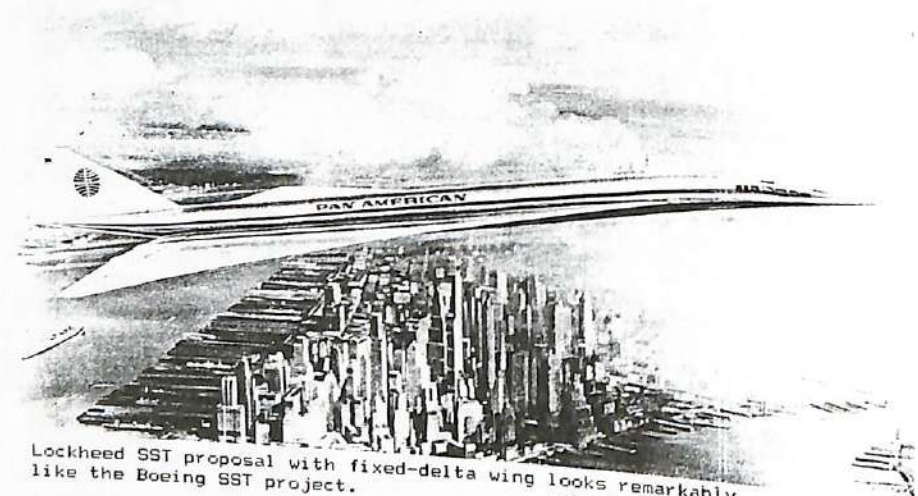
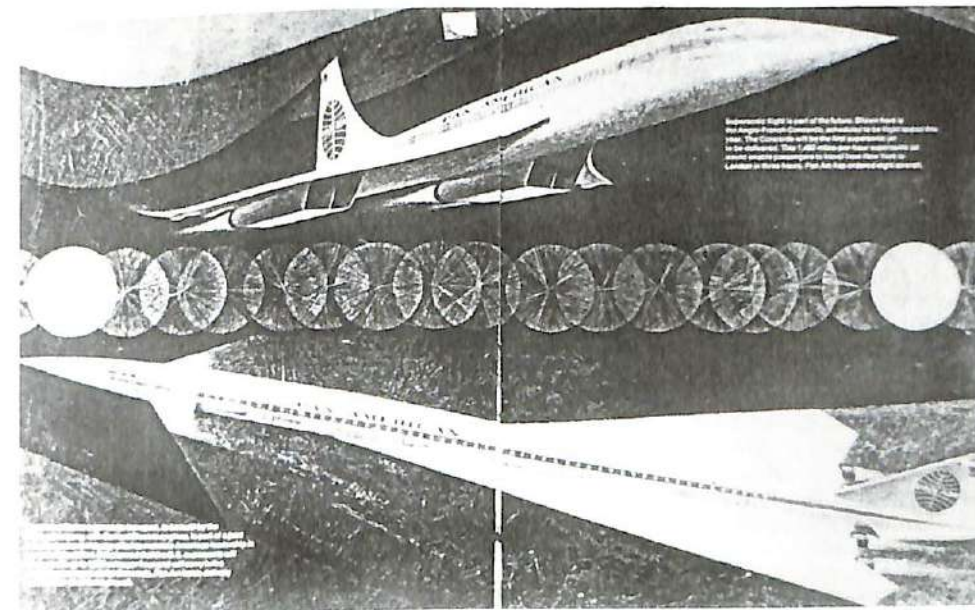
day after Trippe's announcement, he delivered a speech at the Air Force Academy at Colorado Springs. On 05 JUN he committed the wealthiest nation on earth to spending billions of dollars on a high-risk project to satisfy national pride.

Halaby was instructed to search for a man to head the SST program within the FAA. He chose Gordon Bain, who had been an assistant administrator with the FAA and had considerable experience with airlines. Together, they devised a novel

approach to airplane acquisitions. They would sell "delivery positions" - serial numbers of a paper model off a non-existent assembly line at an unknown date. They were not even sure if they had the legal authority to accept the money.

The two largest American airlines placed deposits of \$100,000 per airplane with the Treasury. TWA got in first for six, followed by Pan American for 15. At this stage, airplane makers had not even been selected to build the aircraft.

Cover of Pan Am's 1967 annual report features this montage of the Concorde and SST. -From the Don Thomas Collection



once Concorde entered service. Pan Am's innovative president, Juan Trippe, had but one code: Pan Am had to lead. This meant buying the fastest, biggest, most-profitable aircraft, no matter who made them, and to fly them first.

In early 1963, Trippe sent his long-time friend, Charles Lindbergh, to Europe to have a look at the Concorde. But Lindbergh's once enthusiastic slant toward aviation progress was turning to skepticism. He was disturbed about the possible side-effects of supersonic speeds on the environment and on society. He hoped for mankind's expansion in space instead of the contraction of time on Earth. He was against it on economic grounds as well. To push such an airplane through the sound barrier, its fuselage would have to be built in the shape of a pencil. That would mean too few passengers and too much energy consumed per pound of payload. Lindbergh believed the end of the line had been reached. To this, Trippe replied, "The end of the line has not been reached. It will never be reached."

an option to purchase would have had to contain numerous clauses enabling the option holder to withdraw rather easily. Turned down, Gledhill left for Paris to pursue other aircraft deals, but at the Paris Air Show, he once again met with the British firm.

It became clear Gledhill was making better progress with the French about Concorde options, than with the British. BAC quickly changed its attitude and, with Sud Aviation, they granted Pan American an option on six airplanes - three from each production line. This re-quired a downpayment of \$210,000 to BAC and another \$1,3,000,000 to Sud Aviation.

The option deal was an innovative idea which would later be used to place orders for the non-existent American SST as well. In fact, one of the escape clauses in the Concorde agreement provided that the airline would be released from its contractual obligations if the U.S. would decide to build

\* British Airways did not come into being until SEP 72 - Ed.

Pan Am, which in 1955 was the first to order subsonic jets, had expected to be first to commit itself to the American SST. They were not comfortable with being second to TWA.

On 14 OCT, Pan Am released a letter written to Bain by Russell Adams, a Pan Am vice-president. It stated he and other Pan Am officials had negotiated with Bain and thought it was clear the airline would be in line for the first 15 SSTs built.

"We refer to telephone conversations last week between you and President Trippe and Vice-President Pirie, of our company, in which it was confirmed that Pan American has been willing, since Mr. Trippe's statement of early June, to place a production order for a fleet of American-built supersonic transports.

"Our banker's check in the amount of \$1,500,000 in favor of the United States of America is enclosed herewith as the initial deposit on such aircraft, it being understood that the arrangements for the purchase will be on a most-favored-nation basis and acceptable to the Government." (Congressional Record, 88th Congress, 1st Session, 10/16/63.)

Pan Am would be willing to accept delivery of every second aircraft, beginning with the first or second, until it had acquired 15. But what they were "willing" to accept, was not what the FAA was willing to give them. In November, the FAA announced its delivery positions to the airlines.

The FAA had worked out a delivery priority system geared to the broadest market, due to the rivalry between Pan Am and TWA. Rather than a first-come, first-serve marketplace, positions were allocated in the following order: (1) U.S. flag carriers Atlantic, (2) foreign flag carriers Atlantic, (3) U.S. flag carriers Pacific, (4) foreign flag carriers Pacific, (5) U.S. domestic carriers.

Pan Am protested the FAA plan because the policy would allow foreign flag carriers to compete with U.S. domestics on some routes with the former having supersonic transports and the latter subsonic ones. The FAA held firm with its schedule and Pan Am was granted intermittent slots totalling 15 aircraft. This would start with the second aircraft up to the 70th.

The airlines' financial responsibility toward research was also debated. The government was to pay up to 75%, but the airlines were to defray this cost to the taxpayer by paying royalties. This amounted to \$100,000 for each aircraft six months after a final design was chosen. Further, the airline would owe 1.5% of the revenue produced by each aircraft over a 12-year period.

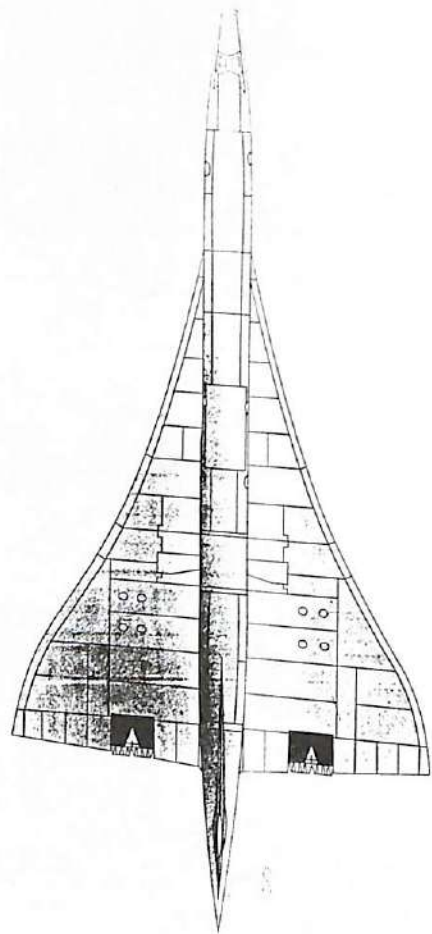
Back in SEP 63, Boeing, Lockheed and North American all had submitted design proposals. To select the winners, Halaby brought together a joint governmental Supersonic Transport Evaluation Group of 210 specialists from the FAA, NASA and other government agencies. As beneficiaries, 10 U.S. airlines joined the evaluation group, including Pan Am and TWA.

By 1964, Air France and BOAC realized the need for airline co-operation as well. There was a danger of two airline specifications being written - one American and one European. Pan American was approached to join the European airlines to help write specifications for the production Concorde. The three airlines became known as the Troika. They would receive the first 18 aircraft off the production line, for which the Troika set common standards and minimized modifications. Unfortunately, these objectives were not reached.

Two years later, the Concorde Directing Committee was facing massive costs of redesigning the Concorde to meet the new airline requirements. Pan American pushed for a lengthening of the fuselage and a re-arrangement of access doors. Further, the airline desired an increase in capacity. The builders then added an extra seven feet and 20 seats. The aircraft was now more desirable, but still no firm orders had been placed.

The FAA wanted airline involvement in the design of the prototype of the U.S. SST as well. In OCT 65, the Airline SST Committee was formed. It consisted of representatives of the major flag carriers. As opposed to the Troika, the Airline SST Committee's opinions were highly regarded by the FAA.

**I I**  
On 13 APR 66 Pan American launched a new generation of airliners when it ordered 25 Boeing 747s, each costing \$21



million. Still, Pan American continued to encourage development of both the Boeing and Lockheed SST prototypes. In September, Trippe presented a speech reflecting his airline's position to the National Defense Transportation Association. He said:

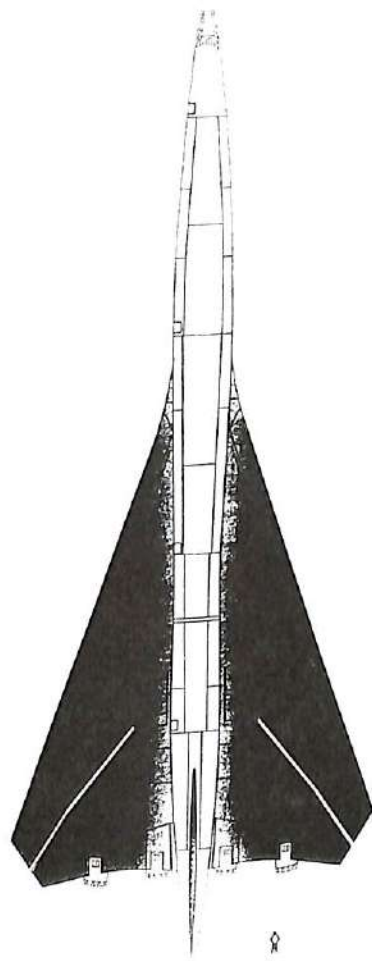
"Several years after the 747 Superjets enter service will come the supersonic transports - the Anglo-French Concorde and the Russian TU-144, both of which are under construction - and, we hope, the American SST ... One of these three supersonic transports will become 'line leader' on the airways of the world for a 25-year span. The Congress of the United States must decide next Spring, whether the winning line leader of the supersonic age is to be built abroad or in America ..."

"In my opinion, it would be a tragic mistake, in the months ahead, were the United States not to press forward with the American SST ..."

Planforms of the Concorde (left) and the U.S. SST (Below). From Room at the top, an employee benefit directory of American Airlines, undated but likely FEB 69. -From the Don Thomas Collection

Also at this time, the Airline SST Committee submitted its design preferences to the FAA. Initially it appeared the Lockheed SST was the preferred design, due to its simplicity of structure. Boeing had a higher risk factor with its complicated swing-wing operation. The FAA, however, heeded the recommendations of the most-critical airline, Pan American.

As late as OCT 66, Pan American still favored a dual prototype program. But by December it supported the Boeing model. This was reflected by its lowering of estimated operating costs per seat-mile for the Boeing design. This new estimate was 20% less than the Concorde on the Paris to New York route, which would be the most lucrative. Pan American's own data combined with the FAA's own



conclusions persuaded Congress into awarding the SST contract to Boeing.

In JAN 67, Pan American proposed to the FAA a breakthrough in financing. The airlines would deposit \$1 million per aircraft during the research and development phase. In return, the airlines were credited \$3 million toward the purchase of each aircraft. The \$1 million would not be returnable if the SST program were terminated. In this case, it could be used as an income tax deduction. The other airlines and the FAA agreed to the proposal.

In JUN 68, Pan American announced its building of a \$57.5 million maintenance base at New York's Kennedy International Airport for the forthcoming Boeing SSTs and it spent another \$1 million to remodel a hangar for the Concordes. The airline predicted that 60% of the Concorde and Boeing SST fleets would operate from or to its Worldport.

The American SST, though, was still a paper airplane in 1969. Across the Atlantic, the Concorde took off for a brief test flight over France on 02 MAR of that year. To take advantage of its options, Pan American booked full-page advertisements to inform the public that, "before long, eight sleek Pan Am Concordes will be among the first to welcome you into the new age of flying."

The Soviets actually had their TU-144 SST airborne three months before the Concorde flight and on 30 JUL 69 the Soviet government permitted a group of representatives from Pan American, TWA and Boeing to make technological, operational and economic evaluations.\*

The group estimated that the TU-144 could enter service by 1973 but the members were unimpressed with the airplane itself. They were skeptical of the range and payload figures and noted that the Concorde design looked like the Concorde two years earlier. Halaby, now president of Pan American, still warned the DOT that his airline might order the TU-144 if the Concorde was unsuccessful or if the American SST was terminated.

As the time approached to

\* The first prototype of the Soviet TU-144 SST made its first flight already on 31 DEC 68 and the second Concorde first flew on 09 APR 69 - Ed.

place firm orders, Pan American found the operating costs of the Concorde less attractive. On 07 FEB 70, at the Air France building in Paris, Halaby told the Concorde manufacturers of his doubt on sensitive areas such as operating costs, passenger capacity and maintenance expenses, all of which came to a policy of 'fly now, buy later'.

Halaby suggested Concorde should be shelved and developed into a Super-Concorde, which would better meet the requirements of airlines. In essence, he rejected the near-completed Concorde and asked for a superior model to compete with an American design. Afterward, Geoffrey Knight, chairman of British Aircraft Corporation, remarked, "I feel something warm and wet trickling down my back." Halaby replied, "That was no knife, that was a needle, and it was aimed lower than your back."

By December, the fate of the American SST rested in the U.S. Senate. The leading airline chiefs and SST contractors increased their lobbying efforts. Juan Trippe of Pan American was known to have seen 'key' Senators Symington of Missouri and Russell of Georgia at least twice since 1967. The Airline SST Committee, with Pan American president Halaby acting as chief spokesman, met to affirm their support for the program. Despite these attempts, the Senate returned a preliminary vote against continuing funding for the program.

Pan American quickly took steps to assure the recovery of the non-refundable research and development money it contributed to the program. In total, Pan American invested \$1 million in prototype research funds and \$3 million in returnable deposits held by the U.S. Treasury. The airline was prepared to take the government to court, if necessary.

On 24 MAR 71, the Senate voted to cancel the SST program altogether. As expected, the dispute started over the legal obligation of the government to repay the airlines. Many administration officials believed there was a moral obligation to return the money. The airlines considered the money to be a risk only in connection with a technical failure of the SST, not with the unilateral decision to terminate the program.

Pan American once-again

turned its attention toward the Concorde. Officials met with BOAC to complete final joint specifications in the hope of reducing costs in production. It appeared, though, that the sheer economics of the airplane were grim, not to mention Pan American's financial troubles at the time. The airlines had to be convinced the Concorde would make money.

**I I I**

One decade had passed since the original options were taken on Concorde and, by 31 JAN 73, Pan American had to decide whether to purchase or not.

A renewal of a bank credit agreement and a possible \$75 million convertible debenture issue would give the airline enough financial flexibility to order the Concorde, but it was questionable if it had the capital to pioneer a new generation transport. Pan American was waiting for an acceptable financial plan and for the results of a marketing study prepared by Market Facts.

Unit price for the Concorde was one of the key issues. Pan American quoted a unit price of \$45 million, excluding spares, in a financing prospectus. The original options for the aircraft called for a unit cost of less than \$10 million. The current price equalled an investment of \$574,000 per set for Concorde versus \$69,000 for a 747 - eight times the cost for 2-3 times the speed.

Three weeks prior to the Pan American decision, a top-level sales team led by Geoffrey Knight landed at New York's Kennedy Airport. They assumed that if the largest international American carrier placed purchase orders on Concorde, the rest of the world's airlines would fall in line.

Knight's team quickly focused their efforts on Pan American's bankers. On 18 JAN, the Concorde team met with about 100 bankers flown in from all over the United States. The presenters predicted the shrinking of Pan American's traffic once British Airways and Air France were operating the Concorde on the same routes. They revealed the results of the Market facts study, showing that most business travellers were willing to pay 40% more than the economy fare to fly Concorde. The presentation to the bankers went well, but dealing with Pan American itself was another story.

The Concorde team had great difficulty in gaining access to senior staff of Pan American. The two camps never officially met throughout the deadline negotiations. Instead, individual Concorde men had the uneasy task of arranging lunches and informal meetings with their opposites to try to piece together what was happening several blocks away in the imposing Pan American skyscraper.

A pattern began to develop around central issues. Pan American simply had no experience with supersonic flight operations. The airline's engineers realized that a 5% error in performance figures could siphon half the Concorde's passenger capacity and cause a massive financial loss.

To make matters worse, on 20 JAN 73, The London Observer newspaper headlines, "U.S. Airlines Turn Down Concorde". Information had apparently leaked from Pan American's board. The newspaper reported the board had already made the decision not to buy the Concorde, based on the aircraft's failure to meet four out of five criteria on range, passenger service, comfort and operating costs. It was not far from the truth, yet, no official decision had been made. It was company policy that management make the actual decision. The board became involved only if purchase was recommended.

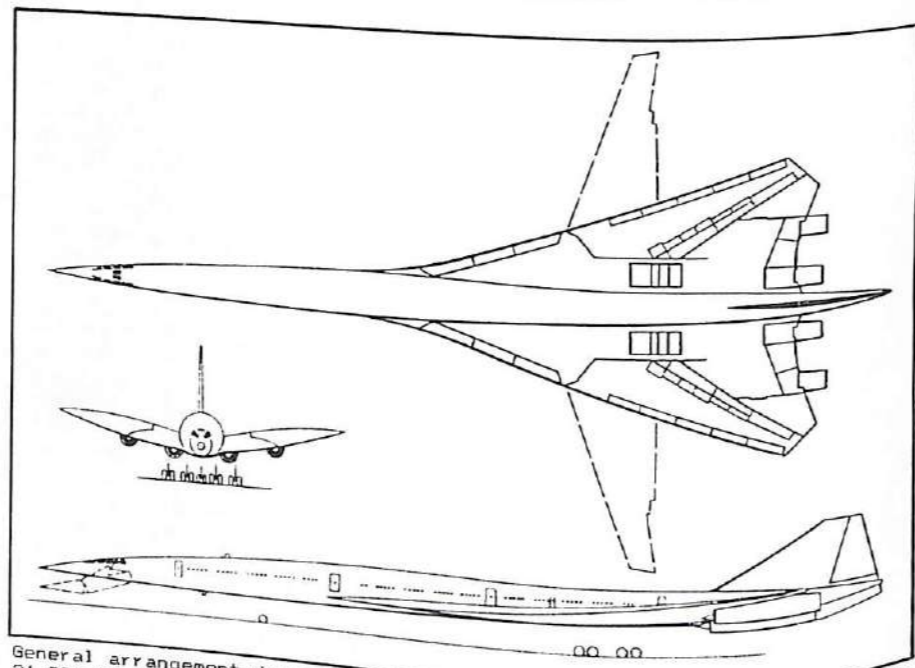
The day before the option deadline, Knight met with Bill Crilly, who stood in for Pan American chairman Bill Seawell during the latter's trip to Geneva for an IATA meeting. Crilly told Knight he would have a final answer for him in 24 hours. They agree that regardless of the decision, there should be a joint announcement and press release. For this task, Pan American brought forth Willis Player, its senior vice-president for external affairs.

Knight sensed Pan American's reluctance and attempted to persuade the airline to defer its final decision for 90 days. British Aircraft Corporation now proposed to lease the initial Concorde to Pan American. This proposal was quickly sent with BAC executive Derek Johns to Seawell in Geneva. Seawell, in turn, called Pan American's executives in New York to discuss the leasing proposal. They felt it was an interesting offer, but the decision was made. A Pan American vice-president stated:

"If it was an offer to give the plane away if we would fly it, then it would hardly have convinced us that this Concorde had good economics."

#### IV

On 31 JAN 73, Geoffrey Knight and Bill Crilly met one final time. The decision was not to continue with the option nor to purchase the Concorde. Crilly handed Knight a press release prepared by Willis Player:



General arrangement drawing of the Boeing SST as selected by the FAA on 31 DEC 66 for further development and eventual production. The wings are shown extended for takeoff and folded back for supersonic flight.

-Via Joop Gerritsma files

"Pan American will not exercise its options to purchase Concorde. Pan Am's studies indicate that the airplane will be capable of scheduled supersonic service but, since it has significantly less range, less payload and higher operating costs than are provided by the current and prospective wide-bodied jets, it will require substantially higher fares than today's. Concorde does not appear to be an airliner that satisfies Pan Am's future objectives and future requirements as the company now sees them. However, Pan Am will maintain an 'open door' to the manufacturers of Concorde for any new proposal they may wish to make." (Knight: 100).

The final sentence, for all intents, closed the door on the Concorde. The Pan American/SGT saga does not end here, however.

Back in 1972, Michael Hesel-

tine, Britain's Minister of Aerospace, met with the Shah of Iran during the Concorde's round-the-world tour. The Shah was on a \$5 billion shopping spree for new technology and expressed an interest in three Concorde.

Since 1963, Pan American had been providing training and technical assistance to Iran Air. The Shah intended to turn Iran Air into a major international airline with the use of Pan America's terminals and

expertise in maintenance. By 1975, Pan American, once again, had the opportunity to operate the Concorde. This time, by way of the Iranians.

An arrangement was to be made for Pan American to use Iran Air's SSTs on its own world routes. Pan American would do this for a fee, but Iran would provide massive funds for its nagging creditors. The investment would have been the largest ever in a U.S. company by an OPEC country. This raised eyebrows in Washington.

The amount of money that was required, would lead to a showdown between Iran Air and the U.S. Civil Aeronautics Board. Part of the aid was an option to buy 13% of Pan American's outstanding stock. The CAB had to determine if this was in the public interest. They were cool toward a bid for control of the airline by the Shah. Sadly, the deal was never completed.

# UNITED RETIREES THE MIGHTY EIGHT



OUR  
JET  
THOMPSON  
FLEW ON  
THE FINAL  
SCHEDULED  
REVENUE  
PASSENGER  
SERVICE



United Airlines DC-8 Srs. 71, N8084U c/n 54974, climbs away at LAX. (R.M. Bell photo).

October 31, 1991 marked the end of service for the Douglas DC-8 with United Airlines. After 32 years of having one model of the DC-8 or another in their timetables, this would be the final day of service.

The final flight was to be Flight 40, from Kona, Hawaii to San Francisco, California. But to get to Kona, the aircraft had to depart San Francisco that morning as Flight 49 non-stop to Kona. It would then turn around and head back to San Francisco.

Earlier in the day the last United DC-8 to depart Chicago had left, heading for Seattle, Washington. From there it would be ferried to the San Francisco maintenance base where it would be decommissioned. Flight 49 would therefore be the last United DC-8-71 still flying when it arrived at San Francisco that evening. At least, that was the plan.

I had been planning to be on this flight for slightly over a month, shortly after I first received word United would indeed retire their last DC-8-71 from scheduled passenger service on 31 OCT. At that time, however, I did not know where the last flight would be from and to. I contacted my friend and fellow airline enthusiast Mike Chew, who works for United at their maintenance base in San Francisco. If anyone could find out for sure where and when THE LAST FLIGHT would be, Mike could and would. It turned out he was as eager as I to be on that last flight, so he was already working on the situation when I contacted him.

The exact date of the last flight began to change a bit after he finally nailed down which flight number it would be. Mike determined it would be Flight 49 but the date was a bit fuzzy. United had a sched-

DC-8 Srs. 61, N8071U c/n 45811, shows her delivery colors. (Douglas photo)



CONTINUED ON P. 47

ule change that took effect 31 OCT, so it would seem reasonable that the last DC-8 flight would be on the 30th, since they did not have the DC-8 set up on the 31st schedule. The computer I was dealing with at work also showed it this way and on the 31st Flight 49 was shown as a DC-10. We planned for the 30th as the final flight.

A couple of weeks later, as I was playing with the computer and checking the schedules, I suddenly, almost by accident, discovered United was showing the DC-8 on the 31 OCT scheduled from Kona to San Francisco! The DC-10 did not appear until 01 NOV. I jumped on the phone to Mike that night to advise him, and sure enough, he had seen the same thing and was about to contact me after he made a few more enquiries.

He had been trying to find the McDonnell Douglas representative who works there at the United maintenance base and get the straight news from him. He figured if anyone knew about it, the Douglas rep would. As it turned out, he wasn't sure either. As far as he knew, the last flight would be on the 30th and United Crew Scheduling initially backed this up. They had no DC-8 crews set up to fly on the 31st, so we were still looking at the 30th, but were not positive. Several more calls were made to United's reservations office and more contacts with the Douglas representative and Aircraft Routing. Fellow WAHS member and Northwest pilot Ed Goethe was also going to be on the last trip if he could arrange it, so these plans also included contacts with him. Then Ed saw in two different publications that the last United DC-8-71 flight would be on the 31st, so we were back to that date now.

As the day grew closer, I got my plan together and got the time off work to make the flight. I ended up with several days off before the flight. Wanting to be in the neighborhood in case the last flight was moved up a day, I decided to head west and fly to some airports while I awaited the final DC-8 flight. There were several USAir Express/Stateswest airports I had not flown into and two of them were being dropped in a few weeks, so it was now or never to fly into them. As a result I spent the next two days flying from Los Angeles to Orange County, Bull-



(ABOVE) Some of the many well wishers and photographers on the ramp at San Francisco who came to send off N8088U.

(Photo by Jim JET Thompson)

(RIGHT) Mike Chew (left) and the author on board N8088U shortly after departure from (and just before unscheduled arrival back at) San Francisco.

(Photo from Jim JET Thompson Collection)



head City, Lake Havasu, Phoenix, Concord and Santa Barbara. I also got to fly on Stateswest newest aircraft, the Beech 1900 which they had just purchased from Mesa Air.

I figured out that by running around the west coast I could easily run up to San Francisco if United should suddenly change the date of the last flight to the 30th from the 31st. I checked again with Mike on the 29th after he had the aircraft routings for the 31st and sure enough, they had aircraft N8088U set up to do the last run as Flights 49 and 40. This would actually be an aircraft substitution for the DC-10 which really should have been on the run that day.

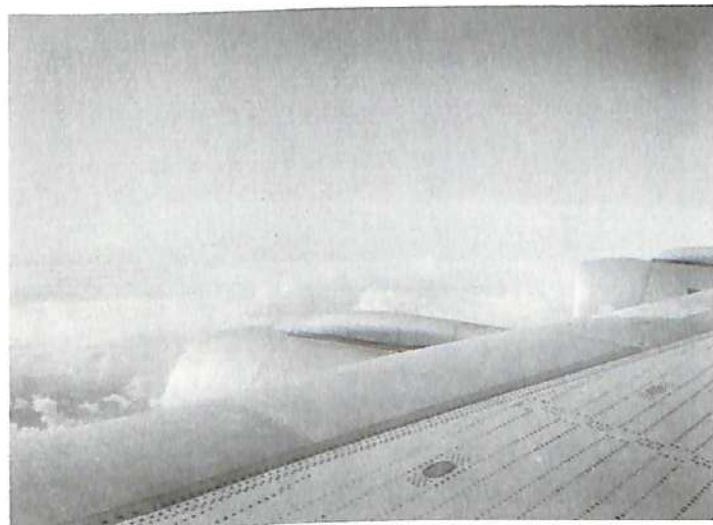
It was all very similar in many ways to another historic event which just happened to have taken place eight years earlier to the day. On 31 OCT

Getting back to the DC-8, Mike and I agreed to meet at the gate in San Francisco on the morning of the 31st to ride out and back from Kona that day so we could ride on the last DC-8-71 flight to be operated by a major U.S. airline in scheduled passenger service. All other -71s are operated by cargo airlines. The only other DC-8s operating in the U.S.A. for passenger service are the -62s with Hawaiian and MGM Grand Air.

The morning of the 31st was sunny and bright, a beautiful day for a final flight. I arrived at gate 89 about an hour or so before our 8:55 a.m. scheduled departure. Checking in as a stand-by, I was told I would probably get on, but the flight would be full when we departed. So I crossed my fin-

trying to find a place for his car. As he was checking in, they called my name for a seat. I told them I'd like to sit next to Mike if at all possible and as luck would have it, there were two seats together and we got them. They were a window and center seat over the right wing, but that was fine with us.

After a few more photos, we boarded the flight just as the last call was made. As we were walking to our seats, the captain was on the P.A. system, telling the passengers about this historic flight and about the aircraft. It sure sounded great and held out the promise of a fun trip. He mentioned that there were several people on board just to be on this and the return flight and I thought to myself, "Yep, and there are



(LEFT) "Hawaii, here we come." Back in the air, this time in replacement aircraft N8089U, enroute to Kona, Hawaii.

(Photo by Jim JET Thompson)

gers and started rubbing my lucky pieces in hopes of getting on. I also began to look around for Mike, but saw no sign of him. I took some pictures at the gate area and of the DC-8 sitting out on the ramp. A bunch of ramp agents and mechanics were also taking photos of the last United DC-8 to depart SFO for scheduled service.

I met a lady travel agent from the area who was going on the flight for the same reason I was. She told me she had also been on the last Western Airlines flight and on one of the last flights by PSA and Piedmont Airlines.

It was now 20 minutes before departure and still no Mike. I was beginning to get concerned about what might have happened to him. Finally, five minutes later, there he was. He had been out in the parking lot

at least two of us I know of."

Finally, a few minutes behind schedule, we pushed back and waved goodbye to the crowd at Gate 89. By this time there were close to 50 people running around the ramp with cameras and video cameras photographing us. It was great! The crowd waved as we revved up the CFM56 engines and taxied around the building. Waiting on the other side as we passed by, were a few more agents with cameras. You could tell this was a special flight.

We finally pulled onto Runway 28R and held in position for takeoff clearance. The takeoff roll started and at 9:43 a.m. we lifted off from San Francisco, bound for Kona. Capt. Jerry Summers was in command of the flight and he gave us all a beautiful view of downtown San Francisco and the Oakland Bay and Golden Gate

Bridges as we headed west.

Mike and I were just sitting back and getting comfortable, saying it was a shame Ed Goethe could not get off that day to join us. He really wanted to be there, but had been unable to reschedule the trip he was on. We took a few pictures out the window and I noticed we were not gaining much altitude. Then Mike and I suddenly noticed the glare of the sun off our right wing. Since we were supposed to be heading east, the sun should have been behind us or off the left wing. At that moment Capt. Summers came on the P.A. and said something to the effect that even the best-laid plans sometimes go wrong. He said something about the sun being on the wrong side of the airplane because we were heading BACK to San Francisco! He told us they had a warning light in the cockpit that told them there was a possible problem with the pressurization system. By staying at this low altitude we could run out of fuel before we reached Hawaii, so we were heading back to have maintenance have a look at it. But we were too heavy to land and needed to dump fuel to lighten the load. While doing this, we would be circling the Pacific for a while before landing. Meanwhile, Systems Control was working on the problem to see what could be done about it.

Mike and I looked at each other and discussed the real possibility THIS flight might indeed be the LAST FLIGHT. Mike felt that once we got to San Francisco, they might cancel the flight or substitute equipment or something else. There were no other DC-8s at SFO that we could swap with, Mike told me. In fact, there were only four left and one of these was a domestic aircraft, without life rafts and life vests, so it could not go over water. Another was the one that had left Chicago earlier and was winging its way to Seattle. This left one other DC-8 somewhere in the system. So we jumped up and started to get some photos in case this turned out to be the last flight, shortened as it was. The flight attendants were now giving out free drinks to everyone due to the delay and this being the last DC-8 flight.

As we approached the San Francisco area, Capt. Summers gave another update. He told us that since this was indeed the last DC-8 flight for United,

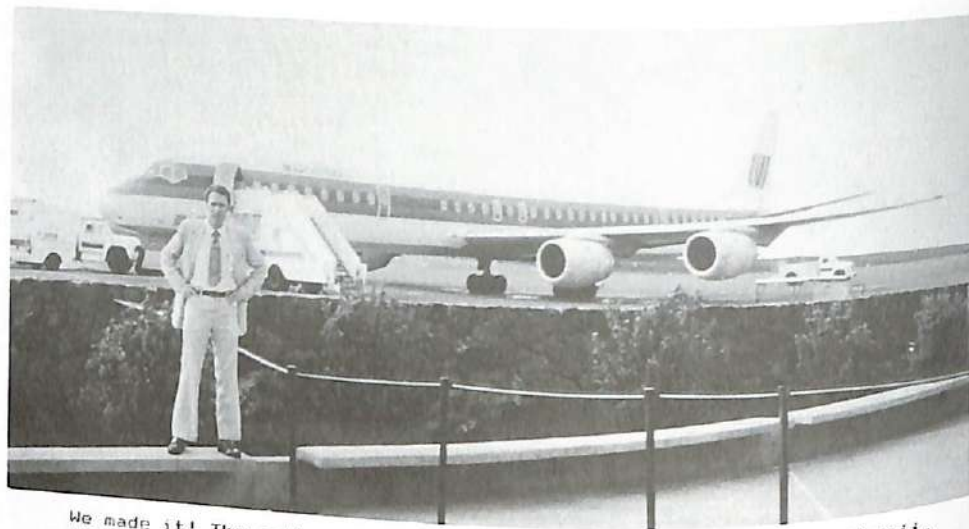
they wanted to try and keep it that way, and also wanted to get everyone to Kona. He said Maintenance was not sure it could repair the problem, once we landed, so Systems Control told us to "go in search of another DC-8."

"So, that is what we are going to do. They tell us there is one down at Los Angeles, so we are going to head down there and grab it and continue to Kona," said Capt. Summers. He said to sit back and enjoy the ride. Mike and I sat there and laughed, thinking this was really wild. Then we wondered which aircraft was sitting down there and Mike suddenly remembered that was where the fourth DC-8 was. It was supposed to be ferried back to San Francisco later that day.

After a few more photos and some more enjoying the ride, we landed on the south side of Los Angeles International, but try as we did, neither of us saw the other aircraft in the gate area. As we pulled off the runway we finally spotted it down on the maintenance ramp. As we arrived at the gate, sister ship N8089U was being towed up to the next gate and ramp staff began switching the load.

About an hour, a few more photos and a call home later, we reboarded and were ready to continue our journey to Hawaii. After pushing back, we got the grand circle tour of LAX. It was as if ground control knew this would be United's last scheduled DC-8 to depart their airport and they wanted to give

The flight and ground crew line up in front of N8089U at Kona, the last time they worked a scheduled revenue passenger United DC-8 flight. (Photo by Jim JET Thompson)



We made it! The author at the open-air gate at Kona in sunny Hawaii. N8089U is in the background. (Photo by Mike Chew)

everyone a chance to say goodbye. We taxied down the south side of the airport, around and past the Bradley International Terminal and back past the terminals on the north side to Runway 24L. Finally, at 1:13 p.m. Pacific Standard Time, we were in the air and again heading toward Kona. This time there was no warning light and everything was running just

The meal was served a short time later and then it was time for the movie. But Mike and I went back to the galley to get some photos of the crew and a talk. While we were there, Capt. Summers came back for a few minutes. He told us the cockpit crew was doing a turn-around at Kona and would be flying N8089U back home to San Francisco. But there was a bit of a problem with crew legality for getting back.

"We told Crew Scheduling we would do 16 hours today, but that was all," he said. Figuring they had come on duty an hour before departure, the flight out and back was for a total of 10 hours, and we were more than four hours late, the total would be up to 15 hours and counting. To make this, the ground crew would have less than an hour to turn the mighty eight around and get it back in the air to San Francisco.

With that news Mike and I once again discussed the possibility this indeed might well be the last flight. After returning to our seats a few minutes later, we planned our actions if this did turn out to be cancelling at Kona. We both felt now it was a matter of beating the clock.

At 4:10 p.m. local time N8089U set down on the runway at Kona, Hawaii and five minutes later we taxied up to the ramp at the outdoor terminal. Mike and I worked our way all the front and waited until all other passengers had deplaned. About halfway through, Capt. Summers got off and said, "I'll run into Operations and find out what they have planned for us." With that he was gone.

When everyone had finally gotten off, he returned with the news. "Here's the story. They cancelled the return flight. We are to remain overnight here and ferry back to San Francisco at 11 a.m. tomorrow morning."

And so ended an era for United and the mighty DC-8.

From here on it was picture time. Linda, one of the flight attendants, gave me her camera and asked me to get a few photos of her and the crew. They all came out on the airstairs and we took the pictures. Then it was down to the base of the nose and finally over to the Number 2 engine, where Linda and Julie Eckert, another flight attendant, were seated in the air intake with the rest of the flight crew and Kona ground crew standing around them on the ramp. Then Mike and I took some photos of the aircraft and of each other. We even got an airport security

guard to snap a few photos of us together.

Too soon it was "swing into action and get off that rock and back home" time. or at least back to the mainland. Mike and I parted and I jumped on an Aloha 737-297 over to Honolulu and then tried unsuccessfully to get on two United DC-10s to Los Angeles. Then Mike flew in on a United DC-10 from Kona and together we went down and checked in for the United 747 to San Francisco, which we did get on. The overnight flight was nice and we arrived at San Francisco at

6:10 a.m. Time for a few more photos before parting company. I dashed over to USAir where I jumped on the 7 a.m. flight to Los Angeles and on to Columbus, Ohio.

It had been a busy, crazy yet fun-filled and historic 29 hours, but both Mike and I would do it again in a heartbeat.

Two months later Mike and I again met up with N8089U. This time it was at Mojave, California. The last three United DC-8-71s were in short-term storage before going on to their new owners and operators.



United DC-8-12, N8002U c/n 45279, first flew as N8028D (shown) on its Douglas test flight program. Ordered and built as a Srs. 12, it was converted to Srs. 21 before delivery to the airline. (United AL photo)

## THE UNITED DC-8 FLEET, 1959-1991

Compiled by JOOP GERRITSMAN

United Air Lines operated the world's largest fleet of DC-8s, with a total of 116 aircraft between 29 MAY 59 and 31 OCT 1991 - a period two days short of 32 years and five months. Most aircraft were bought new from Douglas (later McDonnell Douglas), but the airline acquired nine second-hand aircraft from Pan American in 1967/68 and two from SAS in 1968.

DC-8 models operated by United were the Series 11, 12, 21, 31, 32, 33, 52, 54F, 61, 62 and 71.

United Airlines was the second airline to order the DC-8, after Pan Am, when it signed up for 30 on 25 OCT 55. The first one (N8004U) was delivered on 29 MAY 59 (Pan Am did not receive its first DC-8, N803PA, until 07 FEB 60) and the type entered service on 18 SEP, departing San Francisco for Idlewild, New York, at 8:30 a.m. Pacific time. This made United the first operator of the DC-8, since the aircraft departed 3:40 hrs before the first Delta DC-8 service departed Idlewild at 9:20 a.m. Eastern time for Atlanta. Soon the United DC-8s also went on the trans-Pacific service from San Francisco and Los Angeles to Hawaii.

Meanwhile, United had, on 25 NOV 57, ordered another 10 DC-8s, including three Srs. 52. Six more Srs. 52 were ordered on 27 FEB 64 and another four in 1965.

United also operated the Srs. 54F in an all-freighter role, ordering three in each of MAY 63, NOV 64 and OCT 65 and another six in JUN 66. This freighter variant began trans-Continental services on 02 MAR 64.

In order to meet the demand by the airlines for more capacity, Douglas in the early 1960s stretched the basic DC-8 fuselage as the Srs. 61. United bought five in APR 65, 20 in JUN 66 and another five in JUL 67. The first one of these entered service with the airline on the Los Angeles - Hawaii route on 25 FEB 67.

United also bought the extra-long range Srs. 62, ordering 10 in JUL 67. They entered service in the middle on 1969 and operated mainly on the non-stop flights to Honolulu from New York, Chicago and Los Angeles until the Boeing 747 started to take over these services starting in JUL 70.





# AIRLINE DINNERWARE

by RICHARD W. LUCKIN

United Airlines can look back on a long and rich history and with that history comes a story about its in-flight food service china.

In addition, collectors of airline china find that United provides a great deal of variety of ware in shapes and sizes.

The earliest-known United pattern was a floral design made for the Boeing 80A trimotor on the transcontinental service in the early 1930s. As shown (#1), the first stewardesses who used this china, were nurses and they wore a white hat and smock while in flight.

By the late 1930s, United was operating the Douglas DST (sleeper version of the DC-3) on its coast-to-coast service (#2) and food service was offered to passengers in their sleeping quarters.

After World War 2 a new lightweight china was introduced (#3). It was manufactured by the Shenango China Company of New Castle, PA and United purchased this ware through distributor Arthur Schiller and Sons, Inc. of Chicago. The design on the china is in cobalt blue.

As is shown in photo #4, the design on the cups is similar to the plate design in #3.



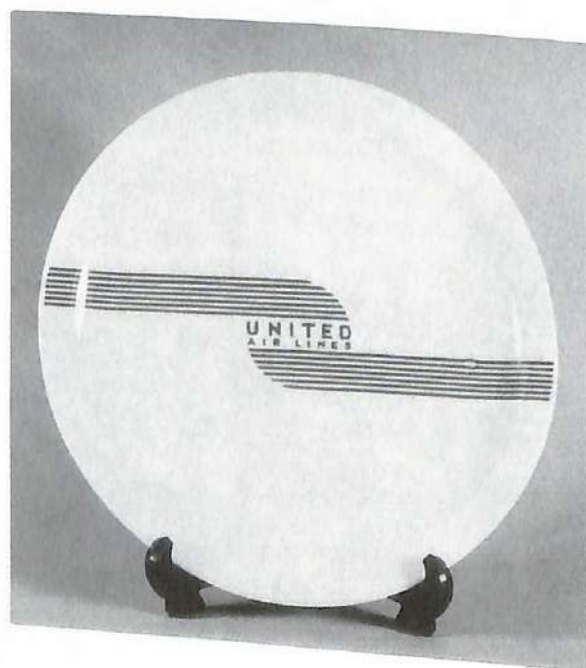
#1



#2



#4



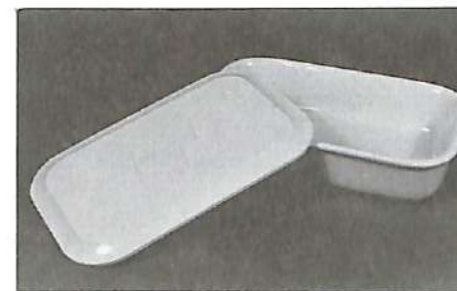
#3

16



#5

Another china of the late 1940s and early 1950s was used on the Douglas DC-6 (#5 above) and photo #6 (below) shows one of these pieces in more detail. This ware was provided by Hall China Company of East Liverpool in Ohio. The decoration was in cobalt blue.

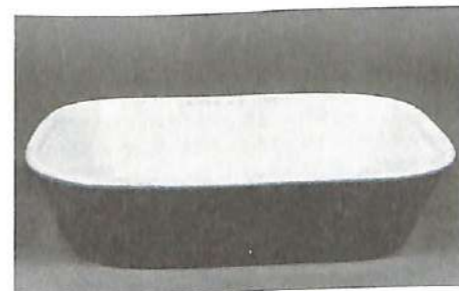


#11

by Hall. Photos #10 and #11 show closeups of the backstamp and the hard plastic cover.



#6



#7

A slightly plainer version without the lines (#7) was also used at this time. It was also made by Hall, but the decoration is in light blue.

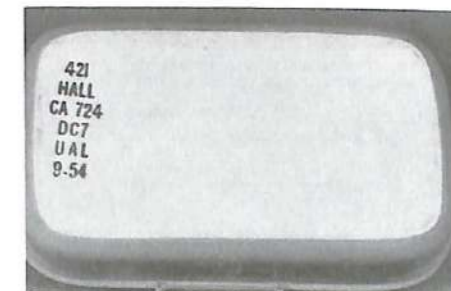
The United advertisement (#8, right) shows the food tray with a dish in the same design as shown in #7. The advertisement also shows the cabin interior of the Douglas DC-6 and boasts that "All United Mainliners - First Class and Air Tourist - feature 2-abreast seats and wide aisles."

By 1954 the airline had gone to a longer-shaped dish (#9, top of third column), also made

17



#9



#10

Other manufacturers also supplied china and dinnerware to United Airlines. Coors Por-

*You're in a roomy "home in the sky" when you fly United Air Lines*



ALL UNITED MAINLINERS - FIRST CLASS AND AIR TOURIST - FEATURE 2-ABREAST SEATS AND WIDE AISLES.



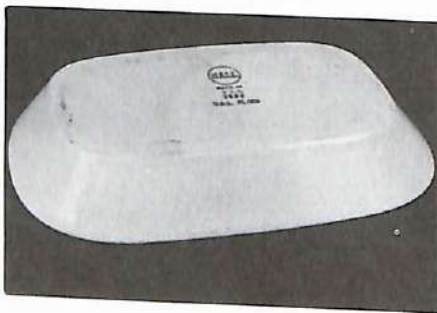
#8

UNITED AIR LINES

celain Company in Golden, CO did so in 1951 and so did Chefsware in the same era. These pieces were in the same shapes as in photos #5-11.



In the 1960s and 1970s Corning Company was supplying ware to United (#12). This simple plain white china may have been used on coach class.

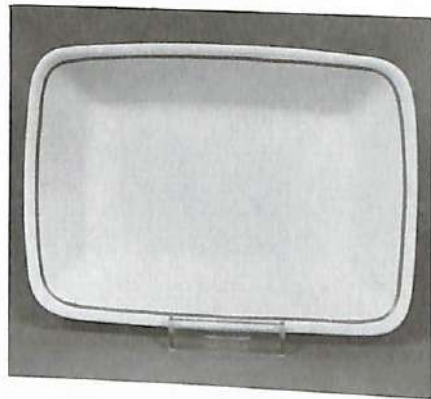


Another coach service china was supplied by Hall (#13). However, the piece had yellow sides and was not top-marked with any logo.



Yet another plain coach service china was made by Corning (#14). United logo is raised on the back.

The rectangular dish shown at the top of the next column (#15) was perhaps used in First Class. Made by Hall China, it features a burnished gold line and is marked U.A.L. on the back.

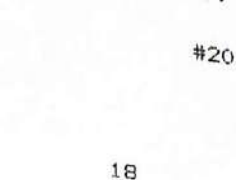


A very delicate china made its debut in the 1960s as a First Class pattern (#16). The photo shows it in service on the Boeing 720.



This cup and saucer (#17) were supplied by the Syracuse China Company of Syracuse, NY. It was called the "Debonair". The Syracuse catalog calls the shape the "Silhouette".

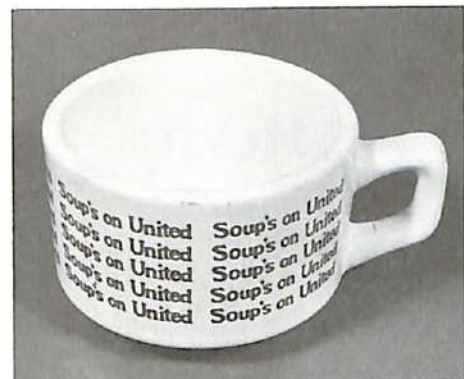
1976 saw the use of a china with one single bright silver line (#18, top of next column). Shown here with Arte Johnson of the "Laugh-In" TV



#18 show, dressed as a British soldier of 1776. The plates do not have a logo, but the cups and saucers do (#19, below). No manufacturer's name is indicated on the backs of any of the pieces, but it is thought this ware was imported from Japan.



Photo 20 (below) displays various selections of food offered in First Class. United called their entrees their "Food Fest", in celebration of the Bicentennial of the United States.



Coach passengers of the late 1970s and into the 1980s sipped their soup from cups like this one (#21). The first cups were made by Sterling China Company of East Liverpool, Ohio and came with a variety of colors for the letters and decoration. Known colors are brown, green, red and yellow, on white ware. More-recent versions of this cup have been imported, or were supplied by Corning using their Pyrex-ware. By 1991 a plastic replacement had been substituted.



This deep dish was another colorful ware (#22). It came in several colors: green, yellow, brown and white. All these pieces were imported and were marked "United Airlines" on the back.

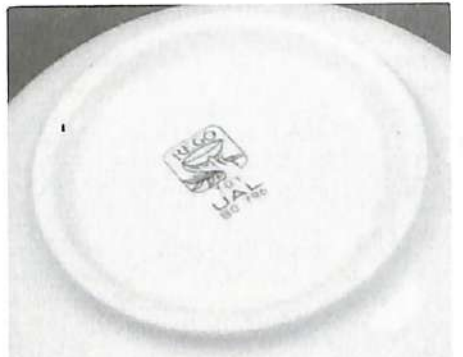


By the 1980s United started using a new china (#23). It featured the airline's logo and a single line in silver. This pattern was imported by ABCO Tableware, Incorporated. All pieces are marked United Airlines on the back.

Even teapots (#24, top, next column) were purchased in this silver pattern. It is still in service on domestic First Class flights.



Even teapots (#24) were purchased in this silver pattern. It is still in service on domestic First Class flights.



This First Class piece (#25) is also adorned with a thin silver line on the rim. Made by Rego in mainland China.

It is common for international airlines to use different china patterns for different markets. Such is the case with the Pacific Service ware (#26).

The intertwined design (right) is in bright silver and each piece is marked with the logo and the airline name on the back. This pattern is imported.

During the past year, United announced a new "Connoisseur" service (business class) which uses a new delicate china (#27, right) made by Noritake of Japan. Decoration is multi-colored.

Three Red Carpet Room patterns close this column. The Red Carpet Clubs are lounges for members and they have their own top-marked china (next column).

The first one (#28) was made by Syracuse China Company in the 1960s while the next (#29) was a Sterling China Company design of the 1970s. The current design (#30) is imported and only cups and saucers have been supplied. I hope you have enjoyed this United china review. Until the next time and Keep Collecting!



# Haynes Still Downsplays Role as Hero

By Lance Ross

Capt. Al Haynes has insisted for almost three years that he is not a hero, and that he wants to be remembered as one of thousands of pilots. When he retired last summer from United Airlines, he was remembered ... over his objections ... as the key person responsible for helping to save 184 lives in what might have been an unsurvivable plane crash.

Haynes will be the keynote speaker at this year's Airliners International '92 convention in Orange County. A low-keyed Seattle-area resident, he flew his last trip as captain of a DC-10 out of Denver on August 26, just as he was doing July 19, 1989. That's when the number two engine exploded, on flight 232 from Denver to Chicago and Philadelphia, and shrapnel severed all hydraulic lines. By shifting power between the two wing engines, he maneuvered the crippled jet in a manner experts likened to steering a canoe by paddling from side to side. There were no manuals that adequately covered what to do. The roller-coaster flight of the next 41 minutes was a seat-of-the-pants team effort between captain, first and second officers, and training-pilot-as-passenger, who moved to the cockpit.

Since the accident, Haynes said that he has learned never to assume that he knows how someone else feels ... that each person reacts to problems differently. And, modestly, he seemed almost embarrassed discussing the ABC-TV movie about the crash which aired recently, "Crash Landing: The Rescue of Flight #232." Charlton Heston played the lead.

"As I facetiously said when somebody said, 'You got to meet the President,' I said, 'No, he got to meet me. Ask him [Heston] how he feels playing me,'" Haynes quipped to a roomful of applause. His friends, though, may think Haynes' self-deprecating joke has more merit than the captain will give himself.

Haynes had planned his retirement for 10 years, and finally stepped out of the cockpit after 40 years of flying. But retirement doesn't mean that Haynes is resting on his laurels at home. On the contrary, he continues an ambitious speaking schedule about the importance of emergency response training ... already booked through much of this

year. But he is spending as much time as possible with one particular hobby.

"I'm going to do what I love to do best, and that's little league baseball," said the man who was named Washington State Little League Volunteer of the Year, just days before the accident. The baseball umpire is also a high school football stadium announcer.

Shortly after the strong jolt from the explosion 33 months ago, a surprisingly calm Haynes told passengers that the number two engine was lost, delaying the flight. Most passengers remained calm. But the mood darkened when Haynes made another announcement: an emergency landing in Sioux City, Iowa.

"We're probably going to have a rough landing," he said, then correcting himself, "we're probably going to have more than a rough landing."

Haynes said that he's had only one flashback of the accident while flying.

"That was when I left [Denver] one day on flight 300 [renumbered from 232]," he recalled an hour before his retirement flight. "We were just about in the same location [as the engine explosion, over Nebraska]. And it hit me that this was where it happened." He tried to put himself at ease by joking with his co-pilot. After saying it was the only time he had thought about it, Haynes paused.

"Except on my very last flight out of Chicago [in mid August]," he added. "As I flew over Sioux City, I called approach control. Two of the people who were in the tower at the time [of the crash] were there. I thanked them."

Haynes has repeatedly acknowledged the work of his other cockpit crew members maneuvering the doomed plane, the flight attendants for preparing passengers before the



One last wave to the ground crew and emotional onlookers in the terminal, and Capt. Al Haynes was on his way . . . but only after wiping away tears after ramp agents saluted him en masse. Stapleton Airport ground controllers cleared him past every other taxiing aircraft, and onto runway 35-R for an instant departure during the busy noon bank of flights. (Photo by Lance Ross)

crash, and for ground rescuers who acted quickly. At every chance to toot his own horn, he has always tried to downplay his role, and emphasize the work of others.

"No one individual that's associated with this flight in any way, is more responsible for the number of survivors than any one person," Haynes reiterated. The team effort, especially by the four pilots in the front, has become a model example in the cockpit leadership resources concept at United and other carriers.

"Crash Landing" focused more on the emergency preparation efforts of the consolidated Woodbury County, Iowa, disaster and emergency services programs. More than four dozen medical, law enforcement, military and public service agencies from Iowa, Nebraska and South Dakota pulled together after two years of squabbling, to provide what was, generally, a rescue effort as heroic as that provided by the cockpit and cabin crew. That was a dramatic turn-around from the opening scenes of the movie, which showed an early airport disaster drill hampered by flaws, egos and turf battles, taking more than four hours.

Two years later, the refined rescue process used for flight #232 took 46 minutes. Even then, Woodbury County disaster and emergency services director Gary Brown, played by Richard Thomas, and airport/Air National Guard fire chief Jim Hathaway, played by James Coburn, grieve over not being able to save more lives.

While much of the public attention after the crash focused on the skills of Haynes and the other three pilots struggling to control the crippled aircraft, Haynes has repeatedly pointed to efforts by Brown and his well-oiled emergency response team.

Brown and Hathaway flew with Haynes on his final flight in August, just prior to Haynes' 60th birthday and mandatory retirement. While there had been acrimony between the two

public safety officials early on, Hathaway was not the crusty and nasty man portrayed by Coburn, an official close to the accident investigation said.

There were some technical problems with the ABC production. Flight #232's taxi and takeoff from Denver was not of a United Airlines aircraft. In fact, it wasn't a DC-10, and it wasn't even Denver. When United's colors were shown, they were in an old logo. The DC-10 that was shown was a DC-10-30; flight #232 was aboard a DC-10-10. And Heston's initial cockpit conversations with crew members appeared to be stiffer than Haynes' usual style. But the film did manage to identify the correct frequency, 124.6, for approach control to Sioux City. And the audio mixers accurately used the tell-tale sound from DC-10 General Electric engines.

Some dialogue was stilted, although cockpit and air traffic control traffic from the flight's final few minutes were relatively realistic, based on actual tapes and transcripts.

Even with flaws, the film was still more realistic than some aspects of another made for television movie, "Crash: The Mystery of Flight #1501." That NBC production, shot largely on location in Denver and starring Cheryl Ladd, had many technically correct scenes. But it also took a number of liberties noticeable to airline and airport industry viewers, including showing the nose of a salvaged turbo-prop as that of a crashed DC-9, which had earlier shown a Boeing 727 on takeoff, and Boeing 707s as commonplace in U.S. domestic passenger service two years ago.

This latest recreated disaster, which was identified as a dramatization rather than a documentary, did use actual television news video tape of the DC-10's approach to Sioux City's Gateway Airport, and its crash in a cornfield adjacent to the runway.

Those scenes were etched in the minds of millions in the days after the accident. "Crash Landing" accurately showed the outpouring of help from the people of Sioux City and the surrounding tri-state area, down to the long lines of donors waiting outside a blood bank.

One emotional scene came toward the end of the production, when approach controller Chris Porter met Haynes, just before his discharge from the hospital. Porter had guided the crippled plane to Sioux City, after "United 232 heavy" was handed from Minneapolis Center. Porter, played by Tom O'Brien, painfully mourned that he didn't do a good enough job; Haynes tried to reassure him to the contrary, before embracing him.

There were even a few moments when otherwise serious scenes might have drawn laughs from those in the airline industry. In the hospital corridor, a doctor and nurse readying patients for surgery were confused about the crew's status. Then, Heston's character gently waved to the doctor, who was surprised to learn that Haynes was the bloodied patient lying on the hospital bed.

"He was so undemanding," the nurse apologized to the physician, "we didn't know he was the captain!"

"Crash Landing" was directed by Emmy Award-winner Lamont Johnson, and written by Harve Bennett, whose credits include "Star Trek" feature films.

- - - Lance Ross is editor of Stapleton InnerLine, a weekly airline/airport newspaper in Denver.



Capt. Bill Records (l) and first officer Dudley Dvorak (c), no longer flying DC-10s, were part of Capt. Al Haynes' famous crew almost three years ago; they rode in the jumpseats on Haynes' last flight in August, shortly after this news conference. (Photo by Lance Ross)



# SAFETY CARDS

©1992 Pat McCollam  
 Edited by Robert Neal Marshall

## Always Prepared

Editor's Note: This issue's Safety Card feature has been written by collector Pat McCollam as a brief tribute to Pan American. My regular section shall return next issue and will cover a variety of Soviet built airliners in worldwide operation.

### PAN AM SAFETY INSTRUCTIONS

**PAN AM PAN AMERICAN WORLD AIRWAYS SYSTEM**  
*The System of the Flying Clippers*

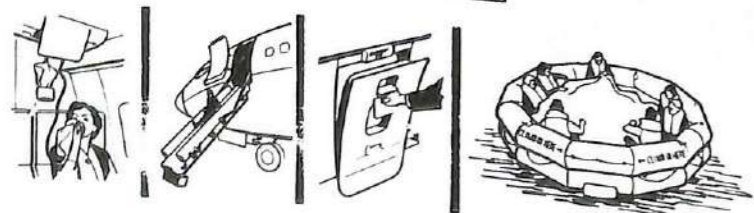
Take a moment and look back at some of the safety cards from the seat back pockets of the once great clippers. From props to jets the "Blue Meat Ball", as it was affectionately known to many, or globe image remained practically unchanged from the Stratocruisers, DC-4's, DC-6's, DC-7's and Connies to the Boeing 707's and 747's. Here was a logo that was itself globally recognized. One element of our collecting is to take a short moment to stop, glance back and reflect on the beauty and grandeur of an airline and its fleet of aircraft.

**PAN AMERICAN WORLD AIRWAYS**

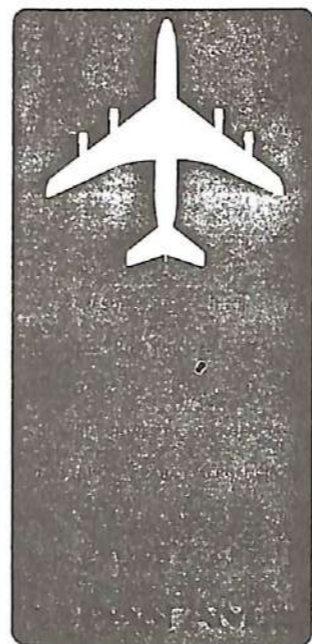
Our first card with instructions are an added precaution for your personal safety should an emergency landing ever occur.

<p><b>REMAIN CALM</b>                  Loosen collar and tie, but don't remove clothing. Remove sharp and protruding items and high heeled shoes. Your life vest is located under your seat or a select baggage bag. PLEASE DO NOT BREAK SEAL EXCEPT IN EMERGENCY.</p>	<p><b>PUT ON LIFE VEST</b>                  When instructed to by Crew. Put arms through loops then place jacket over head and grasp straps under arms pull down front and back. Pull safety straps in outward motion until jacket is snug. DO NOT INFLATE JACKET INSIDE CABIN.</p>	<p><b>FASTEN SEAT BELT</b>                  When Crew command says "Buckle for landing" lean forward lower head between knees, strap arms tightly around legs, and tense muscles for possible landing impact.</p>	<p><b>DEBARK FROM AIRCRAFT</b>                  When aircraft stops, not before, unfasten your seat belt. Follow Crew instructions for debarking. Remain orderly in a safe orderly manner.</p>	<p><b>INFLATE LIFE VEST</b>                  When outside the aircraft, inflate life vest by a sharp pull down on the two inflation straps. Ask Crew for any further explanation.</p>
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First Pan American 707 card.



#### EMERGENCY INSTRUCTIONS Boeing 707



#### EMERGENCY INSTRUCTIONS



Boeing 747

MESURES DE SECURITE  
 ANWEISUNGEN FÜR DEN NOTFALL  
 ISTRUZIONI DI EMERGENZA  
 INSTRUCCIONES DE EMERGENCIA  
 INSTRUCCIONES PARA EMERGENCIA  
 緊急緊急事故指導  
 非常時の場合の心得

#### EMERGENCY INSTRUCTIONS

Pan American World Airways was a pioneer in commercial aviation and had lead the way in aeronautical navigation. This was an airline whose route structure encompassed the globe with aircraft bearing striking names like *Fearless*, *Invincible*, *Champion of the Skies*, and of course, *China Clipper*.



One of the early 727's. At the time, used mostly on European routes

747

**707 Just in case...**

**PAN AM**  
 For the safety of others please do not remove card from airplane  
 © Copyright 1975 by The Intronics Company 1007522-1

**EMERGENCY INSTRUCTIONS  
 Boeing 727**

**AFT EMERGENCY EXIT**

Back some time ago, many laughed when the prediction was made that someday there may only be three or four large airlines from the United States serving the skies. Sadly enough, our economic downturn continues to lend a hand in supporting this theory. There are many who never would have thought that "The World's Most Experienced Airline" would not be one of the "Big Three".

# 747SP Just in case...



Pan Am 747SP's went to United Airlines

The first DC-8's, 707's, 720's and original 727's were delivered with the full name "Pan American". However, with the arrival of the 747 in 1969, the name was shortened to "Pan Am". This change is reflected in the safety cards of the period as well as the older aircraft which adopted the new title.

Pan Am acquired the DC-10 and Stretched 727's from its merger with National Airlines. Although the DC-10 was ideal for Transcontinental flights, it was short lived with Pan Am. The DC-10 cards, as well as the L-1011-500 cards are particularly rare collector's items. Now, unfortunately, all of Pan Am's samplings are rare commodities.



Pan Am L-1011's went to United Airlines

# L-1011 Just in case...



**PAN AM**  
For the safety of others please do not remove card from airplane

© Copyright 1979 by Interaction Research Corporation 924-318090

# DC-10 Just in case...



**PAN AM**  
For the safety of others please do not remove card from airplane

© Copyright 1980 by Interaction Research Corporation 924-318090

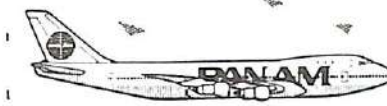
Ex-National DC-10's in service with Pan Am

# 737 Just in case...



**PAN AM**  
For the safety of others please do not remove card from airplane

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In the late 1980's a bold new look took shape with the introduction of the "Billboard" titles. In fact, there were still a few aircraft that had not yet been repainted with the new scheme by the date of Pan Am's last operations.

I would like to say farewell to an old friend. Pan Am, your memories will always be with us.

**A 310**

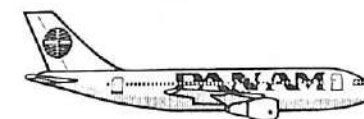
**PAN AM**

Final Pan Am Card Series

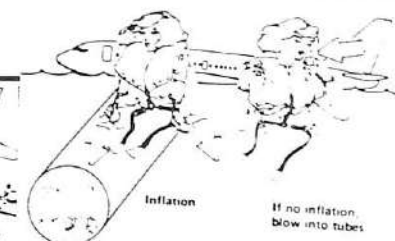
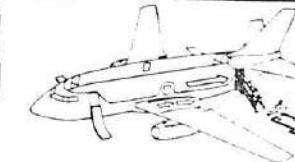
**SAFETY**

**INFORMATION**

PLEASE DO NOT REMOVE CARD FROM AIRPLANE



Pan Am A310's went to Delta Airlines

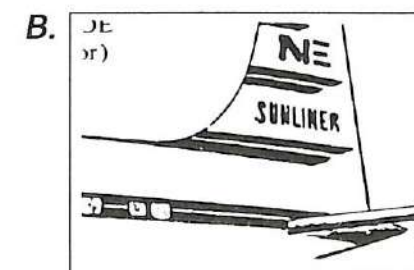


## Collector's Quiz

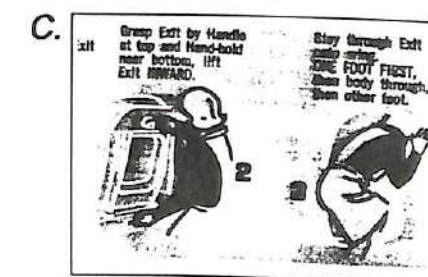
How many aircraft types and airlines can you identify for the following safety card excerpts?



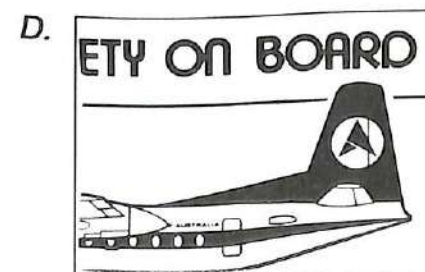
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



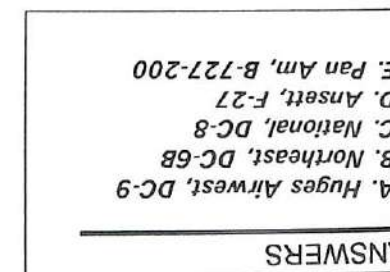
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



A. Hughes Airwest, DC-9  
B. Northeast, DC-6B  
C. National, DC-8  
D. Ansett, F-27  
E. Pan Am, B-727-200

ANSWERS

Safety Information <b>PAN AM</b>	747
Safety Information <b>PAN AM</b>	727
Safety Information <b>PAN AM</b>	A300
Safety Information <b>PAN AM</b>	A310

# WINGS & THINGS

by RICHARD KORAN

Two times now. Two times I have seen airliners parked on the ramps at the east end of Miami International Airport. First I saw Eastern as they came crashing down. And now Pan Am. As an airline pilot it has been difficult for me looking over the fences at all the idle equipment parked at the east end of Runway 9L. Equipment like 727s, Airbuses, 757s ... and others.

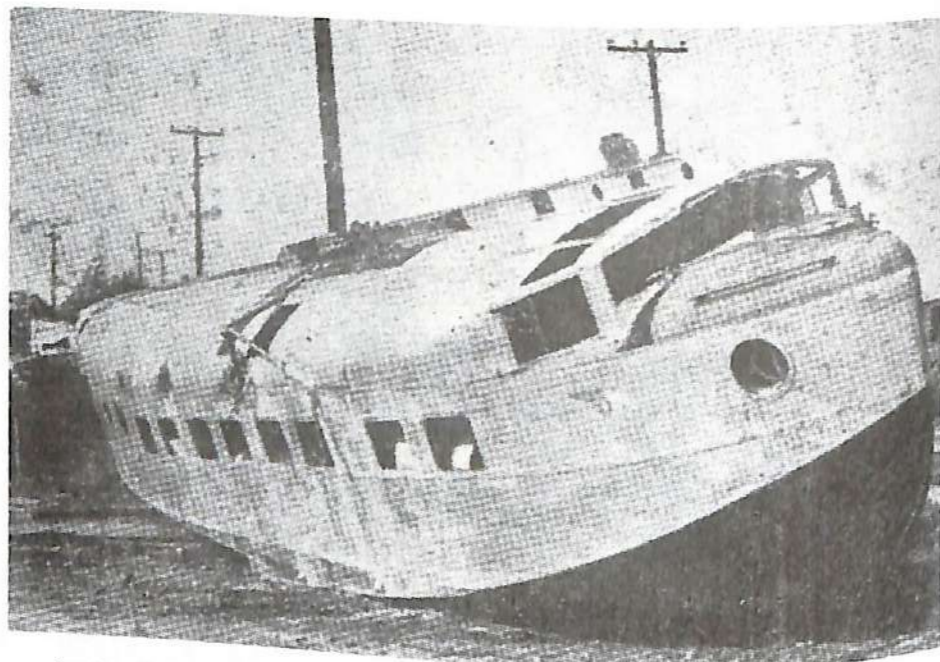
Eastern's hangars are empty, void of anything except for what the winds blow around and an occasional vehicle moving here or there, chasing after whatever. A great number of airplanes are parked near the Pan American facilities, mostly 727s, some still in Pan Am colors ... yet. Others are all white ... like a bad dream.

When my 16 DEC 91 issue of Aviation Week magazine arrived, I was pleased to find a team of writers directed by senior transport editor James Ott had put together a review of Pan Am's history and its many achievements. I thought I would quote some of what they wrote under the headline "Inability to Adapt in New Era of Aviation Doomed Pan Am."

"Pan American World Airways succumbed finally to a defect intolerable to the world of commerce. It would not or could not adapt to changing times.

"A series of final blows brought to an end an airline conceived 64 years ago as the 'Chosen Instrument' of the U.S. government in international aviation. As a private company representing America abroad, it rose to pre-eminence even before the Allied victory 45 years ago in World War 2. But its inability to adjust to political change, a new era in aviation and deregulation caused its slow fall into oblivion.

"By the 1970s Pan Am became a relic of a pioneer age, seeking to preserve its unique relationship with the government that was impossible in an era of mass transportation and competitive



Junk! Not preserved or memorialized in any way in honor of its contributions to pioneering the Caribbean and South American routes. This is what is left of of the S-40 "American Clipper" in a Miami junk yard.

carriers. Some say the government hindered Pan Am from reforming more than it helped.

"Nevertheless, burdened with debt throughout the modern era, hampered by bad management and poor direction, union problems and hard luck, Pan Am in the 1980s slipped into an unrecoverable tailspin.

"Pan Am became 'self-satisfied rather than intensely competitive,' Najeeb Halaby, the FAA's first administrator and Pan Am's third president observed. 'It's amazing that it hung on for so long.'

"Halaby believes that (Juan) Trippe's strong influence, even after his retirement, perpetuated the mythology of Pan Am as a Chosen Instrument and eventually damaged the airline. Trippe envisioned Pan Am serving international routes 'as a monopoly, like the Postal Service, like the telephone. It was a utility, and from then until his death (in 1981) Juan pursued that idea.' And now they are one!



Pan Am's "Clipper Lindbergh" at the international gates of Detroit's Metropolitan Airport following our flight from London Heathrow via Boston. The sun was shining brightly on the Lindbergh, but storm clouds were building in the western skies. Was it an omen of what was to come, many years later?

Before we go on, I would like to thank Dr. Charles Quarles for his help in sending some of the photographs that are in this issue of the CAPTAIN'S LOG. The early Pan American pilot and steward wings appeared in the previous issue. As a collector I sure wish I could find that beautiful 1928-era Pan American pilot's wing. To continue, Charles has acquired a very fine camera and is contributing some classy pictures for the column. At times, I am envious. I need some better lighting equipment for the close-up shots but that will come with time, too.

Anyway, for this column I have selected most of the Pan American wings and badges, plus some from other contributors. As you look at the photographs, you will see the familiar style of wings—a circular center with outstretched wings as most of the airlines with a tie to Pan American used the same basic pattern. Not bad, either that PAA usually had some financial ties to each of their "lines". As for some additional reference about the different aircraft that PAA flew, there are three books that are a must. In them you will also pick out photographs showing crew members wearing these wings. Great Airports/Miami by Geoffrey Arend, Wings to the Orient by Stan Cohen and Pan Am, An Airline and its Aircraft, by Ron Davies. The photographs alone are worth the price of admission.

As most of you know, I quote from time to time from the AIRPOST JOURNAL, the publication of the American Air Mail Society. The APR 91 issue had a photograph on the cover that I have reproduced and it appears with the other photos in this column. Joseph L. Eisendrath, Editor Emeritus, in his "Just a Minute ..." column, inserted this short story, entitled "It was the American Clipper."

## The "American Clipper"

"The photo on the cover this month is a sad picture from a Washington newspaper in 1944. It is what remained of the famous flying boat 'American Clipper' sometime after it was taken out of international service.

"I flew on the plane in 1931 from Dinner Cay, Florida, to Havana, Cuba, my first airplane ride. Naturally I remember the details quite clearly, from the rocky ocean takeoff to the smooth landing in Havana Harbor. I remember so well that I didn't get seasick! I was impressed by its spaciousness and luxury. I took pictures galore and still have these reminders of a special vacation.

"This picture could, by the way, be duplicated thousands of times over the years since flights began in 1930. Few airplanes survive to old age, most end up as scrap, including famous and historically important ones."

There were three Sikorsky S-40 amphibions: American Clipper, Caribbean Clipper and Southern Clipper.

To put a smile on your face, I'd like to relate a short story that involves a famous name on a familiar airplane. Some years ago, I went to visit a fellow wing collector in Luton, England, north of London. Diane and I flew from Detroit on a Pan Am 747 and the flight was quite delightful. Meeting my collector friend was great, including a major trade between the two of us. Trevor acquired a large number of military wings and, in turn, I acquired his oldest British airline wings. It was at this time, in 1977, that I made a decision to collect airline

wings and badges.

We were with the Bell family for a little more than a week, then we headed for London and the sights of that famous city. After a week there, and our feet none the worse for wear, we returned to Luton for extra relaxing time at a famous pub, or two. Then it came time to return to reality and the flight home. This time on a Pan Am 747SP - Clipper Lindbergh.

We had heard tales from other "experienced" 747SP riders that the tail would sway in flight ... somewhat, that is. Well, we got two seats all the way back in coach, on the left side and proceeded to prove, by watching our wine glasses to see if any "waves" would develop ... none! The tail didn't sway.

Once into the flight over the Atlantic, the movie came on and it was none other than "The Last Remake of Beau Geste", with Marty Feldman, Ann Margaret, Peter Ustinov and others. Since I enjoy a good laugh, I was "rewarded" with the movie. Diane listened to the music channel while I was having a good laugh at all the antics on the screen. She would nudge me every so often not to laugh so loud.

We landed at Boston's Logan Airport on the return trip and we were required to leave the aircraft for a while during the stop-over before continuing our flight to Detroit. When it came time for Diane and I to get out of our seats, an English lady across the aisle from me said, in her best British accent, "I do hope that I enjoy America as much as you enjoyed that movie!" With that, she was off to see the Colonies.

When we arrived back at Detroit later that afternoon, storm clouds were brewing in the western skies and it was quite dark in that direction. When we got to the parking lot area, I noticed that the sun was shining brightly above us, and on Clipper Lindbergh, so I took a picture. Am glad that I did, too, as it is one of my favorite photographs ... and of "Lindbergh" at that.

Before I get into the rest of the column, I would like to give my thanks to Ron Davies, author of A History of the World's Airlines, for many of the details regarding the Pan American history in my photo cutlines. As most of you know, Ron Davies is now curator of Air Transportation at the National Air and Space Museum in Washington, D.C.

I can't think of a better way to conclude my column than to share with you a letter I received from PAA Captain Bill Masland, written on 16 NOV 83:

"Your letter of the 14th just came in the mail slot. I enjoyed all of it, starting with the beautifully colorful balloon stamp; every once in a while the Post Office does something right.

"Starting with your search for Pan Air do Brasil wings. Your best bet might be Dorothy Gulbransen. She and her husband, my good friend Hack, were with us during the Rio assignment. Hack died last year. However, her son Gary is a pilot with Pan Am, and may wish to retain the wings. Another possibility is Marius Lodeesen, class mate of mine at Pensacola and later with me in many assignments, now living with his second wife, a baroness, at her castle somewhere in Germany. I'll try to dig up his address before closing. Paulo LeFevre and Carlos Pereira Horta and Custodio Netto flew with Pan Air when I was in Rio. So did Rui Gama, son-in-law of the President, Getulio Vargas. He's since been divorced (don't know how). I have no idea at all on how

to go about getting in touch with these Brazilian pilots. As you know, Pan Air do Brasil went bust when an operator got control of the company and used its ticket stock to finance his rascally speculation in something, coffee perhaps. That was a first-class tragedy; Pan Air was an excellent company.

Before I continue, I'd like to add an anecdote about Capt. Hack Gulbransen. It comes from the book Strange Encounters by David Beaty and was recalled in a letter to the editor by Anthony Woollen of London, England, in the FEB 92 issue of AEROPLANE MONTHLY. The incident happened when BOAC Captain Val Croft was flying Stratocruiser G-AKGM on the Atlantic service to New York from London on Christmas Day 1957. About 500 miles from the Newfoundland coast, No. 4 engine began overspeeding. (This was a problem that plagued the P&W R-4360-B6 Wasp Majors and their propellers for most of the careers of the Strats. It often resulted in a breakaway propeller and sometimes even in the entire engine shaking itself loose and falling away. Pan American lost five of its 30 Strats to this problem - JG).

"Acutely aware that engine and propeller were in imminent danger of disintegrating with possibly catastrophic consequences, Croft sent out a Mayday call; it was picked up by Captain H. Gulbransen flying a Pan American Stratocruiser in the vicinity. Gulbransen knew all about a runaway propeller on a Strat because he had come through the experience on a previous flight; he passed the benefit of his experience to Croft."

Letter-writer Woollen then quotes from their radio exchange as recorded in the book Strange Encounters:

Gulbransen to Croft: "Close your gills ... that'll reduce the buffeting."

"What about flaps?"

"No use."

"I'm still losing height."

"Put the inboards to rated power. Throttle back number one. You'll be able to hold height around three thousand at 140kt."

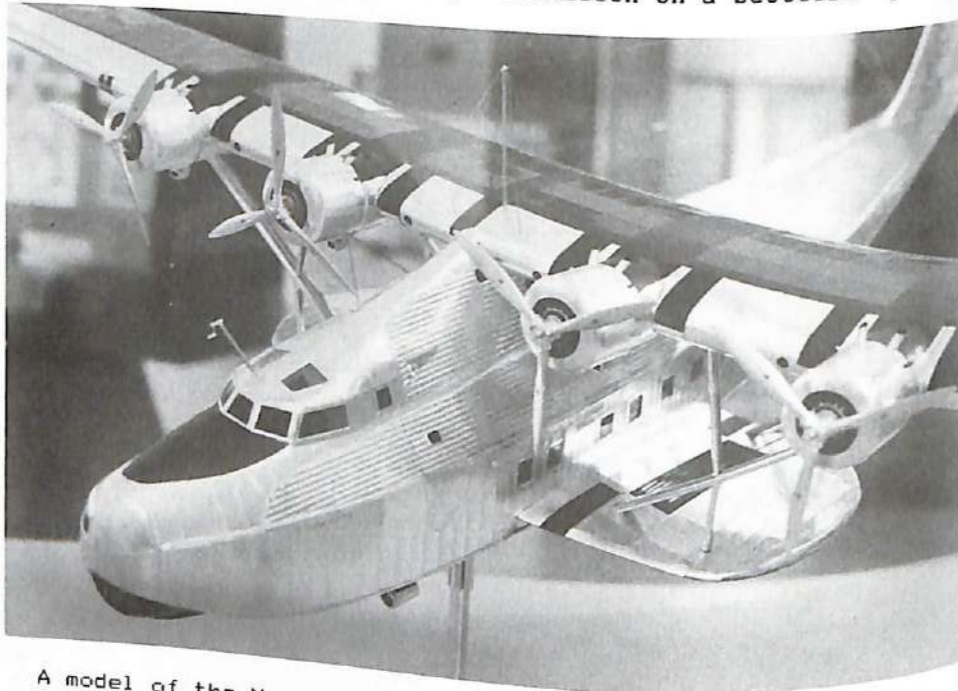
Woollen continues: "As a result of Gulbransen's providential proximity and advice, Croft's Stratocruiser landed safely. It can be assumed that the Christmas celebrations which had begun among the passengers after takeoff - and were abruptly suspended by the mid-air emergency - were resumed with even greater enthusiasm after landing."

After this diversion, back to Capt. Masland's letter:

"On the Pan Africa and similar war time operations I know little other than the mess it made for me after the war, when the pilots from these operations claimed seniority in the Pan Am list. They claimed that Frank Hankins, who had much to do with setting up the operation, had promised seniority to them, Maybe so. I'll add Frank's

address. He would know. He is another class mate of mine at Pensacola. Caught polio after flying with Pan Am for a while, and went into Operation-Engineering work, first with Pan Am, then with Curtiss-Wright, and was involved in the Wenkle engine.

"The early Pan Am logo was a source of much amusement to me. As you know it started out with a map centered on everything south of the Rio Grande, as was appropriate to the name, Pan American. As Mr. Trippe's ambitions grew, so did the logo. Putting North and South America, Europe, Africa, China and the Pacific, also Australia, all on one flat surface, was as impossible as putting a chameleon on a Scottish plaid,



A model of the Martin "China Clipper" dominates a permanent exhibit in one of the fair buildings of the 1939-40 Golden Gate International Exposition on Treasure Island in San Francisco Bay. The museum building also served as an air-port terminal for the PAA Clippers which flew out of Treasure Island from 1939 through 1946. This metal model of the "China Clipper" has a wing span of four feet (1.22 m).

and telling him to conform. I was once co-opted to a Traffic Conference. At one point during the week some poor draftsman took the floor and told of his efforts to achieve this impossibility. A sphere with nothing on it but Latitude and Longitude formed the final and only possible solution.

"As you say, boats were great good fun. Pan Am's early intention was to build a plane and train its crews so that the operation would be self-sufficient. We came very close to it in the last boat, the Boeing B-314. Work platforms let down from the leading edges of the wings. Even in flight you had access to all parts of any engine, excepting the front spark plugs. There was a tunnel that led out into the wing. You took down the firewall and had direct access. Turned out to be a useful device. On one crossing of the South Atlantic, in the middle of the night, number one (engine). Shut it down, sent the first engineer and first officer out into the wing to repair the fuel mixture control. Started it up again. Then a second engine gave trouble. Fixed it. And so it went, until by the time we reached the African coast, we had repaired all



Stratocruiser: Losing an engine - literally.

four engines! Jet engines are great. They work.

"With a double crew we flew some lengthy passages; days, stopping only for fuel. The next boat was to be a monster. A command Captain's stateroom led off his office, from which he directed the entire operation. And the ship flew on and on and on, no crew changes, stopping only for mail, passengers, express and fuel. But the next boat was never built, at least not by us. The English Princess boat came close, but was scuttled, and I never found out how. One evening at a dinner party in Chelsea one of the men present knew the answer, but I showed too much interest, and he clammed up immediately.

"But the boats, and their demise, form a fascinating history. While in Washington again, this time for an Air and Space meeting, I amused myself late evenings in drafting my version as to what killed the boats. Should my musings ever come to print, I'll let you now ... just now I should be fixing a bit of plumbing that came adrift last evening when I laid too heavy a hand on a packing gland.

"The meeting with the Airliners International (Washington, D.C., 1983) really made a bright spot in my summer. Great to be among such a band of enthusiasts. Best regards, Bill Masland."

In Bill Masland's book Through The Back Doors of the World In A Ship That Had Wings, his requiem helps to bring a close to Pan Am's operations:

"Two-and-a-half years later, in December of 1945, my crew and I waited in Lisbon for Joe Hart and his crew to bring us a ship for the return to New York. This would be the winter time, long way 'round return by way of Africa, South America and the West Indies. The route was by now well established, but I sent a message to New York asking them what schedule they wanted us to follow on the return passage.

"We don't care", was the answer. The Atlantic Division had a new interest, land planes. The DC-4s were operating, and Lockheed Constellations could be expected any day. They'd forgotten all about the flying boats.

"I soon discovered that the passengers and crew all wanted to be in New York for Christmas, so we flew for three days and most of three nights, stopping only for fuel, finally landing in Bowery Bay at two o'clock in the morning the day before Christmas. This marked the last flight of a Pan Am boat into New York.

"In the seventeenth and eighteenth centuries, courageous seafarers explored the watery world. In the twentieth century the great flying boats in a similar fashion explored the atmosphere that surrounds the globe. Now the boats were finished, gone where the sailing clippers went. "The night watchman met us, no one else. No flags, no bands, no speeches, just the night watchman making his usual rounds. There never was a quieter end to a brave and glorious era."

And for those of us who were there that night in Washington, we heard the bell!



1945-1959 Pan American World Airways Flight Crew/Chief Steward hat badge. Gold leaves surround the blue/gold center pattern. A single screw back for wear on the hat has "Ground Personnel" in raised letters on the back of this particular badge.



1930-1944 Pan American World Airways Flight Crew/Chief Steward hat badge. Gold leaves surround the blue/gold center. There is a single screw back for wear on the hat/cap.

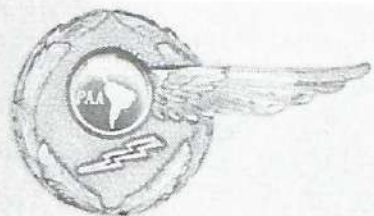


Pan American World Airways Traffic and Service department breast pocket pin from the 1945-1959 era. The badge is gold with blue enamel "PAA" and detailing in the globe.

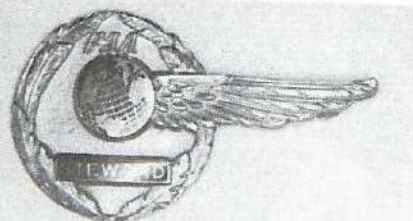




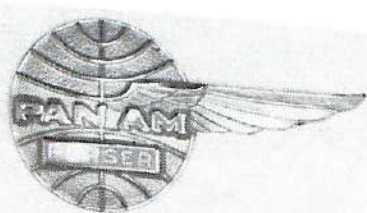
This Pan American World Airways Senior Pilot wing (note the two stars on the bar) has a gold finish with blue enamel center and bar. This breast pocket wing was worn in 1930-1944.



Pan American World Airways Radio Officer's wing badge with dark blue enamel center shield and gold continents. The lightning mark is also in dark blue enamel on the half wing. 1930-1940. (Photo by Charles Quarles)



Pan American World Airways Steward and Stewardess wings worn 1945-1959. Wings are gold with raised "PAA" over the blue and gold shield. The blue bars below have the words "Steward" and "Stewardess" on them in gold letters. (Photo by Dr. Charles Quarles)



Pan Am Purser and Stewardess wings 1960-1978. They are gold with light blue "Pan Am" on both half wings. The words "Purser" and "Stewardess" are in gold on the light blue bars near the bottom of shield. (Photo by Dr. Charles Quarles)



Pan American World Airways Junior Pilot wing (note the single star on the blue enamel bar). It was worn in the 1945-1959 time period and is in gold with "PAA" above the gold/blue enamel globe.

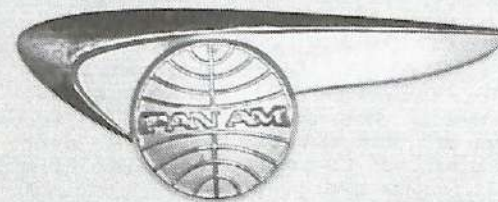
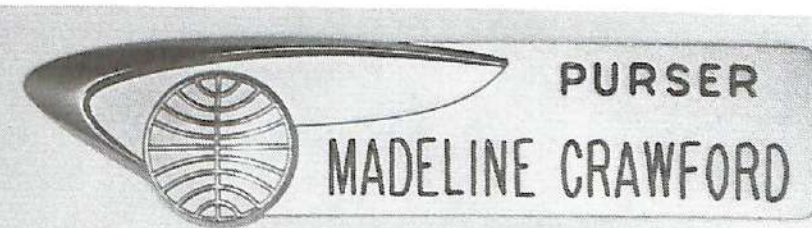


Pan American World Airways Ground Mechanic pocket pin finished in gold with the blue/gold enamel center. This badge is numbered "280" and is from the 1930-1944 era.

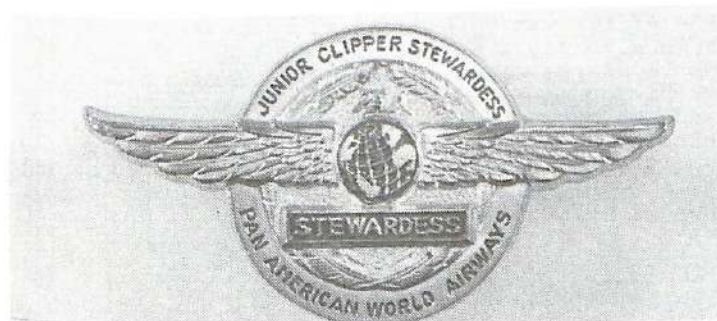


This 1960-1978 Pan Am Captain's wing was a departure from previous flight insignia. It has light blue enameling and a more-modern design. The star over the shield and the three stars on the bar below, denote captain. (Photo by Dr. Charles Quarles)

Prototype Purser and Flight Attendant wings of 1979-1992. The "PAN AM" was eliminated from the gold purser badge, whereas the flight attendant badges are gold for a flying F/A and sterling for the probationary F/A. (Photo by Dr. Charles Quarles)



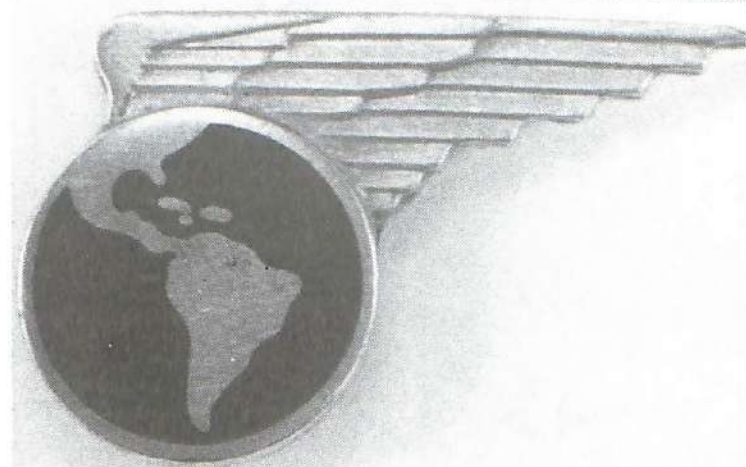
Pan Am Supervisory/Check Captain's wing as in use from early MAY 79 until the demise of the airline. The different wing pattern was unique compared to previous wings. The raised surfaces are polished gold and the lower surfaces have a matte finish. The name and the bar are in light blue enamel, with the stars on the bar in gold.



Pan American World Airways Junior Clipper Stewardess. This wing could be the real thing. It so well made, with narry a flaw, and I hope to some day find the companion Junior Clipper Pilot wing. Does anyone have one for sale???



CMA-Compania Mexicana de Aviacion was the dominant air carrier in Mexico during the 1930s. In the early years of CMA's development, routes expanded to Los Angeles and Chicago. The Caribbean area was a proving ground for both routes and aircraft. Note the slight difference in the wing pattern of the CMA wing, compared to that of the PAA wing. Gold with blue enamel.



Pan American World Airways lapel pin in gold with blue enamel. A finely crafted pin, it measures almost 3/4 of an inch (1.9 cm).



SAHSA-Servicio Aereo de Honduras S.A. operates services in Central America, South America (Columbia) and the U.S.A. SAHSA was formed in 1945 and flies to Houston and New Orleans. The wing is gold, with blue enameling. The word "SAHSA" is just above the stylized "S" in the center.



PAA Ferries, Inc. was formed 24 JUL 41 by Juan Trippe to fly Lend-Lease aircraft to the war zones via Miami, South America and Africa. The organization was dissolved after WW2 ended. The wing was based on the 1930-1944 pattern in use at that time and has the single gold star on the blue enamel bar to indicate Junior Pilot.



AVENSA-Aerovias Venezolanas S.A. was founded in 1943 and flew domestic services to main Venezuelan cities in the early years. First services were with Ford Tri-Motors, a Stinson Reliant, with DC-3/C-47s added later. Avensa is seen today at Miami International with their name emblazoned on their aircraft in the Pan Am-style "billboard" fashion. The wing is in gold with blue enamel.



NAB-Navegacao Aerea Brasileira, a wholly-owned Brazilian airline that was established in 1939. NAB served routes linking the northern and southern parts of Brazil. The airline ran into difficulties in 1948 and went out of business. Gold with green enamel.



Pan American-Grace Airways (Panagra) was jointly owned by Pan American World Airways and W.R. Grace and Co. It was formed in early 1929 with operations primarily in South America. Braniff acquired Panagra after years of court and CAB action. This 1930-1944 wing is gold with green enameling.



Cubana was founded by Curtiss Aviation in late 1929 and was bought by PAA in 1932. They flew early Ford Tri-Motors and advanced to DC-4s, Constellations and Britannias through the late 1940s and early 1950s. PAA withdrew from Cubana in 1953. Gold in blue enamel. My thanks to George Farinas for the use of this wing.



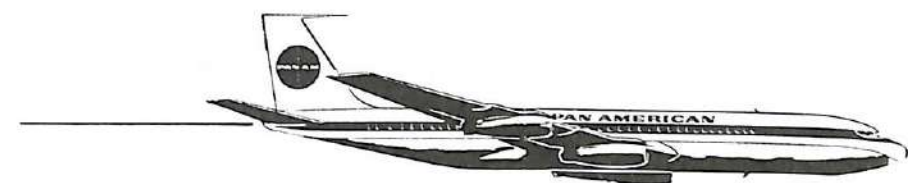
PAA Africa was formed on 15 JUL 41 by Juan Trippe to fly supplies to British troops in North Africa. Later, PAA Africa pilots flew aircraft and equipment to the Far East via Africa and the Middle East to India, where China-Burma-India "Hump" pilots took over and continued the flights into the war zones. The wing is in gold with a blue bar and gold star indicating Junior Pilot. A slight chip shows on the bar.



Pan American-Grace Airways (Panagra) lapel pin crafted in silver. The wingspan of the pin is 3/4 inch (1.9 cm).

# AROUND THE WORLD

## of Airline Schedules



Copyright 1992  
George Walker Cearley, Jr.

The schedule column is devoted to a brief survey of Pan American between 1927 and 1961.

**THE AIR-WAY TO HAVANA**

PAN AMERICAN AIRWAYS, INC.  
SPRING SQUARE BUILDING  
NEW YORK

MIAMI	BROWNSVILLE
HAVANA	TAMPICO
COZUMEL	MEXICO CITY
BELIZE	VERA CRUZ
TELA	S. JERONIMO
SAN LORENZO	GUATEMALA
SAN SALVADOR	
MANAGUA	
PUNTARENAS	
DAVID	
PANAMA CITY	
CRISTOBAL	

Tickets, Reservations and Information at Pan American Offices in the above Cities

**PAN AMERICAN AIRWAYS SYSTEM and ASSOCIATED RAILROADS**

Effective January 1, 1932

**PAN AMERICAN AIRWAYS SYSTEM**

PASSENGER SERVICE SCHEDULES AND TARIFFS

BETWEEN

UNITED STATES  
WEST INDIES  
MEXICO  
CENTRAL  
AND  
SOUTH AMERICA

PAN AMERICAN AIRWAYS, INC.

WANTED TO EXCHANGE WITHOUT NOTICE

**PAN AMERICAN AIRWAYS SYSTEM**

TIME TABLES-TARIFFS

HAVANA  
NASSAU  
MEXICO  
PANAMA  
WEST INDIES  
CENTRAL &  
SOUTH AMERICA

PASSENGERS • MAIL • EXPRESS

Created in Aug. 11, 1932

Pan American's first flight was a mail flight from Key West to Havana on October 19, 1927, using a Fairchild FC-2 named La Nina. Full scale operations began with a Fokker F-7 Trimotor over the same route carrying mail October 28, and on January 16, 1928, Miami-Havana Fokker F-7 passenger service was inaugurated.

Pan American's network of routes from 1928-1930 included Mexico, Central America, Cuba, the Canal Zone, and "Caribbean Rim" as far east as Paramaribo, Dutch Guiana (Surinam).

Early 1932 services included routes throughout Mexico, Central America, Caribbean, and South America. South American West Coast services were operated by PANAGRA, and East Coast by Pan American. In 1931 Pan American had acquired S-40 flying boats.

**PAN AMERICAN AIRWAYS SYSTEM**  
TIME TABLES • TARIFFS

HAVANA  
NASSAU  
MEXICO  
PANAMA  
WEST INDIES  
CENTRAL & SOUTH AMERICA

PASSENGERS • MAIL • EXPRESS

**PAN AMERICAN AIRWAYS SYSTEM**  
TIME TABLES • PASSENGER TARIFFS

HAVANA  
NASSAU  
MEXICO  
WEST INDIES  
CENTRAL & SOUTH AMERICA  
ALASKA • CHINA

PASSENGERS • MAIL • EXPRESS

Corrected to November 1, 1935

*Atlantic Service*  
**PAN AMERICAN AIRWAYS SYSTEM**  
& ASSOCIATED CARRIERS

TIME TABLES  
PASSENGER FARES  
INFORMATION

[ISSUED AUGUST 1939]

SEE OTHER TIME TABLES FOR ALASKA  
TRANS-PACIFIC & LATIN AMERICA SERVICE

**PAN AMERICAN AIRWAYS SYSTEM**

*Atlantic Pacific*

MARCH—MAY 1941

PASSENGERS • MAIL • EXPRESS • TIME TABLES

**PAA**  
PAN AMERICAN WORLD AIRWAYS  
SYSTEM TIME TABLE

passengers  
mail  
parcel post  
cargo

WORLD'S MOST EXPERIENCED AIRLINE

**SUPER 7**

WORLD'S  
NEWEST  
FASTEST  
AIRLINERS

Non-Stop Tourist Service to Paris and London

SERVICE TO PARIS AND ON TO ROME IS EFFECTIVE JUNE 1; SERVICE TO LONDON AND ON TO FRANKFURT, JULY 14

AND ONLY PAN AM'S GOT 'EM!

PAN AMERICAN CLIPPERS Fly On Better Time

Left: Pan American timetable from June 1, 1955. Ad at center features new "Super 7 Clipper" (DC-7B) service nonstop across the North Atlantic from New York to both London and Paris, inaugurated that June.

Left: December 1, 1933, timetable. Equipment at the time included Sikorsky S-40's (44 passenger flying boats used between Miami, Havana, and Barranquilla); Consolidated Commodore's (20 passenger flying boats operated between Miami-Nassau; and Miami, West Indies, and East Coast of South America on to Montevideo and Buenos Aires; and between Miami and Cristobal, C.Z.); Ford Trimotor (10 passenger capacity, used in Mexico and Central America, in Cuba, and on PANAGRA routes between Talara, Peru, Santiago, and Buenos Aires); and finally, Sikorsky S-41 (6-10 passengers, operated between Miami and San Salvador, Cristobal and Trinidad, Cristobal and Talara, Kingston and Santo Domingo, and in Colombia).

Center left: December 1935 timetable included routes to the Caribbean, Central and South America, and within Alaska and China (as CNAC). Also shown is new transpacific service between San Francisco, Honolulu, Midway, Wake, Guam, and Manila begun that November.

Center right: Atlantic service timetable from August 1939 includes Port Washington-New Brunswick-Newfoundland-Foynes, Ireland-Southampton service as well as a Port Washington-Azores-Lisbon-Marseilles-Auckland, and California-Honolulu-Manila-Hong Kong services.

Right: 1941 Atlantic-Pacific timetable includes New York-Foynes, New York-Lisbon; California-Honolulu-

**PAN AMERICAN**  
*World Airways*

AGOSTO 15, 1944

Horarios y Tarifas

SUJETOS A CAMBIOS SIN PREVIO AVISO

EST. FEBRUARY 1, 1926

**PAN AMERICAN AIRWAYS**  
SYSTEM TIME TABLES

PASSENGERS • MAIL • EXPRESS

If it isn't operated by  
**PAN AMERICAN**  
it isn't a **CLIPPER**

Pan American Clippers have been in international operation since 1927. In 1933 the famed *Clipper* made its first U.S. air-mail flight over the Pacific to the Orient. On June 20th, 1939, transatlantic service to the British Isles was inaugurated by the *Yankee Clipper*.

Since 1927 the routes of the Flying Clippers have been extended to the far corners of the earth. Today you can fly by *Clipper* to 46 countries and colonies—to the British Isles, Europe, Africa, South or Central America, Mexico, the West Indies, Bermuda, Alaska, or Hawaii.

Only Pan American planes are Clippers. And all Clippers operated anywhere in the world are manned by Pan American. Ask your Travel Agent for up-to-the-minute details on Pan American rates and routes, or call the nearest PAA office.

you can now fly by *Clipper* to 4 continents

**PAN AMERICAN WORLD AIRWAYS**  
The System of the Flying Clippers

**No Change of Plane . . .**  
to either coast of South America

Down the West Coast  
Down the East Coast

At last! Through-plane service from New York and Washington clear down South America's West Coast. Another travel convenience—changing planes in Miami—has finally been eliminated.

You can now stay comfortably aboard the same personalized airplane straight on through to Panama, Guayaquil, Lima, Santiago and Buenos Aires. . . . Or you can "switch" routes of National Airlines (N.Y.-Miami), Pan American (Miami-Panama) and Panagra (Miami-Panama) and Panagra (Miami-Panama).

Twice daily service between El Interamericano, in DC-7Bs with 48 seats. . . . El Pacifico in DC-4Bs, with seating up to 218. (See Tables 29 and 30).

Following the arrows on the map, you can fly down the coast and back the other way for the price of a single round trip ticket to Buenos Aires. Never since either coast!

East Coast, West Coast, or "Round South America" use the original Pan Am "Pay Later" Plan if you wish. Pay 50% down, pay the balance in up to 20 monthly installments.

Pan American Clippers Fly On Better Time

**FOR PEOPLE IN A HURRY . . .**

Now that you've got your Pan American timetable in hand, you're one step closer to your BIG DAY by *Clipper*. Choose that day, arrive, why let anything hold you back? Pan American's "Super-7" Clippers are where you belong. They're the fastest and quietest long range aircraft ever produced in the USA. . . . the ultimate in Douglas' famous line of piston-driven aircraft: the DC-7C. No other airline comes close in size to Pan Am's mighty fleet of these 7C speed queens. Ask for the "Super-7" in all Europe or to Hawaii. . . . companion DC-7B Clippers to South America.

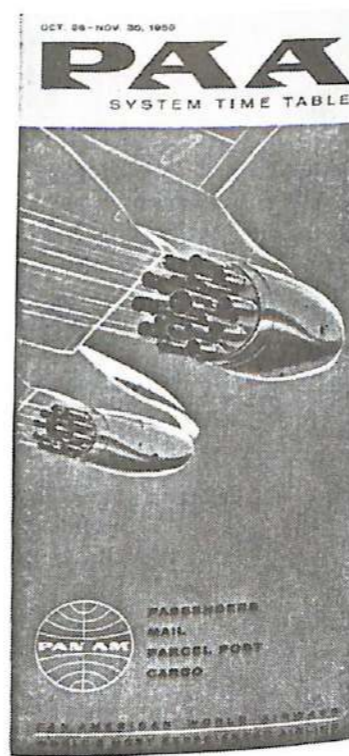
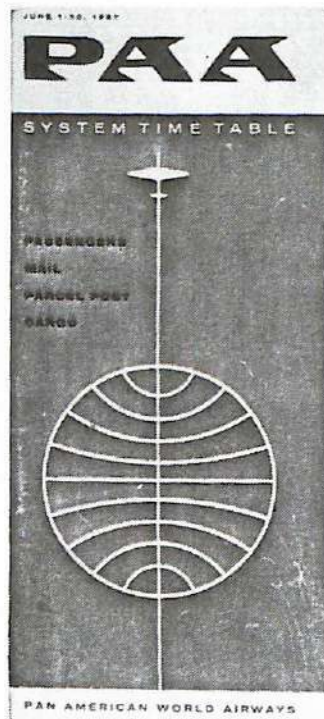
Pan American Clippers Fly On Better Time

An interchange among National, Pan American, and PANAGRA was inaugurated in September 1955 linking New York to the West Coast of South America via Miami and Panama. National crews flew between New York and Miami, Pan American between Miami and Panama, and PANAGRA beyond Panama along the West Coast of South America southward to Lima, Santiago, and Buenos Aires. Pan American continued to operate all flights directly from the East Coast of the U.S.A. to the East Coast of South America.

On June 1, 1956, Pan American inaugurated DC-7C flights. The DC-7C provided nonstop service between New York and Europe. Its maximum stage length was 4,250 miles. Pan American ultimately operated 26 DC-7C's. Beginning at this time, DC-7B's were shifted to South American routes.

Pan American schedules from August 1944 consisted of services to Mexico, the Caribbean, Central America, and South America from the U.S.A. Equipment at that time included Douglas DC-3's, Boeing 307 "Stratoclinchers", and Sikorsky S-43's.

Pan American inaugurated Constellation services on its North American routes in January 1946. In June 1947 Pan American opened the world's first round the world service, using Lockheed Constellations. The aircraft carried 56 in coach seating or 45 "sleeperette" seats. Pan American had introduced DC-4's in 1946. Early 1946 saw the phasing out by Pan American of its Boeing 314's and remaining S-42's.



# POST CARD CORNER

by WILLIAM DEMAREST



Anyone who works in the airline industry will always agree on one thing: "Nothing will ever stay the same." The past few months have brought about the demise of Pan Am, Midway and Compass Airways. Other airlines are still teetering on the edge of insolvency.

Luckily, the airlines as a group, and various commercial publishers continue to provide us with a wide variety of aircraft postcards for our collections.

The Golden Oldies in this issue feature a select few of the many Pan Am postcards in my collection. Pan Am contributed many "firsts" to our industry and their rich heritage will be missed by all.

My goal for 1992 is to store information on all postcards in my collection in a database program in my PC. I am using a program called Paradox SE. Once I am finished, I can sort and retrieve information using any of the following fields: airline, aircraft type, aircraft model, registration number, publisher and publisher ID number. Eventually I should be able to compile listings of all known postcards using this method. Stay tuned for further details over the next few months.

Wolfgang Woerner has completed the second volume of his AIRBUS POSTCARD CATALOG series. This comprehensive book lists all known Airbus A300, A310 and A320 postcards by showing a picture of each card and a reference number for collectors to use as a check list. Every collector should have a copy! This is NOT a listing of postcards available for trade or sale, but rather a reference source for collectors of Airbus postcards. The catalog will be available through J.J. Postcards in Switzerland and through Udo Schaefer/Flite-Line Postcards.

Please continue to send me photocopies and information on any new postcards you happen to find in your travels.

Happy collecting!

POSTCARD  
TARJETA POSTAL

THE SYSTEM OF THE FLYING CLIPPERS  
LA LÍNEA DE LOS CLIPPERS



The Stratoclinpers carry passengers in luxury and comfort over PAA's many air routes.

Con lujo y comodidad se uuela en los Estratoclippers sobre las multiples rutas de la Pan American World Airways.



"Por la Vía Aérea a Panama"  
Uno de los aviones multi-motores de la flota aérea de la Pan American Airways en ruta a Mexico y Centro-América

## GOLDEN OLDIES



"Clipper Ship" Taxis Ashore

Largest of America's Great Airliners—Pan American Airways Giant 4-engined "Clipper Ships" carry a crew of 5, cruise at nearly 160 miles per hour, and ply the skyroad to Rio de Janeiro, through 12 countries, in 5 days



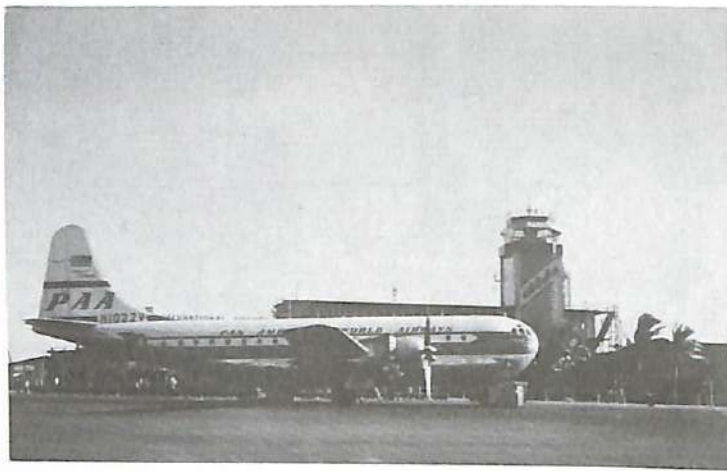
PAN AMERICAN WORLD AIRWAYS

Left: First timetable to display then new world globe logo was this issue from June 1, 1957.  
Center: DC-7C in new 1957 colors with Pan American titles on fuselage and world globe on tail as it appeared in this ad in December 1957 timetable. Aircraft in Pan Am's fleet then included the DC-7C, DC-7B, DC-6B, DC-4, C-54 Freighter and Boeing 377 "Stratocruiser". Pan American affiliates were, at the time, PANAGRA, Lloyd Aereo Boliviano, Panair do Brasil, AVIANCA, Mexicana, Aeronaves de Mexico, COPA, Cubana, AVENSA, SAHSA, LACSA, LANICA, and Ariana.  
Right: Inaugural pure jet timetable from October 26, 1958. Pan American was the first U.S. airline to operate pure jets and the first to fly the Boeing 707, anywhere in the world.



Immediate left: In Spring 1961 Pan American introduced a new all white timetable cover design with blue globe logo. This design was used through the October 1, 1969, issue. Pan American's fleet in 1961 included the Boeing 707-121, 707-321, Douglas DC-8-32/33, Douglas DC-7C, DC-7CP (Freighter), Douglas DC-6B, Douglas DC-6A Freighter, DC-4, and C-54 Freighter.

Left: Ad from October 26, 1958, Pan American timetable features 707 and inaugural New York (Idlewild)-Paris (Le Bourget) jet Flight 114, operated with 707-121, N711PA, "Clipper America".



572--4 PAN-AMERICAN STRATOCRUISER AT HONOLULU INTERNATIONAL AIRPORT.



FLUGHAFEN STUTTGART  
Flughafenhotel - Restaurant mit Aussichtsterrasse  
1400 Sitzplätze - Interessanter Flugbetrieb

NEW ISSUES

**LEGEND**  
 ab - seen from above  
 al - artist's impr.  
 bl - seen from below  
 cc - combi card  
 co - Continental size  
 dr - drawing  
 fl - facing left  
 fr - facing right  
 fv - front view  
 gr - on the ground  
 ho - head on  
 if - in flight  
 il - 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 border

AIRLINE ISSUES

Aeronaes del Peru DC-8-50F, if fl co ml  
 Air Berlin 737-300, gr fr co  
 Air Pacific 747-200, gr fl co  
 All Nippon A320, gr fl co  
 Ansett WA F-28-4000, if fl co, technical details on reverse  
 Ansett WA Bae 146-200, if fl co, technical details on reverse  
 Atlantic Island Air (Atlantsflug) 727-200, gr fl co  
 Braathen's SAFE 737-500, if fl co 3/4 fv-bl  
 Cimber Air Nord 262, if fr ov, in a bank  
 Conair A320, if fr ov ml  
 Cyprus Airways A310, if fr nc co  
 Faucett 727-200, gr fr co  
 Finnair DC-10-30, fl co, tailview  
 Finnair MD-11, if fl co  
 Finnair MD-11, co, view from cockpit simulator  
 Finnair MD-87, gr fl co  
 Hapag-Lloyd 737-400, if fl co, above clouds  
 Japan Air Syst A300, co il 3/4 fv  
 Kendall Airl. SF340, if fr dr ov  
 Malaysia A300, gr fl co nc  
 Midwest Express MD-38, if fr above clouds in bank  
 Philippines 747-200, if fl co nc  
 BATA Air Acores Bae ATP, if fr co  
 TAMPA DC-8-63F, to fl ov \dr  
 TAP Air Portugal L-1011-500, if fr rv over mountains

142 SAS MD-87  
 143 China Eastern A310-304  
 144 Binter Canarias ATR-72  
 145 Air China 707-3J6C  
 146 Air Liberte A300-622R  
 147 Air Littoral EMB-120 Brasilia  
 148 Royal Air Maroc ATR-42  
 149 Sagittair Bae 146-300  
 150 Alaska Airlines 727-290  
 151 Servivansa DC-9-32  
 152 TAN/SAHSA 737-2A3  
 153 Tunis Air 727-2H3  
 154 Japan Asia DC-10-40  
 155 CSA A310-304  
 156 Spanair DC-9-51  
 157 THY Turkish A310-300  
 158 Kar Air DC-6B  
 159 Air Zaire DC-8-33  
 160 Air Siam A300  
 161 United Airlines 757-222  
 162 Aerial Transit DC-6B  
 163 Ryanair ATR-42  
 164 Burlington Express DC-8-63F  
 165 Atrlift Int'l 707-320C  
 166 Cubana IL-76MD  
 167 Air France 747-400  
 168 Pomair Ostend DC-8-33  
 169 Anglo Cargo 707-338C  
 170 U.S. Postal Service DC-9-15F  
 171 Air Alpes F-28  
 172 USAir Bae 146-200A  
 173 Air Jet F-27-600  
 174 Air Canada DC-9-32, nc  
 175 GB Airways Viscount  
 176 TAN L-189F  
 177 Greenlandair DC-6B  
 4221 Jet Alsace MD-83, mv

AIRPORT ISSUES

Dallas/Ft. Worth DFW, view of terminals with AA DC-10  
 Phoenix PHX, view of terminal with AA 737, 727, DC-10

With special thanks to: Rick Neyland, Phillip Perry, Dave Prins, Jon Proctor, Ben Sutherland, Don Thomas

AVIMAGE

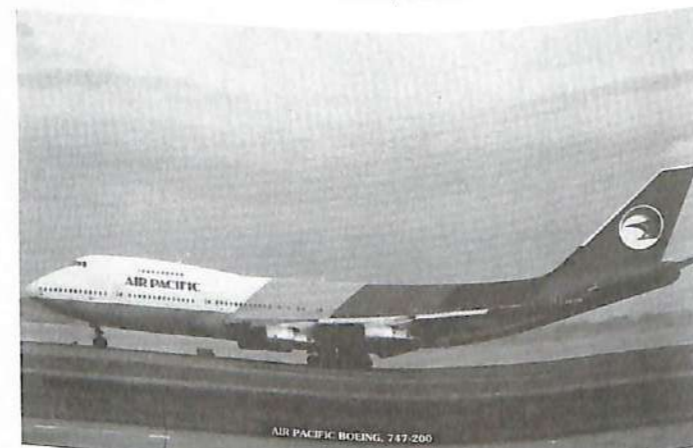
138 Aeronautics Vickers Viking  
 139 Air Niugini A310-324  
 140 Trans Arabian Air Tr.707-349C  
 141 Air China 747-4J6

BUCHAIR CARDS

9101 HELDG AG AS 332C1 Super Puma  
 9102 Foshing Airlines ATR-42-300  
 9103 Compagnie Corse Mediterranee ATR-72-102  
 9104 Queensland Pacific Nord 262A  
 9105 Aerosucre Colombia Caravelle  
 9106 Pakistan Int'l A300B4 \11R  
 9107 Korean Air A300B4  
 9108 Hapag-Lloyd A310-204  
 9109 Indian Airlines A320-231  
 9110 Sigi Air Cargo AN-12  
 9111 Sichuan Airlines Y7-100  
 9112 Flugtak Beech 99  
 9113 USAir Express Beech 1900  
 9114 Air Grischia Bell 214B helic.  
 9115 China Southwest 707-9J6C



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AIR PACIFIC BOEING, 747-200

Seats 413 passengers, range 11000km, max take off weight 365 tonnes. With scheduled services to Australia, New Zealand, Japan, Vanuatu, Solomon Islands and Tonga. Air Pacific is a significant international carrier.

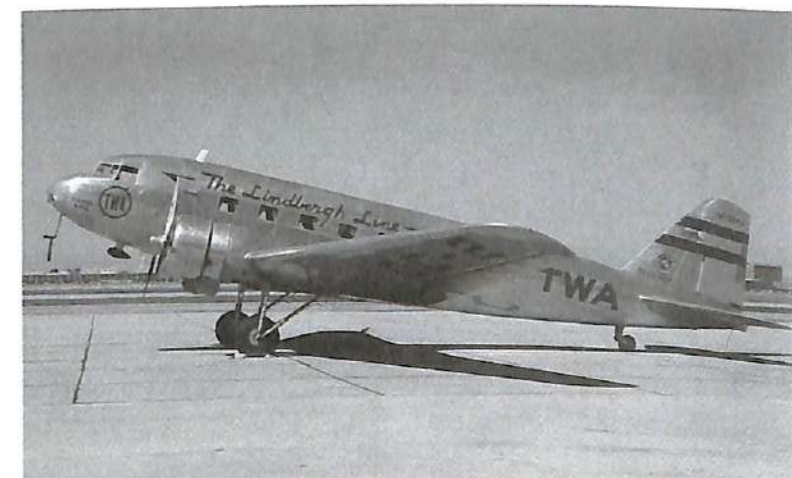
- 9116 Varig Cargo 727-173C
- 9117 Air Vanatu 727-276
- 9118 Southwest AL (Japan) 737-2Q3
- 9119 TACA 737-391
- 9120 Aer Lingus 737-448
- 9121 Braathen's SAFE 737-505
- 9122 Tower Air 747-121
- 9123 Cargolux 747-271C
- 9124 Cathay Pacific 747-367
- 9125 UTA 747-4B3
- 9126 China Airlines 747SP-09
- 9127 Shanghai Airlines 757-26D
- 9128 Air China Int'l 767-2J6
- 9129 Egyptair 767-366
- 9130 Helikopter Service Boeing 234LR Chinook
- 9131 British AW BAC 1-11/500ED
- 9132 Mandala Airl. Viscount 832
- 9133 Bouraq Indonesia HS 748-235
- 9134 Manx Airlines Bae ATP
- 9135 Zimex Aviation Jetstream 31
- 9136 Druk Air Bae 146-100
- 9137 Crossair Bae 146-200
- 9138 Makung Airlines Bae 146-300
- 9139 Asahi Airways CASA 212
- 9140 Provincial Express Ce. 208B
- 9141 CanAir Cargo CV-580
- 9142 Coral Columbia C-46C
- 9143 Wideroe DHC-6
- 9144 Paradise Island DHC Dash-7
- 9145 Air Creebec DHC Dash-8
- 9146 Bangkok Airways Dash-8-311
- 9147 Pelangi Air DD-228
- 9148 Flight West EMB Bandeirante
- 9149 TAT Embraer Brasilia
- 9150 FedEx Europe F-27-600
- 9151 Malaysia Airlines Fokker 50
- 9152 Biman Bangladesh F-28-4000
- 9153 Sempati Air Fokker 100
- 9154 Chalk's Int'l Grumm. Mallard



MDC Douglas DC-4 (C-54A-DC)  
 C-FGNI c/n 10389 / 120  
 of Air North  
 over Yukon Mountain Range, YT (3/90)  
 Photo by Martin E. Siegrist



ATLANTSFLUG HF  
 ATLANTIC ISLAND AIR  
 Boeing 727-200A, Keflavik, Iceland.  
 Photograph: Michael Asher.



DOUGLAS HISTORICAL FOUNDATION  
 Douglas DC-2 NC1934D MSN 1368



JAPAN ASIA  
 DC10-40  
 JA8532 c/n 46660  
 Hong Kong Kai Tak - Octobre 90

AIR ALGERIE  
 B-747-273C  
 N747WA c/n 20651  
 in 1980  
 Photo by A. Wubben  
 From P. Popelaf collection  
 O.K.C. No. A032

# STICKER CHATTER

by DON THOMAS

- 9155 Wuhan Air Lines Avia 14-30
- 9156 Vietnam Airlines IL-18D
- 9157 Aeroflot IL-62M
- 9158 Metro Cargo IL-76TD
- 9159 Hemus Air LET-410
- 9160 Zantop Lockheed L-188F
- 9161 Hawkins & Povers L-182 Herc.
- 9162 BWA L-1011 TriStar 500
- 9163 Air Logistics MBB BO-105S
- 9164 Victoria Air DC-3C
- 9165 Air North DC-4
- 9166 Aerial Transit DC-6A
- 9167 Flash Airlines DC-8F-55
- 9168 Connie Kalitta DC-8-73F
- 9169 Great American AW DC-9-15
- 9170 VIVA Air DC-9-32
- 9171 Iberia MD-87
- 9172 Adria Airways MD-82
- 9173 Japan Air Lines DC-10-40
- 9174 Delta MD-11
- 9175 China General Av'n Mil MI-8
- 9176 All Nippon YS-11A
- 9177 Mount Cook Pilatus PC-6
- 9178 Loganair BN-2B Islander
- 9179 Lufthansa Piper CheyenneIIIA
- 9180 American Eagle Saab SF-340B
- 9181 China Eastern SD-360
- 9182 British International Helic. Sikorsky B-61N
- 9183 Air Vendee SA-227AC Metro
- 9184 LOT Polish TU-134A
- 9185 China Northwest TU-154M
- 9186 CSA YAK-40
- 9187 Cubana UAK-42D
- 9188 Northwest 757-251
- 9189 Northwest DC-10-40
- 9090 Northwest 747-451

## CIVIL AIRCRAFT POSTCARDS

(Historic Series)  
Northern Air Cargo DC-6A

## DENNIS PRODUCTIONS

C.079674L American AL 767-300ER

## E. BAUMANN

1539 Swissair MD-11

## FLIGHTDECK

57 Cyprus Airways A310-203  
58 Tarom BAC 1-11/500  
59 Jersey European SD-360  
60 Business Air SF-340A  
61 Airtours Int'l MD-83  
62 Air Atlantique DC-3

## FRED HEMS POSTCARDS

FH 10 Aeroflot AN-25  
FH 11 XEMYC UAK-40  
FH 12 CSA YAK-40  
FH 13 Channel Express L-188  
FH 14 Brit. Air Ferries BAC 1-11

## INT'L AIRLINE WORLD PUBLISHING

(Collector's Series)  
RHC 018 Northeast CV-880  
RHC 033 Summit CV-580

The following numbers all

- 537 AirCal 737
- 538 Air Canada DC-8-71
- 539 Air Cardinal DC-8
- 540 Air Columbus CV-440
- 541 Air Florida 737
- 542 Air Florida 737
- 543 Canada 3000, 757
- 544 Air Ontario CV-580
- 545 Air Panama 727
- 546 Alaska MD-83
- 547 Alaska 727
- 548 American Trans Air L-1011
- 549 APBA DC-8
- 550 Braniff Express SF-226
- 551 Canadian A320
- 552 Casino Express 737
- 553 Piedmont 737
- 554 Continental 737
- 555 DHL Cargo CV-580
- 556 Domino's Pizza CV-580
- 557 Eastern DC-8-30
- 558 Erickson Super Guppy
- 559 Evergreen DC-9-10
- 560 Evergreen Gulfstream 2
- 561 Sunworld DC-9
- 562 Florida Airlines DC-3
- 563 Florida Airways Int'l DC-3
- 564 USAir 727-100

- 565 Allegheny DC-9
- 566 Jet America MD-80
- 567 Majestic DC-3
- 568 North American DC-3
- 569 Northwest Cargo 747
- 570 Northwest MD-80
- 571 Northwest DC-9-15
- 572 Ocean Airways Martin 4-0-4
- 573 Overseas National DC-9
- 574 Pacific Air Express Carvair
- 575 Polair DC-3 Turbo
- 576 Presidential 737
- 577 Presidential Jetstream 31
- 578 Resorts CV-580
- 579 Sunbird SF-226
- 580 TWA DC-9
- 581 Travel GoGo CV-880
- 582 USAir 727-200
- 583 U.S. Postal Service DC-9-15
- 584 University of Florida DC-3
- 585 Odyssey Int'l 757
- 586 Prinair CV-580

## J.J. POSTCARDS

98 Cyprus Airways BAC 1-11/500  
99 Antigua Caribbean DC-8-21



Save-A-Connie  
Lockheed L-1049H  
N6937C  
Photo: Phil Brooks

- 100 LAER SF-340A
- 101 Royal Brunei 727-30
- 102 Transvade 737-3Y0
- 103 ALIA L-1011-385
- 104 Air Charter Int'l Caravelle
- 105 Aviacsa BAe 146-200
- 106 Evergreen Int'l DC-8-62F
- 107 TAES DC-3C
- 108 TMA Lebanon CL-44
- 109 Pan Adria FH-227B
- 110 Trans Air Service DC-3
- 111 Skyline Sweden Viscount 814
- 112 Euroair Herald 213
- 114 Guyana Airways 707-321B
- 115 Air India A310-304
- 116 Foshing Airlines ATR-42

## JAROMIR HAVELKA

New publisher, address:  
Klimentaska 34  
10 00 Praha 1-Nove Mesto  
Czechoslovakia

(All card numbers prefixed JH-)

- 001 CSA 310-300
- 002 CSA IL-62M, nc
- 003 CSA TU-154M
- 004 Czechoslovakian Govt. TU-154B
- 005 Pan Am 747-121
- 006 Air India 747-237B
- 007 Philippines 747-2F6B
- 008 Lufthansa 707-430B at museum in Berlin

## MARY JANE'S RAILROAD SPECIALTIES

(All numbers are prefixed MJ)  
1007 Aeroflot IL-14  
1008 Aeromaritime Int'l 747-3B3  
1009 Airborne Express YS-11A

- 1010 Air Charter Express FH-227B
- 1011 Air Grand Canyon DC-3C
- 1012 Air Resorts CV-580
- 1013 All Nippon 747-481
- 1014 American Airlines 757-223
- 1015 America West A320
- 1016 Binter Mediterraneo CN-235
- 1017 British Airways 767-336
- 1018 Canadian Air Int'l L-188C
- 1019 China Air. Cargo 747-109F
- 1020 Continental Airlines A300B4
- 1021 Corse Air Int'l 747-121
- 1022 Douglas Historical Soc. DC-2
- 1023 Europe Aero Serv. Caravelle
- 1024 EVA Air 767-300 /387B
- 1025 Fuerza Aerea Argentina 707-
- 1026 Hawaiian Air DC-9-15
- 1027 Island Air Beech 18
- 1028 Japan Air Lines 767-246
- 1029 Japan Air System A300B2K
- 1030 Midway Airlines 737-204
- 1031 Pakistan Intl Cargo 707-373C
- 1032 Rusts Flying Service DHC-2
- 1033 Speedlink Parcels DC-3C
- 1034 United Air Lines DC-3A
- 1035 United Air Lines 757-222
- 1036 Viking Int'l CV-640

## POSTCARD

P.O. Box 85, posta Praha 2B  
128 00 Praha 2, Czechoslovakia

- 1 Coral Wings Grumman G-44A
- 2 Aeroleasing Learjet 36A
- 3 Hamburg Airlines DHC Dash-8
- 5 Tarom IL-18V
- 6 Slovaik L-410-UVP-E
- 7 Alpha Air Taxi Piper PA-42
- 8 Air Caledonie Caravelle
- 9 Northwest Airlines 747-200F

## PRIVACY PUBLISHING HOUSE

Limited Edition of 500 cards each  
(Card numbers prefixed 09/91/)  
63 Pompano Airways Nord 262A  
64 Kelowna Flightcraft DH-  
Caribou  
65 Pacific Western 767-275  
66 All Cargo Airlines Britannia  
67 Universal Airlines Argosy 102  
68 Air Logistics CASA 212  
69 Aeroperias Nomad 24  
70 Seagull Air DH-114 Heron  
71 Fort Worth Air YS-11A  
72 TDA Domestic YS-11  
73 Japan Air System YS-11  
74 All Nippon YS-11  
75 Southwest Airlines YS-11  
76 Air Aruba YS-11  
77 Guyana Airways DC-6A  
78 Aerosucre Herald 401  
79 Rutaca AN-2  
80 City Air Services YAK-40

## PRIVATE POSTCARDS

06/91a Air Aruba 727-81  
06/91b Air Freight CV-580  
06/91c Aero Feliz 737-2B1  
07/91a VIP Air 737-24B  
07/91b Aie Afrique A310-300  
07/91c Sudan Airways A310-300

## PROP CARD

(All numbers prefixed PC-)  
001 Aeroflot AN-8  
002 Comair CV-240  
003 Dovair BN-2A Islander  
004 Selva Colombia DC-3A  
005 Sky of Siam DH-114 Heron  
006 Aeronaves del Central SD-330  
007 Sun Aire Metro II  
008 Skywalker DHC-6 Twin Otter  
009 CAAC Y-5  
010 Air Mindanao/Sabah Air F-27

## SKYLINER POSTCARDS

092 Air Ivovke Fokker 100  
093 Palangi Air Fokker 50  
094 Save-A-Connie L-1049H  
095 Tradewinds Int'l CL-44D4-2

## THE AVIATION SOCIETY, T.A.S. SHOP

041 American Trans Air L-1011  
042 Sabena BAe 146-200  
043 Cyprus Airways A310  
044 CF Air Freight DC-8-62F  
045 America West A320  
046 AvioGenex 727-200  
047 Transvade 737-300  
048 Icelandair 737-400  
049 Scanair DC-10-10  
050 Ethiopian cargo 757-200F  
051 Aeroflot TU-134A  
052 Crossair BAe 146-200  
053 ALIA A320  
054 CSA TU-134A  
055 Condor 757-200  
056 Air China 747-400

## VERLAG BERINGER & PAMPALUCHI

D-923 Swissair 747-357  
D-924 Swissair A310-221  
D-925 Swissair DC-10-30ER

## WORLD AVIATION PRODUCTIONS

WAP 85 Myanmar Airways F-28-4000

HECTOR CABEZAS, our livewire member in Germany, who is Aeroflot representative in Frankfurt, writes Aeroflot's situation is not rosy at all, but he thinks they will survive as the airline of Russia. He will keep us advised. The next issue of the CAPTAIN'S LOG will feature Aeroflot in its past and present, so stay tuned.

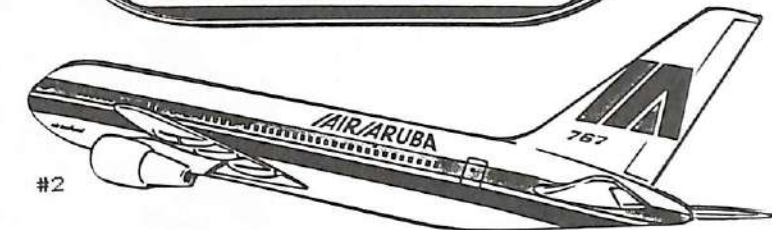
Hector sent in a new Kuwait Airways label (#1) - apparently some of their people were captured by Iraq in the invasion. Hopefully they are now back in Kuwait. Also from Hector came the Air Aruba 767 label (#2), Viennair's Polsterer Jets label (Cessna Citations - #3), an Air Holland label (#4) which says the airline is "The No. 1 in The Netherlands" (Air Holland, however, ceased operations last year) and a new Lufthansa label showing their Airbus A320 (#5).

Word was received from John Elott that Sam George died in SEP 91. It is ironic that after being one of the few survivors of the final crash of the Martin M-130 "China Clipper" in Trinidad in 1945 during a night landing, that he was seriously injured when he fell off a ladder in July and never regained consciousness.

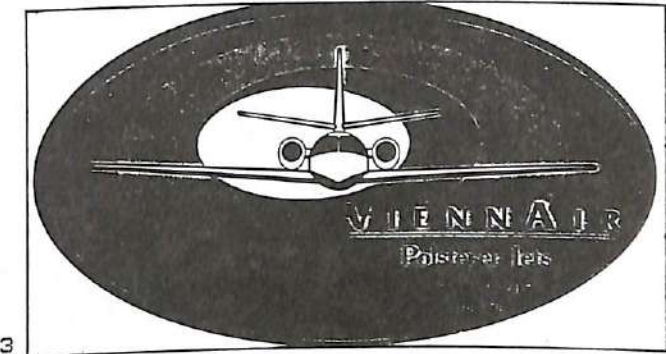
Meridiana is the new name for the Italian airline Alisarda. It has been flying from Sardinia for the past 28 years. LUIGO VALLERO sent it the small name-change stickers for use on letterheads (#6) and also the airline's 25th Anniversary Alisarda label (#7). The Catania-Verona label (#8) was released in 1988 for that new route. The airline, which inaugurated six new international routes out of Florence, has eight DC-9-51 and three BAe 146-300. The oversize



#1



#2



#3



#4



#5



#6



#7



#8

label (10.25 x 4.75"/23 x 12.6 cm) for the 146 is shown (#9). The tail of the aircraft is red, as is the upper cheatline. A blue lower cheatline and white fuselage complete the color scheme.

CAPTAIN RICK ARANHA of Paradise Airlines sent in the Cayman Airways destination sticker for Miami (#10).

And how do you like the Air Traffic Control label (#11)? It is probably not an official issue. I gave one of these years ago to the Smithsonian and air transport curator Ron Davies said he didn't know where or what he could file it under.

Atlantic Island Air (Atlantsflug HF - #12) is a charter airline based in Iceland. It flies a 727-200, says BILL DEMAREST.

The Widerøe label comes to us via DAVE CHERKIS of L.A. It shows the airline's Dash-7 and is in blue, black and green (#13).

Did you know that Delta Airlines now has an Airbus A310 label, following their takeover of many of the routes of Pan American? Some (all?) of Pan-Am's A 310 fleet also went to Delta. I haven't seen the new label yet.

In case you haven't seen some of these Delta labels of the past few years, I am including five different ones (#14-18).



#10



#12



#13



#15



#17



#16



#18



#11

# THE PHOTO CORNER

Photographing aircraft

at Buffalo, N.Y.

By JOOP GERRITSMA

BUF receives only domestic flights and doesn't see wide-bodies except for the occasional Airbus. Still, the airport is definitely worth a visit if you are in the area anyway.

## Airlines:

American Airlines (MD-82, 727); Business Express (SF-340); Continental (DC-9, MD-82, 727, 737); Continental Express (Brazilia, Beech 99); Delta (DC-9, MD-88); Mohawk (Beech 99); Northwest (DC-9, 727); United (727, 737) and USAir (Fokker 100, F-28, DC-9, 727, 737).

USAir is definitely the dominant carrier at BUF in terms of number of flights. The last time I was there, TWA Express was operating the SF-340 into BUF, but I don't know the present status of that service. Pan



USAir 737-2B7, N323AU c/n 22891, landing on Runway 23  
(All photos by Joop Gerritsma)

Am Express (formerly Ransome) suspended its ATR 42 service last December. There is a possibility American Airlines will place its Fokker 100 on some of its BUF schedules in the near future.

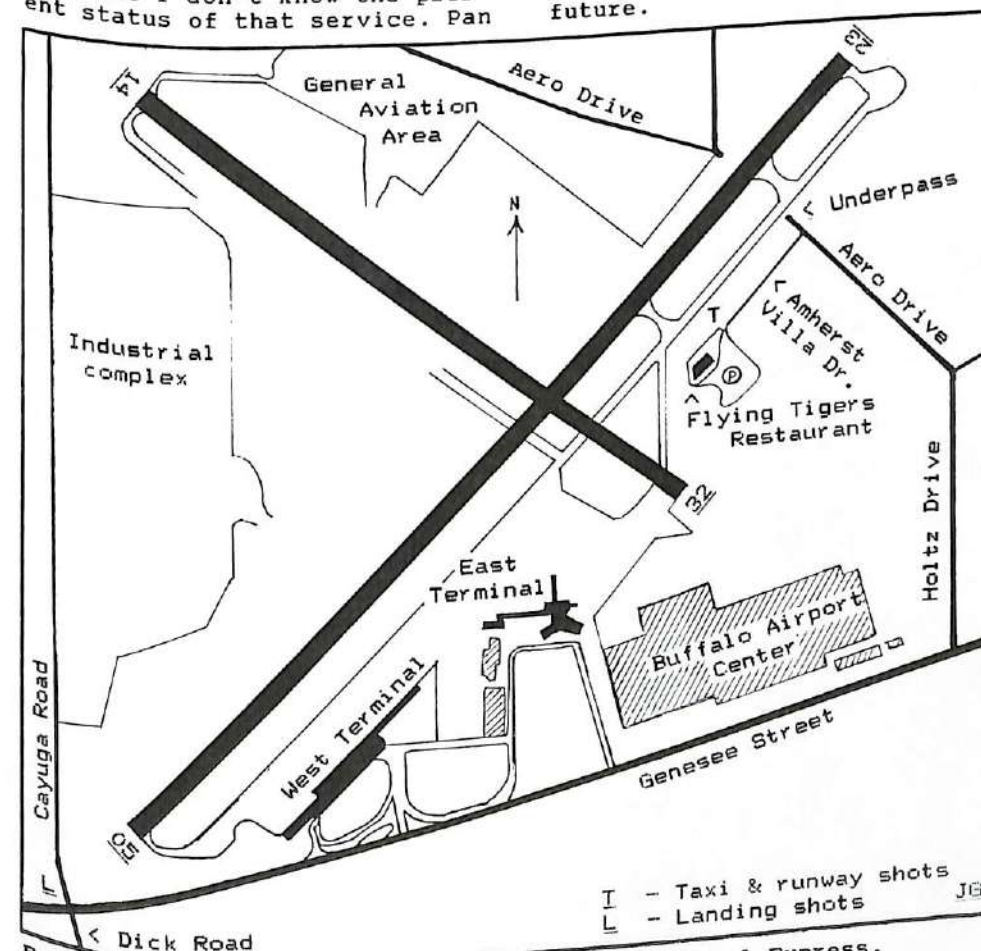
## Photo locations

The Flying Tigers Restaurant is ideal for TAXI and TAKEOFF photos. Standing on the grassy knoll at the north-east corner of the building by the patio (See T on map) or at the south-west corner, you can photograph aircraft of DC-9/737 size with a 50 mm lens as they taxi past toward Runway 23. A moderate wide-angle (35-40 mm) is handy for the MD-80 and 727, but it is not essential. By moving back you can get these with a 50 mm without cutting off noses or tails.

A tele- or zoom lens of up to 150 mm is required for small commuter aircraft on the taxiway. At least 200 mm is a must for aircraft taking off from or landing on Runway 23. Up to 300 mm is even better.

You can reach this location from Genesee Street via Holtz Road, Aero Drive and Amherst Villa Drive (see map). If you are there around noon, I recommend you treat yourself at the restaurant. The food is good and the dining room is full of photos and other memorabilia related to the American Volunteer Group that fought against the Japanese in China at the start of World War 2. Even if WW2 aviation is not your cup of tea, you'll still enjoy the surroundings from a historic point of view.

For LANDING SHOTS, try the intersection of Genesee Street and Cayuga/Dick Roads (See L on the map) or even a little further to the west, depending on

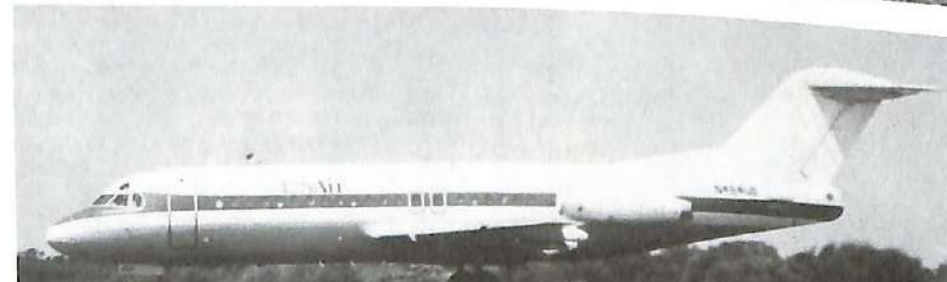
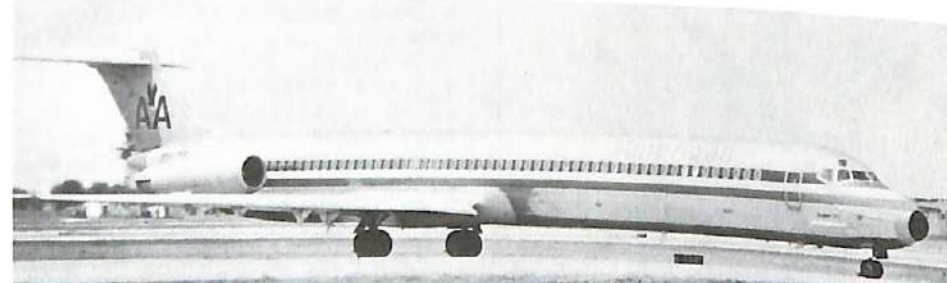


I - Taxi & runway shots  
L - Landing shots

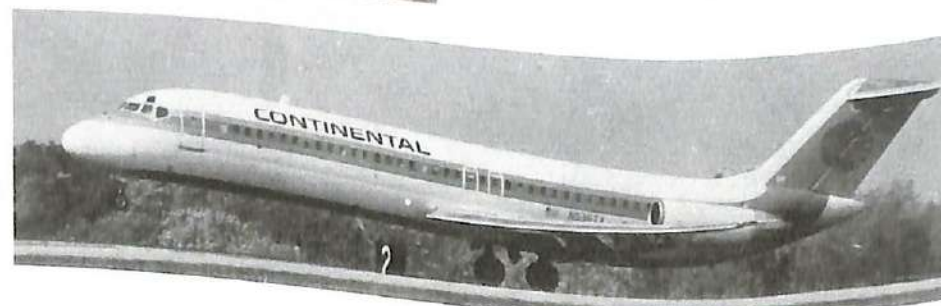
East Terminal: American, Continental, Continental Express, Mohawk, United  
West Terminal: Business Express, Delta, Northwest, USAir



(Above) Mohawk Airlines Beech C99, N986RA c/n U-190 and (Right) Pan Am Express ATR 42-300 N4208G, c/n 086, both taxiing toward Runway 23.



On their way to Runway 23: Pan Am 727-214 Adv., N374PA c/n20679 "Clipper Flying Arrow"; Northwest (ex-Republic) DC-9-14, N8912E c/n 45829, and American Airlines MD-82, N423AA c/n49335. Landing on the same runway, USAir F-2B-4000, N484US c/n 11234 and Continental DC-9-32, N536TX c/n47113.



the photo angle you prefer. Aircraft landing on Runway 05 pass right over this intersection. A 50 mm lens is fine, but a wide-angle may be required, depending on where you stand.

You can photograph aircraft on the ramp from inside the terminal departure lounges. You will have to go through security first and the tinted glass restricts you to B&W shots. Reflection in the glass is a problem. Not recommended unless you are flying and have to be in the lounge anyway.

Long telelens shots may be possible from Cayuga Road for aircraft landing on Runway 14, but I doubt it. (I have never tried it.)

#### Don't:

Don't waste your valuable time by exploring the following areas. It is useless:

- Along the New York Thruway (#90) north of the airport just outside the map. Stopping your car is illegal and it is too far away anyway;

- The aircraft turning area at Runway 23. A 10 feet high fence stops you from getting even close;

- Aero Drive west of Runway 23. The runway lies substantially higher than the road, a fence keeps you away and you'd be taking photos of fuselage roofs;

- The general aviation area. Fences, buildings and equipment obstruct the view.

- The industrial area along Cayuga Road. Again, buildings, fences and equipment are between you and the occasional cargo aircraft parked here.

# AIRLINE MODELING

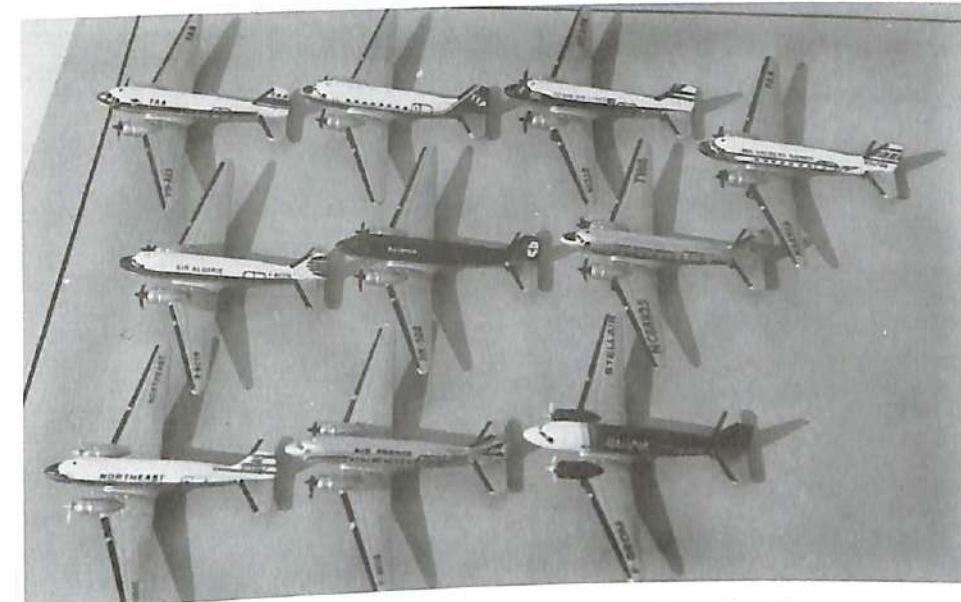
by GERRY COLE

Jacques Berengier of Paris, France, is a different kind of airline modeler. Rather than building from kits, he uses Dinky Toy, Aero-Mini, Mini-Air, ERTL and Schaback models as a base from which to build more-detailed models. Jacques considers himself a modeler, not a collector. He removes landing gear "boxes" and replaces them with his own detailed parts. He often converts an airliner to a different variant, using parts from another model. Markings are a mix of commercial decals and modified kit markings. His objective is to build all airliners flown by all carriers. He has 75 different ERTL 737-200s, for example. Based on his photos, he is well on his way to accomplishing his objective. Jacques would like to contact other modelers with interest similar to his own. See the WAHS membership list for his address.

#### New models

Thanks to Clint Groves of AA/ATP, I am now the owner of a Transport Wings vacuform 737-300 in 1/72 scale. Produced in England in limited numbers, the kit features detailed metal wheels and landing gear struts, injection-molded engine intake/fan and exhaust sections and decals in the old Lufthansa colors. Cabin window decals with silver frames are included, or the builder can cut out individual cabin windows and use Kristal Kleer for glass. The moldings are devoid of surface detail, but that is better than deep trenches that are difficult to fill before scribing details. The parts are cut from the backing sheet, but there is still about .25 inch of plastic to be removed from each part before the model can be assembled. Instructions are adequate, but unfortunately no full-size drawings are included. Definitely not for the beginner, the finished model should nevertheless be a show stopper. The price from AA/ATP is US \$55, but be prepared to wait a while as these are difficult to keep in stock.

At the opposite end of the spectrum of vacuform kits is the Welsh Models MD-82 in 1/144 scale. Only the fuselage halves are vacuformed in this kit. The "pinched waist" fuselage sec-



1. ABOVE: Jacques Berengier's collection of Schaback DC-3s. Shown are, from left to right top Trans-Australia VH-AES, TTA (Mozambique?), Ozark N133D, Pan American N54706; center Air Algerie F-BCYN, Avianca HK-508, TWA NC88825 bottom Northeast, Air France, StellAir F-GEOM).  
2. BELOW: Britannia rebuilt by Jacques Berengier from Dinky Toy built-up diecast. (Both J. Berengier photos)

tion missing on the old Airfix molds is properly present on the Welsh kit. The injected molded parts are produced by Aeroclub, and include wings, stab and engine nacelles. Like the fuselage parts, these are molded with fine engraved detail with only minimal sink marks. The bag of metal parts, also from Aeroclub, includes wheels, landing gear struts, gear doors, flap hinges, underwing fences and thrust reverser fairings. An ATP decal for the AirCal MD-80 is included, one

of ATP's prettier sheets in the carrier's latest color scheme. Instructions include full-size three-view drawings and decal placement information. This kit is worthy of everyone's attention. It would be a great way to get started building vacuforms and should make a beautiful model. Available from AA/ATP for US \$25 plus postage and packing.

Welsh Models also has a 1/144 decal DC-3/C-47 available using Aeroclub's white metal engine fronts/cowlings. The kit is





completely injection molded and comes with Spantax decals for US \$17.

Conversion engines for the Boeing 737-300 to 500 series and a set for the DC-8 with JT3D engines, both in 1/144 scale, are available as resin moldings from A/ATP. I was very impressed with the JT3D engines as they are far superior to the old vacuform conversion that has become very difficult to find. The intakes are nicely molded with good fan detail. Some flash and bubbles are present, and the exhaust could stand some hollowing, but the parts look well worth the US \$7 asked by AA/ATP. The 737 CFMs also have nice fan detail, but this was spoiled in one of my engines with a large ball of raisin at the lower intake lip. The exhaust area is less detailed than the intake. The price is US \$6 and a lot of work will be required with the Airfix 737 to convert it to any CFM-engine version. Until someone does an injection-molded kit, or until Welsh produces their promised vacuform/injection molded combination for the whole 737 CFM series, it is the only game in town.

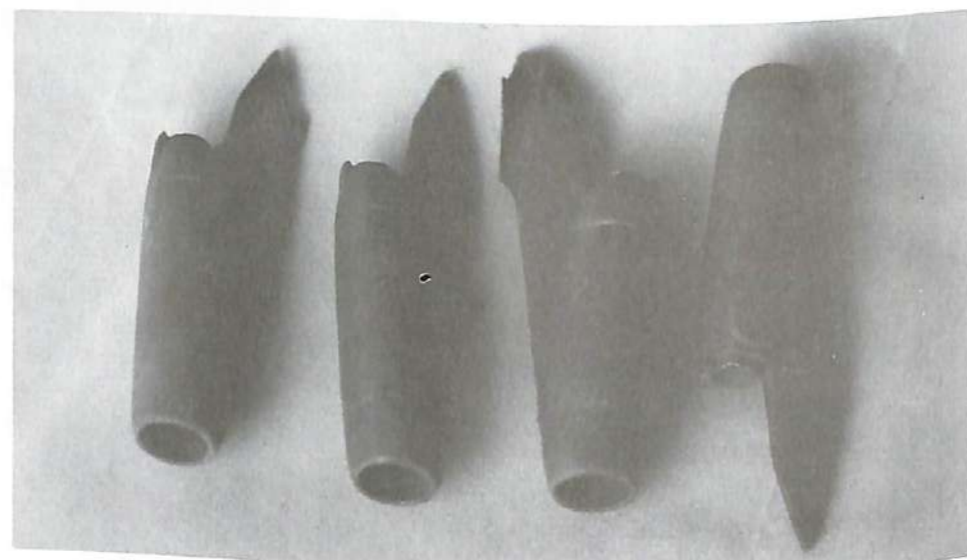
Aeroclub of the UK is producing a 1/72 scale US Air Force Shorts C-23A Sherpa with vacuform fuselage, injection molded wings, engines and stab together with metal detail parts. The price is £12.50 plus 75p post and packing from the UK. What is a C-23A? Add cabin windows and you will have a Shorts 360. Too bad no decal maker has a generic set of 1/72 scale third-level carrier title and logos. Sets for United Express, American Eagle and USAir Express would be useful for modeling a Shorts 360, F-27, FH-227, Jetstream and DHC-8-300. Stripes in 1/72 scale are not a major requirement. It are the titles and logos we need. While I am dreaming, how about a vacuform 1/72 scale belly pack for the Airfix 1/72 scale Jetstream to make a model 31?

#### New decals

Airline Hobby Supplies of 24 Burwell Crescent, Markham, Ontario, Canada L3P 6T5 has eight new Caledonian decals available direct or through AA/ATP in the USA. These decals depict the Boeing 757-200, ex-British Airways 737-200 and ex-Caledonian Airways L-1011s and DC-10s in the attractive colors adopted after the merger with British Airways. Each aircraft has a

pearl-grey crown with dark blue undersides and engine nacelle trim. Yellow stripe and "lion" tail logo complete the package. Decal sheets include a small patch of the correct grey and blue colors. For those who prefer a ready-mixed paint, Xtra-color X304 is BA Pearl Gray. A

color photo of a Caledonian Boeing 757 appears in the 1990/1991 edition of "JP Airline Fleets International." All subjects are available direct from AHS in both 1/144 and 1/200 scale, at Can. \$6.50 for the former and Can. \$5.25 for the latter. Contact AA/ATP for US



3. TOP: JT3D DC-8 engines from AA/ATP. (Gerry Cole photo)  
4. ABOVE: Heller 1/125 scale DC-9. (Niels Sampath photo)  
5. BELOW: Gerry Cole's 1/200 scale 737 project as discussed in the text. (Gerry Cole photo)



prices. My thanks to Russell Brown of AHS for the sample decal. AA/ATP is now stocking the Airline Hobby Supplies 1/100 scale line of decals. Subjects include the Canadian Airlines International 737, DC-10-30 and 767-300, plus the Air Canada DC-9-30, 727-200, 767-200 and L-1011. All sheets retail at US \$15 plus postage from AA/ATP. Window and windshield decal sheets for the L-1011 and 767-300 are available at US \$10. These are LARGE decals, so the price per square inch is not unreasonable.

#### Commercial Aircraft SIG

During the past few years I have heard my share of anti-IPMS/USA stories. Most concern their lack of "sensitivity" toward airline modelers, their ignorance of airliner liveries and details and their apparent love of weapons of destruction. To the credit of the society, they have recognized the vast differences in members' interests and have encouraged SIGs (Special Interest Groups) to cater to those interests. Most SIGs are "open," in that you don't have to be an IPMS/USA member to join the SIG.

KIETH LIOTTA of 3908 Pitt NE, Albuquerque, New Mexico 87111, USA, is organizing a SIG for commercial aircraft modelers. The goals of the group are to bring airliner modelers together as an identifiable group within the IPMS/USA, to start a newsletter to address airliner modeling issues, to support the IPMS/USA national convention and lobby for additional airliner model classes, and to form a mutually supporting network between cottage/small business and airliner modelers to help produce better products for the commercial aircraft modeler. The dues are US \$10, including a newsletter. The focus of this group will be on the airliners themselves, both past and present, not on the history of the carriers. If this outline sounds interesting, I suggest you send a cheque to Kieth at the address above or send an SSAE for more information.

#### Model photos

NIELS SAMPATH of Oxford, UK, sent a photo of his 1/125 scale Heller DC-9-30 in BWIA markings. He used the 1/200 scale Air Jet decals meant for the L-1011 for the logos, with many of the titles printed on decal

paper using his computer. Some of titles were faint, so he applied two layers to increase capacity.

I thought I would try something different for the final photo this time. It is a shot of my own 1/200 Hasegawa 737 model before the wing and fuselage were joined. The nose gear has been well boxed with sheet styrene, with a styrene rod added before assembly to support the nose gear strut. The main gear openings have been cut in the fuselage and gear well bulkheads and the floor were fashioned from sheet styrene. The wing spoiler outlines have been scribed and the wing block sanded to provide a smooth surface for painting. Clear styrene wingtip light covers (not shown) have been glued in place with ACC, sanded to shape and polished with Bare Metal Polish. The Fotocut etched brass sheet shown will provide the airstair. The opening for the airstair has

been cut on the opposite side of the fuselage and boxed with styrene to prevent any "look through" effect. Markings most likely will be the new Aerocolours German Cargo decals.

#### Departure lounge

AA/ATP is working on a complete line of Federal Express decals for everything from the F-27 in 1/72 scale to the 747 in 1/200 scale.

The full ex-Nitto airliner line is to be re-released by Doyusha with new decals and significantly increased prices. The Nitto kits have some of the finest surface detailing of any airliner model and it will be good to see some fresh new markings.

Finally, don't forget to send me photos of your latest projects so I can share them with your fellow modelers through this column in the CAPTAIN'S LOG.

#### Pan American and the SuperSonic Transport

(Continued from page 8)

**CONCLUSION**  
Many groups within the aviation industry regarded the Pan American withdrawal from the Concorde options as the 'death' of the aircraft. It most-certainly was a critical factor that inhibited the 'internationalization' of the Concorde. This is clear today, with its limited use on trans-Atlantic services and charter services only by its two original purchasers, British Airways and Air France.

There is evidence to suggest that Pan American's decision was designed to ensure the U.S. industry retained its world monopoly. Pan American supported the aircraft and its development, only to withdraw at the last moment. The airline got its money back, but it would have cost little to maintain its options. The real tragedy of this story is that all its partners - Pan American, the makers of the Concorde and the American SST industry - never fulfilled their dreams.

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# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

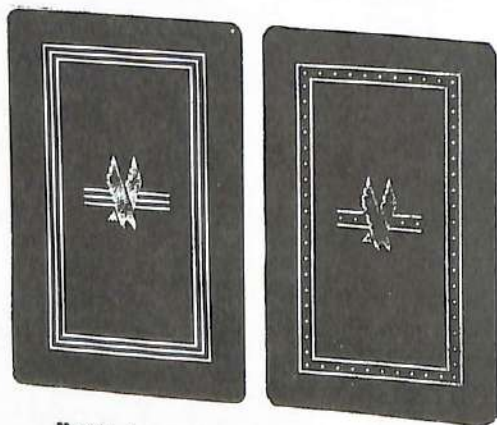
As we start a new year with fewer airlines, I am thinking of all by colleagues in the business who have lost their jobs in the past year. Is this really the way the airline business was meant to end up, with just the big six and a handful of small carriers? Where are the savings the traveller was to reap from deregulation, when some cities don't even have air service any longer?

At any rate, I hope you folks are successful at finding even better jobs in 1992.

Now on to what is new or relatively new in airline playing cards.



First is a new deck from Alaska Airlines showing the Eskimo logo in full-face in dark blue on a white background.



Next is a new business class deck from American Airlines. It is in dark blue with a silver eagle logo and three silver lines going through the eagle. The three lines forming the box are also in silver. American has also issued a deck for its first class. It is in red with silver eagle logo. The lines are also in silver, but there

are only two, with tiny stars inside the lines. I only have a Xerox copy of this card, not even a single real card. If anyone has a spare card or deck, I sure would appreciate having it.



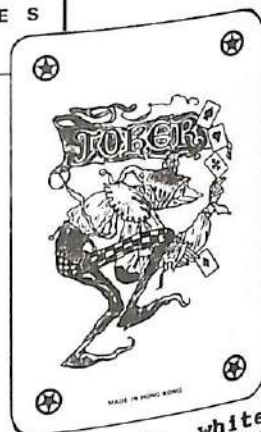
Federal Express has a new deck which is used on our MAC flights. It shows the famous purple and orange Federal Express logo that is known around the world, on a white background.



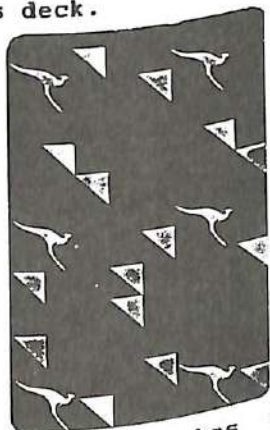
Japan Air Lines has issued cards showing their new logo. The pattern comes in standard-size cards and in a mini-card. The latter is illustrated. The background is a dark charcoal-black with thin white lines coming in about half an inch from the sides. The logo in the lower right and top left corner has white letters and side by side red and gray boxes.



The Northwest deck comes in the airline's new image of red (top one-third) and gray. The text and logo are in white.



The Hawaiian deck is white with the well-known "Pualani" logo of a red (actually closer to hot-pink) hibiscus flower to hot-pink) hibiscus flower and the profile of an island girl in white and purple. The text is also in purple. Note the unusual multi-colored joker of this deck.



Finally, Qantas has a deck with its kangaroo logo in turquoise and triangles in black, blue, turquoise, purple and silver.

As always, we need to know what is new out there and you, the readers, are my best sources for finding out. Please send me sample cards, decks, or Xerox copies with full descriptions of colors and patterns, of what you may have.

Until next time, and happy collecting.

# AIRLINE HAPPY HOUR

by AL S. TASCA

Because of a busy schedule I have been absent from the CAPTAIN'S LOG for a couple of issues and therefore I have not been able to bring you the promised article about some foreign sticks. Well, here it is, along with a couple of new acquisitions that I received in the mail since then.

FIG. 1. This 6 in (15.24 cm) flat Varig stick in beige color has two identical sides. The areas between the legs of the crosses are cut out. The horizontal and vertical legs are raised higher than the other (diagonal) four legs. The end of the stick is of the bubble variety. No manufacturer's name is shown.

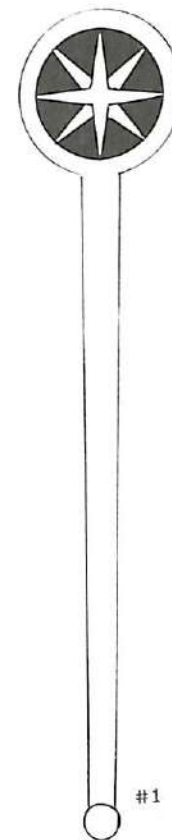
FIG. 2. This pick matches the stick of Fig. 1, but it is only 4 1/16 in (12.86 cm) long.

FIG. 3. Another Varig item, this one-sided pick is 3 5/8 in (9.21 cm) long. It is transparent clear. The name on the shank and the aircraft at the top are raised. Again, there is no manufacturer's name.

FIG. 4. This Equatoriana stick is one-sided and is all-yellow with the name and logo in white. It is 6 1/8 in (15.56 cm) long and was made by Spirit USA. The name appears just forward of the round end.

FIG. 5. This 5 15/16 in (15.08 cm) long Equatoriana stick is also flat, but it is two sided. Both sides are identical and there is a bubble end. The round top is recessed with only the outer border and the logo raised. It is dark blue in color and has no manufacturer's name.

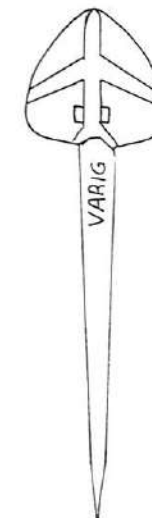
FIG. 6. I acquired this one-sided stick from KRAL JAROMIR of Russia. I was issued by CSA of Czechoslovakia. Kral told me the stick was used only on the carrier's Airbus A310-300 service. The stick is flat and all-white. All text is in dark blue and the end is a hollowed-out spoon. Length is 6 1/4 in (15.86 cm) and it doesn't show a manufacturer's name.



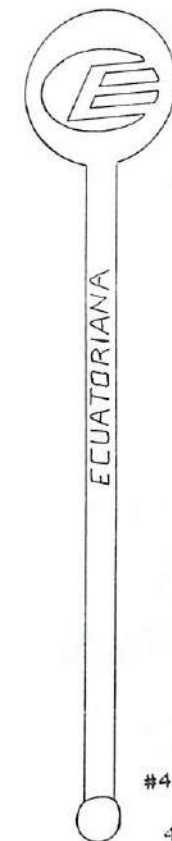
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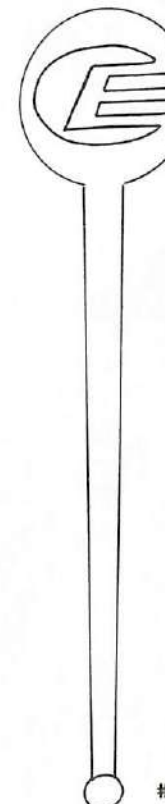
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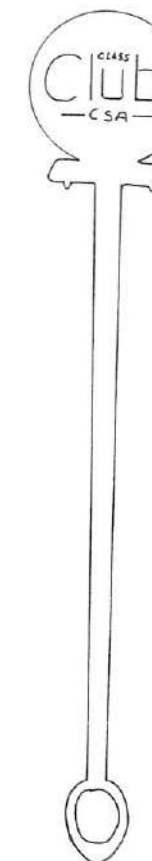
#3



#4



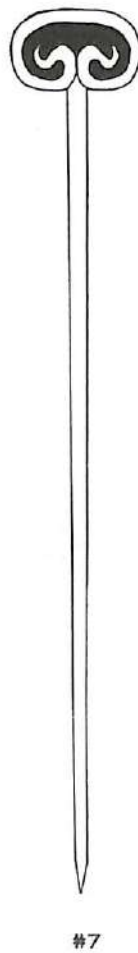
#5



#6

FIG.7. Here is a 6 1/2 in (16.51 cm) long, flat and one-sided chocolate-colored stick. It was given to me by JEAN and FRED WELLMAN, who had a table set up at the AI'91 in Orlando, Florida. This stick has a round shank with the name of the manufacturer, Spir-it USA, above the pointed end. The shaded areas at the top are cut out. They identified it as coming from Air New Zealand, but no one seems to be really sure. The logo doesn't look like the logo on the tails of ANZ aircraft, Fig. 7A). ANY HELP WITH IDENTIFYING THIS ONE WOULD BE APPRECIATED. Thank you.

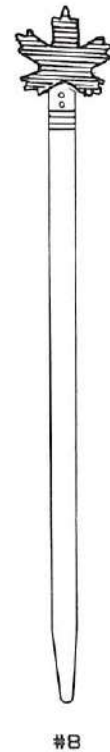
FIG.8. I was told this 5 1/8 in (13.02 cm) all-white, flat, one-sided stick is a new issue by Air Canada. The lines on the Maple Leaf and those at the top of the shank are recessed. No manufacturer's name is shown.



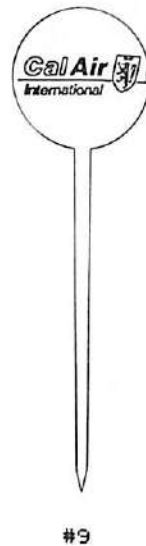
#7



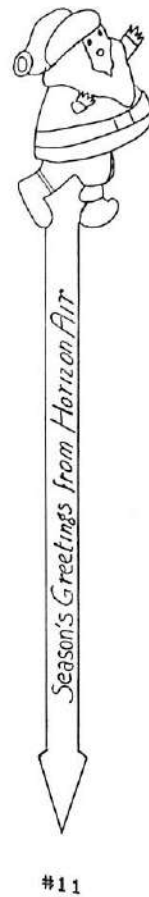
#7A



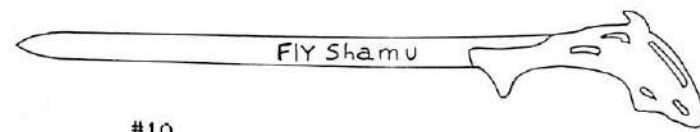
#8



#9



#11



#10

FIG.9. This stick is from Cal Air. It measures 3 5/8 in (9.21 cm) long. The word Cal is in white with a dark blue border. The words Air and International are dark blue, as is the border of the round shield. The lion after the name, and the thin line below it are in red. The shank is round and there is no manufacturer's name. Cal Air was the former British Caledonian Airways and was renamed Novair in DEC 88. The airline has since ceased operating.

FIG.10. This Shamu stick was sent to me by WAHS member BEN GUTTERY of Bedford, Texas, who says it is used by Southwest Airlines on the aircraft that are painted like Shamu. He goes on to say that the airline also has cups and napkins specifically for those aircraft. The stick is 5 1/8 in (13.02 cm) long and is all-red (which is the only color he has seen, Ben said). It is flat and two-sided except for the text, which appears on only one side. The shaded areas on Shamu are not cut out but recessed. The manufacturer's name, All-plastic Moulding of Dallas, Texas, is on the reverse side of the shank just forward of Shamu's tail.

FIG.11. I recently received this Horizon Air stick from a friend, DORIS LEMAR of Lima, Ohio. No information was supplied with it, but I will try to get some for the next issue. The stick is flat-sided, 6 in (15.24 cm) long and all-white with a raised red and white Santa Claus figure (the red areas are lower than the white ones) and raised text. The name of the manufacturer, Spit-it USA, appears just forward of the arrow-shaped end.

# JUNIOR CREW INSIGNIA

by STAN BAUMWALD

It is either feast or famine. In the previous issue I reported a bonanza of junior wings, but there is hardly anything new to report for this issue. If it were not for my good correspondents DAVE CHERKIS and SHIRLEY IBSEN, there hardly would be anything at all. Dave came up with two different issues. One is from Gulf Air. He sent me a Xerox copy of a Stoffel wing style with the letters GA in the center (#1). This is consistent with their pilot wing, which is also a simple, plain wing with GA in the center. Dave also sent along a wing from Lincoln Airport (#2) which is a Stoffel style #5 wing. The color is gold with black text. WHERE is Lincoln Airport?

Shirley reports two variations on the El Al wing. One is a Stoffel wing with a dull silver finish on the blue and has slightly smaller letters (#3). The other one (#4) is chromed on the blue with larger letters and no hallmark on the reverse (#4). Apart from the color, the difference is noticeable in the letters.

On a flea market I recently found a promotional wing. This bronze metal wing is for Captain Frank's Air Hawks Squadron Leader (#5). On the bottom it reads "Post 40% Bran Flakes".

At the same flea market I found two different lapel pins. These are interesting because they are hallmarked 1/10 10K GF and the screw back is hallmarked Sterling. This tells me that it is old, probably dating to before World War 2. The center has the initials W.I.T. and what appears to be a lightning bolt going through it. One of them has a white center enamel (#6) and the other is solid metal. If anybody can identify them, please let me know.

Last week I talked to Dick Koran and he told me he was going to emphasize Pan Am in this issue since they are now history. As I have so little news to write about, I thought this would be a good time to list all the known Pan Am junior wings. I will do this by type of wing.

The similarity to all the early issues is that they are all gold with blue text. The first type (#7) is listed as a metal (I wouldn't swear to that) "Master Pilot" wing and has a "Clipper Stewardess"

counterpart. The text and logo in the center are on a paper adhesive similar to that used by United Airlines for their early issues. The next type (#8) is the most attractive of all, in my eyes. The stamped metal has three stars in the center for the Junior Clipper Captain and its Junior Clipper Stewardess has Stewardess in the center.

The next issue we know of has two major and several color varieties. A bar in the center (#9) and no bar in the center (#10) are the major varieties. All are stamped metal. The bar in the center has a rectangular box around the name PAN AM. This type comes in Junior Clipper Pilot and Junior Clipper Stewardess, but I have color varieties with the ball in the center and blue letters in the text at the bottom. Then there is just the blue ball in the center and no color in the text at the bottom. These wings also come with no color at all - just the brass color of the wings themselves. In addition, there is the same combination of wings without the rectangular box around the name PAN AM.

Altogether there are 12 different possibilities in this type of wing and I hope I did not miss any. The next time you run across one, don't be too sure you already have it in your collection. I probably missed one or two of these because they are similar. However, there is a difference.

The next metal wing is the fold-over Jr. Clipper Crew (#11). This turquoise-colored pin did not last long after the company found it could be dangerous. There were too many sharp edges for children to hurt themselves on. It was followed by the plastic Junior Flyer Wing (#12), which has dark blue letters and a metal pin. It is hallmarked "Made in Korea" on the reverse. Almost the exact same wing (#13), only with a lighter blue for the text and made by Stoffel Seals, followed. It had a plastic pin holder on the reverse. The last issue was a stick-on from Taiwan (#14).

There are also two wings



#1



#2



#3



#4



#5



#6

listed in the Junior Crew Member book that were not issued by the airline. I have only Xerox copies of these. The first is a metal Junior Airline Stewardess wing (#15) and was probably given out in cereals. The other is the Jr. Clipper Captain (#16), listed as metal with a pin-back button.

That about does it for the Pan Am collection. If there are any more out there, now is the time to come forward. Please send me a photo or clear Xerox copy. I am working on a revisi-

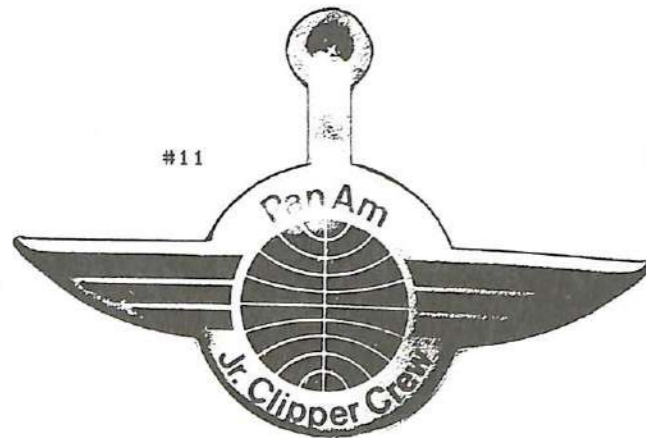
on of the Junior Crew Member Wings book and hope to have it ready for the convention in Orange County in June. If you have any other Pan Am kiddie wings in your collection, I would like to include an illustration of it in the book. I am hoping to hear from you.



#7



#8



#11



#9



#10



#12



#13



#14



#15



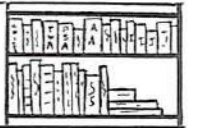
#16

One of our newer but very active collectors of junior wings has suggested that our group of collectors in the WAHS should have better communication. Perhaps in the form of a mailing list just for collectors of junior wings, to show what is new and what we have for sale or trade, etc.

I don't know if this is necessary, i.e., a club within a club, but maybe it would work. For example, label collectors have their own club and so do collectors of first-flight covers, as well as others.

Please let me know your ideas on the subject. I am always open to new suggestions about how to improve junior wing collecting.

# BOOKCASE



A Pictorial History of Airline Service at ATLANTA

Author & Publisher: George W. Cearley Jr  
P.O. Box 12312, Dallas, TX 75225, USA  
Price: US\$22 (USA), US\$25 (Canada), US\$32 (Overseas).  
Softcover, 168 pages, 5 color photos (on cover) & about 800 B&W photos and maps.  
(Reviewed by Joop Gerritsma)

As can be expected from our schedules editor, this new book by him is packed full with an amazing collection of photos of aircraft, schedules, labels and people of the past 70 years, from the Ford-Stout Monoplane (a.k.a. Ford AT-2) and the Pitcairn Mailwing of 1926/1927 to the widebodies of today. Remember Delta's DC-4s and Golden Crown DC-7Bs, Eastern's Golden Falcon Martins and Electras? You will find them, and many other sentimental favorites, in ATLANTA.

The City of Atlanta has long been closely linked with Delta Air Lines and this carrier is very much in evidence in the photos. But other airlines are not forgotten. Eastern Air Transport/Eastern Air Lines was a strong force in the city for many years and gets much attention. So does Piedmont. Among the smaller - some now perhaps forgotten - carriers that served or still serve ATL, are Southeastern (Riley Dove), Sunbird (with Beech 99), Southern (Martin 404), Bahamasair (BAC 1-11, 737), Capital Airlines (Viscount), Ocean Airways (Martin 404) and AeroMach (Bandeirante), to mention just a few. Many of the best of the photos of these aircraft are from the cameras of Dick Jordan and Mike Sparkman.

ATL started life as the Atlanta Motor Speedway, built in the early 1900s by Asa Chandler, founder of the Coca-Cola Company. By the early 1920s the track had become Atlanta Airport and on 15 SEP 26 Florida Airways became the first airline to offer service when it extended its Miami-Jacksonville air mail route (CAM 10) to Atlanta.

Other pioneering airlines serving the airport in the late 1920s were Pitcairn Aviation, the St. Tammany Gulf Coast Airways division of Southern Air Transport, Interstate Airways, TAT and Southern Air Express.

Photos of the airport itself show the development of the simple landing field and terminal buildings through their various stages to the sophisticated facility it is today.

All photos are amply captioned and provide a wealth of information. There are extensive appendixes listing airlines serving Atlanta year by year 1926-1981 (Why not to 1991?); first service by airlines 1926-1991; new routes to/from Atlanta 1934-1991; through-plane interchanges, piston-powered, propjet and jet inaugurals at Atlanta and airliner accidents at, en-route to or departing from Atlanta.

George Cearley's books always sell quickly (six of his 14 titles are no longer available and will not be reprinted, two others are now out of print and may be reprinted in 1992). If you want this book, do yourself a favor and order it soon. You can't lose, whether it is for your own collection or as a present for someone else. If you don't have the other titles in the series, ask George to also send you a list of previous issues still available.

SKYLINERS  
Vol. 1: North America

Author: George W. Hamlin  
Photos: Mel Lawrence  
Publisher: World Transport Press, Inc., P.O. Box 521238, MIAMI, FL 33125-1238, USA  
ISBN: 0-9626730-1-3  
Price: US \$24.95 + \$4.50 shipping  
Hardcover; 118 pages; 115 large color photos.  
(Reviewed by Joop Gerritsma)

"All the glory, romance and nostalgia of the airline industry of North America in the 1950s and '60s is presented in living color in this stunning new production," says the publisher in the announcement of this book.

There is little I can add to this and there is certainly nothing I can dispute about it. This is a glorious book for lovers of the era that saw the airlines re-equip from propliners to jets, from the DC-3, Convair and Martin twins and the last of the four-prop Douglas and Lockheed, to the DC-8, DC-9, 707, 720, Lockheed, 727s, short-pipe 737s and the Caravelle.

SKYLINERS also made me feel a bit sad. Of 38 airlines pictured, 27 no longer exist. A few only have changed their names (e.g. Allegheny), but most were swallowed up by other airlines or have simply gone bankrupt. Remember Cap-ital? Bonanza? Transocean? Frontier? Lake Central? National? Pan American? The sad list goes on and on. SKYLINERS is worth having if for no other reason than to remember.

Each photo is captioned with a gener-

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al comment about were it was taken and with a capsule history of the particular aircraft shown, the latter by John Wegg.

There is no index and I for one would have liked to see one. Looking through the pages, I often wanted to skip back or forward to compare the changes in the liveries of an airline as it changed equipment. But where did I see that other picture again? Was it on page 15 or 23 or ...? There is plenty of space for an index on the nearly blank p.119.

I am printing an index by airline at the end of this review. You could Xerox copy it and keep the copy in the book.

A sore point with me is that some of the older observation deck shots have what I call "black holes" below the aircraft. Because of the exposure, the direction of the sun, age of the slide or the quality of the film 30 years ago, the belly of the aircraft and the ramp area on which it is standing, are virtual "black holes", lacking all detail. But this cannot be helped and fortunately there are only a few of these photos.

In his Introduction the author writes about professional publicity photos vs. photos taken by amateurs and hobbyists.

Publicity shots "generally (show) a brand new piece of equipment flying serenely over a scenic landscape, or together with professional models posing as passengers," Mr. Hamlin writes. "What's missing is the view you might have gotten from the observation deck at your local airport ... While PR shots preserve the basics, they don't have as much ability to call up the evocative memories of air travel ..."

"Amen" is all I have to say to that!

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# WHAT IS IT?

by KEN TAYLOR

The brilliant sunshine reflected on the snow-covered ground, creating the illusion of looking into a darkened cavern, framed by an open garage door. Yes, I was attending one of those quintessential North American manifestations - a garage sale. The tables contained the usual junk, but in the midst of all that, flying on its base, was a 20-inch desk model of a Canadian Airlines International 767. I took the piece in hand, after running to the table, and held it up for the proprietor to put a price on it - \$5 she said. Is it necessary to say more? I am now the proud owner of that model.

That sale also produced flight attendant cap and breast badges from two different airlines and a pair of Air Canada employee 25-year service cuff links. As the old saying goes: Gold is where you find it.

Gold is also included in the replies to some of my "What is it?" questions. I usually put the replies I receive in a briefcase and when the spirit moves me, or more-honestly when the editor's deadline is near, I open the brief case and try put this column together. A note came from DICK KORAN at Christmas time, with information about many of my questions. Sorry, Dick, I can't find your letter right now, so I will try and work from memory:

Howie Wing (CAPTAIN'S LOG, SEPT 91, p.180) was an aviation radio program in the 1930s (see below, left).



THERESA KANE, an American Eagle sales agent, writes, "The Excellence pin is given by the company for good service. I received mine last year and am proud to wear it (above, right)

Dick Koran also said the wing with the bow and arrow in the center (same issue, same page) could be from Alitalia, the Italian national airline that used a bow and arrow logo



for a number of years. But HYMEN STEINBERG of Tel Aviv wrote to say the insignia is that of "GADNA", a department of the Israeli Defence Force.



The wing with the gridded globe, shown on p. 181 of the SEP 91 CAPTAIN'S LOG, is a Scandinavian Airlines System navigator's breast wing, used from 1946 to 1971, writes ANNE MALM of the International Airline Stewardess Historic Museum in Trelleborg, Sweden. She said SAS started operating INS in 1971 and navigators disappeared from its aircraft.

## NEW QUESTIONS



#11

#11. The patch shown here arrived in an envelope from somewhere in Canada. The postmark was illegible and there were no letter, return address and explanation - just the patch. It shows a white disc and a white border on an orange patch. The lettering is black and the overall size is 5.25 x 3.5 in (13.4 x 9 cm). The diameter of the disc is 2.75 in (7 cm). Is anyone able to identify this patch, why it was issued and when it was used?



#12

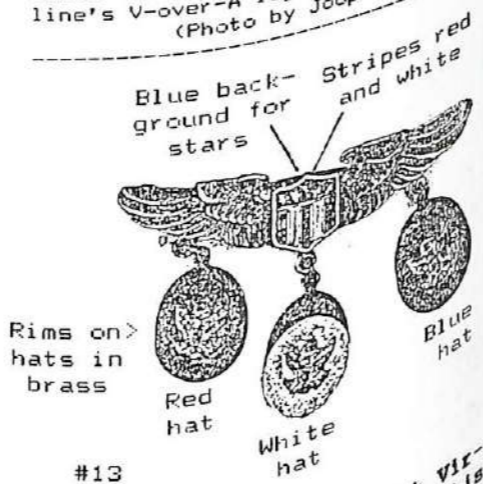
#12. A local antique and junk show here in Western Canada produced this wing. It has a gold color with an orange enamel center disc and a black

V-over-A monogram. Is someone able to identify and date this wing?

(Editor's note: this is the (current?) pilot's wing of Voyageur Airways of North Bay, Ontario, Canada. Voyageur links North Bay and Sudbury with Toronto and also flies local services, all with Piper Cheyenne and Beech King Air light twins. It also has a contract with the Ontario Ministry of Health for air ambulance services in the north, with Cessna Citation jets and a Beech Super King Air.)



Saunders ST-27 C-FCNX operated with Voyageur Airways of Ontario, Canada from early 1984 to MAY 88. CNX and sister ship F-FLDL carried the airline's V-over-A logo on the tail. (Photo by Joop Gerritsma)



#13

#13. DAVID DEAN of West Virginia sent photographs of this wing. It appears to be of sterling silver and is well made, with a pin back. Length is 2 and 3/8 in (6.3 cm) and has three hats hanging from the bottom. The red, white and blue hats appear to be made of plastic and they have brass eagles on the front and on the top of

crowns. Is there any help out there for this one?

BILL SOMMER sent Xerox copies of several of his unidentified wings and badges. There is no explanation about colors or metals used in the production. Here they are (#14-22). Both Bill and I would love to hear about them.

I am not sure if the next story belongs in this column, but here it is anyway: A couple of weeks ago I had a visit from a young lady, a quite knowledgeable and good-looking 10-year old collector of kiddie wings. Her 25 or 27 wings were firmly mounted under glass in a metal frame and I was most impressed by her straightforward approach to the hobby. Collectors, it seems, start young these days. She obtained half a dozen or so wings from me and if any of you wing collectors out there have a spare kiddie wing you don't know what to do with, I know she would be very happy with it. She is ERIN LOVE, 731 Coach Bluff Cr. S.W., Calgary, Alberta, Canada T3H 1A9. Thank you!

Do YOU have a "What is it?" that has defied your efforts to identify it? Please send me a photo or clear Xerox copy. Chances are there is someone among our readers who knows what it is and will be happy to share his knowledge with all of us.



#14



#15



#16



#17



#18



#19



#20



#21



#22

## 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. Joop Gerritsma, P.O.Box 776 Welland, Ontario, Canada L3B 5R5

### 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 Pover Horn, Algonquin, IL 60102. (708) 854-1152.

26 APR 92 (Sunday) LONDON-GATWICK  
Airliner show - trading, buying, selling. Edgeworth Club, Gatwick Airport LGW (near South Terminal). For details: Tom Singfield, 25 Chennells Way, Horsham, West Sussex, England RH12 5TW.

### WASHINGTON, D.C. Airline Collectibles Show

02 MAY 92 (Saturday) WASHINGTON, D.C.  
Second Washington, D.C. Airline Collectibles Show. 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) 338-0175.

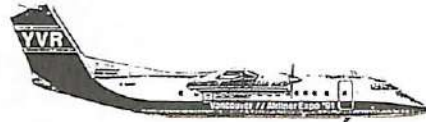
09 MAY 92 (Saturday) LAS VEGAS, Nevada  
This show has now been CANCELLED. For details ABOUT NEXT SHOW, Michael Kopanski, P.O.Box 97931, Las Vegas, NV 89193, Ph. (702) 294-4167.

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 Airport on Fri for \$25 round trip. For more info and

tables: Alan B. Merkle, 107 East St. John, Phoenix, AZ 85022, Ph (602) 993-8276.

**16 MAY 92 (Saturday)**  
**TORONTO, Ontario, Canada**

Airliners International Toronto. Aviation display and slide show. Christ the King Anglican Church, 475 Rathburn Road (between Renforth Dr and The West Mall, south side of the streets, close by YYZ) Show open 1030-1600 hrs. Tables available for displays and sales. Adm. for \$3 non-members, \$2 for members. Details: Mark or Vicki Coles (416) 622-6658.



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

Airline Expo. Delta River Inn at YVR. Show time 0900-20.00 hrs. Buying, trading, selling of all types of airline collectibles and memorabilia, all within a few hundred metres of Vancouver's Runway 08-26. Adm. \$3, ch under \$2 free. Six-foot display tables Can\$30, US\$27 each (incl. 2 adult adm.) Door prize: NWT Air system-wide pass for two, courtesy of NWT Air. For details, Henry Tenby, Box 23763, Vancouver Airport P.O., Richmond, BC, Canada V7B 1X9, or call Henry Tenby (604) 731-0058. Delta Hotel res. Can: 1-800-268-1133, USA: 1-800-887-1133.



**24-28 JUN 92 (Wed-Sun)**  
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Airliners International '92. The biggest airliner memorabilia event ever. The Hyatt, Irvine (SNA). DC-2 & 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.

**Midwest Airline Expo**  
**Minneapolis**



**08 AUG 92 (Saturday)**  
**MINNEAPOLIS, MN**

Third annual Midwest Airline Expo. Comfort Inn, 1321 East 78th Street, Bloomington, MN. Show 0900-1600 hrs. Trading, buying, selling of airline memorabilia. Adm. \$3 at the door, ch under 12 free. Tables

\$20 (incl. 2 adm.), cheques payable to Midwest Airline Expo. Write or call Rita Runyon, 901 Main St., Hopkins, MN 55343; Ph. (612) 435-8927. Hotel rates for the show \$50/day + tax. Bus shuttle service from airport for guests. For hotel reservations only, call 1-800-221-2222.

**28-29 AUG 92 (Fri-Sat)**  
**BOSTON, MA**

Airliner show, Hilton Hotel. For details: Ron Pettit, 518 Shirley St., Winthrop, MA 02152, Ph. (617) 539-0499.

**12 SEP 92 (Saturday)**

Airliner show, Holiday Inn Jetport, Elizabeth, NJ, near EWR. For details: Bill Gavchik 88 Clarendon Ave., Yonkers, NY 10701, Ph. (914) 965-3010 or Bill Hough (212) 689-3936.

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**19 SEP 92 (Saturday)**  
**ATLANTA, GA**

AIRLINER SHOW, Location to be announced. For details: Bryant Pettit or John Joiner, P.O.Box 634, Clarkston, GA 300021, Ph. (404) 292-6969 or (404) 487-3732.

**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.

**17 OCT 92 (Saturday)**  
**CHICAGO, IL**

Airliner show, Sheraton Hotel near ORD. Details: Linda Dickerson, 1200 Powder Horn, Algonquin IL 60102, Ph. (708) 854-1152

**31 OCT 92 (Saturday)**  
**MIAMI, FL**

Airliner show. Details: Linda Levine, 1836 NE 213 Lane, Miami, FL 33179, Ph. (305) 935-2922

**AIRLINERS INTERNATIONAL**  
**TORONTO**

**21 NOV 92 (Saturday)**  
**TORONTO, Ontario, Canada**

Airliners International Toronto. Aviation display and slide show. Christ the King Anglican Church, 475 Rathburn Road (between Renforth Dr and The West Mall, south side of the streets, close by YYZ) Show open 1030-1600 hrs. Tables available for displays and sales. Adm. for \$3 non-members, \$2 for members. Details: Mark or Vicki Coles (416) 622-6658.

**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.



**COLORADO**  
**AIRLINERS INTERNATIONAL**

Every last Tuesday of the month

Except DEC and the convention month.  
**DENVER, Colorado**

Colorado Airliners International AMR C... at Stapleton Airport at 7 p.m. Meeting... files, trading & more on the program... write: CAI, P.O. Box 440713, AURORA, 30044-0713. Please note: On occasion the... takes place on a day other than the last Tue... the month. Check with CAI before making travel... 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.

\*\*\*  
If you want a paid advertisement in the CAPTAIN'S LOG, or if you want us to publish your convention flyer, please contact Paul F... Tree Lane, Erlanger, KY 40317, Ph. (502) 342-9039.

Publication of details about YOUR airliners convention in this column is  
**FREE OF CHARGE**  
but we can't say a word if you don't let us know about it.  
PLEASE SEND US YOUR CONVENTION FLYER OR OTHER ANNOUNCEMENT and we take it from there. The sooner you send us the details, the more times they will appear in this column.  
Send the information to the Editor:  
Joop Gerritsma, P.O. Box 776, WELLAND, Ont., Canada L3B 5R5.

**FLIGHT EXCHANGE**

by PAUL COLLINS

The FLIGHT EXCHANGE section of the CAPTAIN'S LOG is provided as a service to members of the World Airline Historical Society. The FLIGHT EXCHANGE is a market place where members can advertise, free of charge, to sell, trade or buy items of memorabilia that they have a surplus of or desire for their collection. This section IS NOT to be used by commercial sellers. Those wishing to place a notice in this section of the LOG should send in their request on a sheet of white paper containing your name and address and whatever your request happens to be. Please do not make a LONG list of every airline post card and model, etc., that was ever published or made. Use a little COMMON SENSE! Please have the courtesy to answer any and all letters of inquiry that you receive with regards to your advertisement. Also, when making an inquiry, send along a SASE (self-addressed stamped envelope). It is not necessary to send a SASE when sending in your request to be published. Send your request to: FLIGHT EXCHANGE, 3381 Apple Tree Lane, Erlanger, KY 41018. We will try to get your request in the next available issue of the LOG. (NOTE: Sometimes I will list items for sale by non-members of the Society in this section. The reason being is that I believe the material in question will be of interest to Society members and they may not be aware that such material is available.)

SEAN TOM... 9426 Woodbreeze Blvd., Windermere, FL 347... ing for... hat (captain or first, second... or Black (would really like... from UA... looking for pilot like... (captain or officer). Also... items used... UAL... and a UAL DC-8-73... scheme. If... to the address... or call...

BILLY STEFANCHUK, 2445 Ferrier Street, Winnipeg, MB Canada R2P 0G8 has a great interest in being able to locate a Aero Mini DC-8 in Air Canada livery, and a Aero Mini Boeing 747 in Boeing livery. Billy would prefer mint models and he prepared to pay a finders fee. Billy is also interested in collecting the small plastic airliners that were given out as promotional items from the 50's through the early 80's. Trade or purchase, your choice. Please contact Billy at the above address or call 204-338-4691.

JOHN BALDWIN, 410 Wendell Place, Niles, OH 44446, is looking for pictures of 747's at Cleveland Hopkins International Airport. Also looking for any pictures taken at Hopkins over the past 60 years.

MATT VANCE, 1031 Fernwood Trails Ct., Florissant, MO 63031 is looking for (1) a small DUBENA F-27 plastic kit of Czechoslovakian manufacture (2) Bachmann catalogs from the years 72-74 and 76 thru 83 (3) any information on or example of the Bachmann-Lintoy "Super Metal Mini-Planes." Write or call 314-837-0157.

BOB KILLIAN, 17424 E. 88th St. N Owasso, OK 74055 still has a number of items to dispose of. If you are in need of inflight magazines, brochures, ticket books, menus, along with some schedules and some postcards, silverware, swizzle sticks, etc., please write to Bob for his list. Write to the above address or call 918-272-6402 (after 6:00 PM CST).

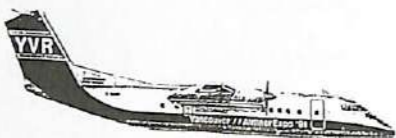
...ERMEULEN, c/o Joop Gerritsma, P.O. Box 776, ... ON L3B 5R5 Canada has for sale JEPPESEN charts, complete to 1979, in six leather-bound volumes. Best offer takes all. Also for sale "The Wind" by Anne Morrow Lindbergh. ... items above, write to Niek via ... will pass on all correspondence.

... 1432 W. Emerald #686, Mesa, AZ 85202-... like information on two American Airlines... the DC-6 70 passenger and the DC-6... ft. John has seating diagrams for... 6 (54F + lounge), DC-6 coach (80T),... lounge); he would like to know... interior layout was used for... Any additional information... be greatly appreciated.

tables: Alan B. Merkle, 107 East St. John, Phoenix, AZ 85022, Ph (602) 993-8276.

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**12 SEP 92 (Saturday)**  
**TORONTO, Ontario, Canada**

Airliners International Toronto. Aviation display and slide show. Christ the King Anglican Church, 475 Rathburn Road (between Renforth Dr and The West Mall, south side of the streets, close by YYZ) Show open 1030-1600 hrs. Tables available for displays and sales. Adm. for \$3 non-members, \$2 for members. Details: Mark or Vicki Coles (416) 622-6658.



**13 SEP 92 (Saturday)**  
**ATLANTA, GA**

AIRLINER SHOW, Location to be announced. For details: Bryant Pettit or John Joiner, P.O. Box 634, Clarkston, GA 300021, Ph. (404) 292-6969 or (404) 487-3732.

**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.

**17 OCT 92 (Saturday)**  
**CHICAGO, IL**

Airliner show, Sheraton Hotel near ORD. Details: Linda Dickerson, 1200 Powder Horn, Algonquin IL 60102, Ph. (708) 854-1152

**31 OCT 92 (Saturday)**  
**MIAMI, FL**

Airliner show. Details: Linda Levine, 1836 NE 213 Lane, Miami, FL 33179, Ph. (305) 935-2922

**AIRLINERS INTERNATIONAL**  
**TORONTO**

**21 NOV 92 (Saturday)**  
**TORONTO, Ontario, Canada**

Airliners International Toronto. Aviation display and slide show. Christ the King Anglican Church, 475 Rathburn Road (between Renforth Dr and The West Mall, south side of the streets, close by YYZ) Show open 1030-1600 hrs. Tables available for displays and sales. Adm. for \$3 non-members, \$2 for members. Details: Mark or Vicki Coles (416) 622-6658.

**09-11 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. Speakers, files, trading & more on the program. For info write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. **Please note:** On occasion the meeting takes place on a day other than the last Tuesday of the month. Check with CAI before making travel and hotel reservations.

**CAUTION:**

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

+++

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 (606) 342-9039.

Publication of details about YOUR airliners convention in this column is

**FREE OF CHARGE**

but we can't say a word if you don't let us know about it. PLEASE SEND US YOUR CONVENTION FLYER OR OTHER ANNOUNCEMENT and we take it from there. The sooner you send us the details, the more times they will appear in this column.

Send the information to the Editor:

Joop Gerritsma, P.O. Box 776, WELLAND, Ont., Canada L3B 5R5.

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS

# CONTENT DELETED DUE TO PRIVACY CONCERNS

KEN REED, 54 Weldon Street, Rochester, NY 14611 has for sale what is probably the original art work of the TWA Stratoliner post card that was published many years ago. Mr. Reed has a framed "photo" that is 14" by 18" (framed 21" by 23") with marking on the back that says, "Allan Merriam, Captain of Stratoliner Club." A photo of the photo was sent to go with this notice, but the light shining on the glass distorts the picture. It is a beautiful picture if your interested in TWA memorabilia. Mr. Reed is asking \$115.00 for the picture, which includes shipping. If interested, write to the above address or call 716-436-8931. Mr. Reed is not a member of the Society. I felt this was a item that one of you might be interested in obtaining for your collection.

JULIUS GRIGORE, JR., 425 Harbor Drive, South, Venice, FL 34285, desires aviation and more information and memorabilia related to Panama and the Panama Canal. He also mentions that he has numersou flight covers and Pan American memorabilia to offer. Write if you have information on the above.

HAROLD L. CURD, 8411 East 'G' Street, Tacoma, WA 98445 is interested in reducing his stock of Aero-Mini aircraft. For Sale: Aero Mini--some rare and limited in number. Have some Lin Toys 727-DC-9s. Also has some Mini-Air L-1011 and B-747. Send SASE for list or call Sunday or weekday after 5:00 Pacific Time 206-531-7405.

## WARNING!!!

The Society has received several complaints from members about other Society members not trading and dealing "in good faith" whatever that means. When a "deal" is made and one of the trading partners does not execute his part of the bargain, I consider it stealing, not "dealing in good faith!" One of the two complaints received has been taken care of. Member Don Aimer of Waco, TX received some 500 safety cards from member Neal Balkun. This was part of a sale of 1,000 cards that Neal was selling to Don. Don refused to pay for the 500 cards he received and refused to return them to Neal. On March 7 I wrote Don explaining the options the Society had in dealing with someone that did not complete trade agreements with other Society members. He returned the 500 cards. I hope the letter had something to do with his returning the cards. I suggest that anyone dealing with Don Aimer in the future, have Don send his material FIRST!

The other complaint received is still being worked on. I feel the two members involved will be able to work out some type arrangement to settle their differences. If not, I will try to help them come to an agreement.

If you have a complaint about a trade deal that you have made with another Society member, feel free to write or call Society HQ. I will do my best to try and settle any problems.

From time to time we still hear about folks coming up short when they order material from the people down in PR (the Jet Set people). I thought they went out of business. If you order from them, order in small doses. The postal officials will not do anything to help you get your money back. Just remember--order a little at a time--that way you will not lose a lot, just a little!

## FOR THE GOOD OF THE SOCIETY

Phil Munson, of Surrey, England, advises that an international postcard collectors club has been formed to foster the promotion of collecting cards and trading with those of similar interests. If you would be interested in becoming a member of The Aviation Postcard Club, the membership fee is \$8.00 U.S. which includes air mailing of the Club's newsletter which contains information on collecting cards and other information of interest to the card collector. Membership for those located a little closer to Surrey is three pounds. Address of the Club is: Aviation Postcard Club, 25 Kerrill Avenue, Old Coulsdon, Surrey, England CR5 1QB.

Members Assistance Program (MAP)  
Help Available to Dispose of your Collection

Did you know this organization has a program to assist families to dispose of collections in the event of the unfortunate death of the collector? Did you know that several families have been taken advantage of because they were unaware of the collection's value? Many families have lost out to unscrupulous people. Under the leadership of Roger Braatz, a committee was established and a program was designed to help dispose of a collection and provide other assistance to the family when the collector passes on. This is one more way that WAHS helps its members.

Our MAP founder, and leader, Roger Braatz is moving on and has relinquished the MAP Presidency to Roy Thompson. I would like to take this opportunity to thank Roger for a job well done on behalf of the Society. Roger has now changed his hobby interest (he is still interested in aviation) and now is also collecting miniature trucks. Incidentally he has about 200 aircraft display models for sale. If you collect models, perhaps there is a chance to make a deal?

A few words about our MAP program. It is a simple program. It starts with a family wishing to dispose of a collection and having them contact the MAP chairman, Roy Thompson (719-574-4382). Having a detailed description of the collection would be helpful when talking with Roy. The chairman and committee would evaluate the fair market value, make a proposal to the family, and if they wish the help of the MAP committee, have the collection picked up and made available through a mail auction to the highest bidder. All WAHS members would be eligible to bid. By having an auction the highest possible price is obtained. There is a small per centage charge for all the work done by the committee, to cover any expenses incurred by the committee. This amount will be deducted from the total money obtained from the sale with the balance going to the family. The committee will be accountable for this money in a yearly report. We believe this to be the best and fairest way to handle the collection and obtain the maximum return. We do have a published approved program available for any WAHS member. If additional information is required, please write the MAP Chairman, Roy Thompson, 4635 Woodsorrel Ct., Colorado Springs, CO 90817 and send one dollar to cover postage.

One major problem that each of us can help with in this program is to make up an inventory of our collection with an estimated value. How many of us have a large collection and our family has no idea of what it is valued at? Get the pencil and paper out and start writing down what you have. It will help!



**CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS**

The following information has been provided by Society member Blaine Peters and is in reference to the Transportation Library located at Northwestern University in the Chicago suburb of Evanston, IL.

The library contains literally thousands of books and magazines relating to aviation, including an Official Airline Guide collection dating to the 1930s. It also has copies of almost every commercial aviation magazine ever published, annual reports for airlines ranging from United to Pacific Northern to Alitalia, dozens of airline histories, government reports, airport studies, etc., etc. It also has a significant collection of manuscripts relating to "lessor" modes of transportation like rail and land.

The Transportation Library is located within Northwestern's Main Library on the Evanston Campus. Best of all, it is accessible for someone with a long lay-over at O'Hare. Take the E1 (subway) from O'Hare to the Washington St. Station downtown and transfer to either the Howard or Evanston Express line. Exit the E1 at the Foster Street station in Evanston, walk three blocks toward Lake Michigan, and you're there! Several limo services, including Continental Transport also serve Evanston. The library is open to the general public from 8:30 am to 5 pm M-F, and 8:30 to 12 noon on Saturday. Closed Sunday.

**NEW ENGLAND AIRLINE TRAVEL EXPO--August 28-29, 1992**

The First Airliner Show in Boston!

NEAT Expo '92 is the first of its kind to land in Boston. As a growing trend around the country, airliner shows are being put on in every major city, and is soon coming to Boston and the Logan Airport Hilton Inn.

NEAT Expo '92 will be a first-run, blue-chip, top of the line airliner show of collector items, artwork, memorabilia, models, seminars, demonstrations, and displays.

As a special attraction, NEAT will include the NEAArt (New England Airplane Art) Contest. Including many of the country's best aviation artists, NEAArt promises to be a breathtaking exhibit and sale of the most attractive aviation artwork in the country. Dealers, artists, or anyone desiring space and participation as well as additional information should contact:

The Art Marketeers  
518 Shirley Street  
Winthrop, MA 02152

Tele: 617-539-0499

The OKI Jetliners will be hosting a mini-convention in late September or early October. If you would like additional information about this meeting, check the next issue of the LOG or contact Society HQ. We would love to have you visit us.



### THE FLYING PIG AIRLINER CATALOG

If you love Airliners then this is the catalog for YOU. Push-fit, pre-painted or decal desk models from Wooster, Flight Miniatures IMC/CMD and Toys & Mod. Plastic airliner kits from around the world. Airline shirts, posters, pins & post cards. A very large selection of airliner books, VHS airliner videos and an update every four months on NEW items.

#### FREE CATALOG

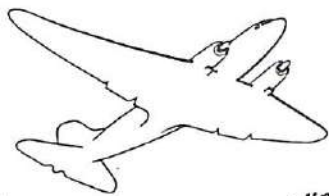
**THE FLYING PIG  
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(617) 747-6366

#### 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



TRAVEL AGENCY AIRLINERS •  
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COLLECTOR & DEALER  
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SMITHTOWN, NY 11787



United DC-8 card, provided to passengers in flight. Someone dated this card on a flight from Hartford, CT to Chicago on November 10, 1966.

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

by.

Paul F. Collins

As our Editor mentioned in his column at the beginning of this issue of the LOG, we are starting our 18th year of publishing the CAPTAIN'S LOG. Overall I feel that we are doing a good job. The crew that our Editor is working with is probably the best ever to write for a "hobby type" publication such as the LOG. Each and every one has contributed to the success of what we are doing. I would like to thank each and every staff member for the time and effort that they put forth for the enjoyment of all members of the Society. Please--keep up the great work your doing!

For those that ordered the new plastic Society membership card, it will be enclosed with this issue of the LOG. Check them over and make sure that your name is spelled correctly. Advise HQ immediately if you note an error. For those still interested in obtaining a card, just send \$2.00 to Society HQ and we will order a card for you from our supplier. These are VERY NICE cards and I am sure that after you see someone else's you will want one of your own. You can order a card at any time, but I am sure you will want one right away!

Everyone should have received their registration packet for Airliners Int'l 92. The committee has checked all the mailing lists and believe that they have mailed out to everyone. If YOU HAVE NOT received your packet write or call the AI 92 committee at P.O. Box 820, Seal Beach, CA 90740 or call them at 714-841-4446 OR FAX them at 714-848-4445. I have just learned that they have added rides in a Ford Tri-Motor to their list of aircraft. If you have already signed up for another flight but wish to change to the Ford, you may do so by contacting the committee and letting them know that you wish to change. Dates remain the same for the Ford. With regards to registration packets, if you can't get in contact with the committee, I have some extra packets here at Society HQ. Really looking forward to a great convention in CALIFORNIA!!!

Let's talk about renewals! The LOG budget will be based on the renewals received at the beginning of the year (now). We can not have 50 and 60 page issues of the LOG if we do not almost 100% renewals. Our operating costs have gone up, which is why the renewal

fee went from \$15.00 to \$18.00. This increase will not do us much good if we only have a 80% renewal. I hope your all following me on this. It costs about \$5,000.00 per issue to publish the LOG. In the past, memberships and advertising dollars have just about left us at the breakeven mark. 1991 was a good year because we obtained a number of new members through the advertising done by the AI 91 committee. Hopefully we will be able to obtain a number of new members at AI 92. Only time will tell on that, but we really don't have the luxury of waiting to see what will develop in that area. Some type of figure must be arrived at now, so we can figure on how much to spend on each of the three remaining issues of the LOG this year. Those reading this column are not the problem, it's those that haven't renewed that is the problem. If you know other members in your area, give them a call to see if they renewed their subscription yet. If not remind them to send in their renewal as soon as possible. We need your help on this, so call a friend!

I am going to try and work on getting more advertising for the LOG this year, as well as working on getting the LOG in additional outlets. Starting with this issue, four members will be taking 25 issues each of the LOG for distribution in their areas. If you would be interested in distributing the LOG in your area, please let me know and we will see what we can work out. Additional advertising will benefit us all. You because you will be informed of items you can purchase to add to your collection, the Society as a whole, because it will help pay for the expense of operating the organization. If you know of someone that would benefit by advertising their product or service in the LOG, please tell them about us and give them our address or drop me a line with their address so we can contact them. All help from the membership on this will be greatly appreciated.

If your interested in hosting a future Airliners International convention you must let this years pre-committee know that your interested in making a presentation at the convention business meeting this year. Also if you wish to see something about the conventions changed or become a rule of the AI conventions, you can do so by presenting your point at the business meeting and having those present vote on the idea. We have only voted on about four issues over the years on how and what must be done at a AI convention. This is the only opportunity that you have during the whole year to let your feelings known. If you want some help in presenting your presentation please contact Society HQ and we will be happy to share what knowledge we have with you.

Be sure to support any of the miniconventions that might be held in your area. There is a lot of activity going on this year and to maintain the number of meetings going on, your support is needed. Your support will give those hosting these affairs the incentive to continue to host shows!

This may be the only LOG we get out before the convention in California. Look forward to seeing you at the convention. Until next time--happy collecting!

*Paul*

# Airliner Expo Atlanta '92

North America's **BEST** One Day Airliner Show

## SEPTEMBER 19, 1992

9:00 AM to 5:00 PM



- ★ TRADING/BUYING/SELLING OF AIRLINE MEMORABILIA
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If you have an interest in the airline industry whether as a professional or as a hobbyist - - this is the meet for you! On display and for sale or trade will be airliner books, pictures, color slides, t-shirts, postcards, model kits, playing cards, dining service items, stickers, schedules, pilot wings and many other items. So break out your collectibles for a great swap meet and a chance to meet your fellow aviation enthusiasts.

Admission \$3.00 (payable at door) Children under 12 admitted free.

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\* MUG COLOR CHART

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NEW CARDS FOR THE COLLECTOR

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

IAWP Company  
140 W. Possum Road  
Springfield, OH 45506

Video Review

HOW THEY FLY THE CONCORDE

Provided by Eye-In-The-Sky T.V.'s  
Price \$24.95  
Reviewed by Paul Collins President WAHS

This video is probably the best of any video on how an aircraft is flown. This video does not flashback to show how the aircraft was constructed or how it was developed by the design teams, but puts you in cockpit on a flight between New York and London. From the time the crew checks in at JFK and begins checking flying conditions until is arrives in London and goes through shut-down checks, you will enjoy the flight. Yes, you will "feel" like your traveling on the Concorde, with the only exception being you don't get to eat the fine food that was served!

Paul Havis, a commercial 747 pilot is our host during our time aboard the British Airways Concorde. We are introduced to the flight crew and we go through the numerous checks that must be made before this fantastic aircraft arrives at the take-off position. Once at the departure runway, additional checks must be made. Once all checks are finished, its time to push the throttles full forward and our trip begins.

During our flight we watch the crew perform their duties, from operating the heat shield to presenting each passenger a departing gift. While in flight there are additional checks to be made, especially when taking the aircraft to Mach speed. All the time from take-off the aircraft has been climbing. Finally the Concorde levels off at about 80,000 feet. However, once the altitude is reached, it is almost time to start the descend. into London's Heathrow Airport.

During the video some very interesting comparisons are made between the Concorde and a Boeing 707. Using a very unique screening system, the two aircraft are flown into and out of the picture depicting the differences between the Concorde and "regular" jet airliners. It is also explained why the flight engineer must move fuel around the aircraft to maintain stable flight.

After viewing this video, which should be of interest to anyone that enjoys aviation, the viewer should have a greater understanding of the operations of one of the worlds great mechanical inventions. I recommend that this video be added to your film library.

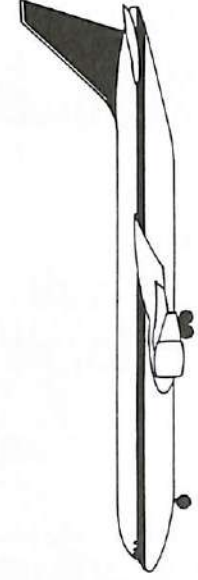
Please see flyer mailed with this issue of the LOG for a better price on this video than the one shown above.

MODEL	PRICE	TOTAL

Name \_\_\_\_\_ Address \_\_\_\_\_  
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**BOEING 737-300**

**\$10.75**  
 Available July '92

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Lufthansa  
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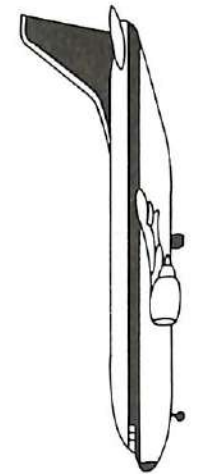
**BOEING 767-300**

**\$12.00**  
 Available July '92

Boeing  
 JAL  
 Lufthansa

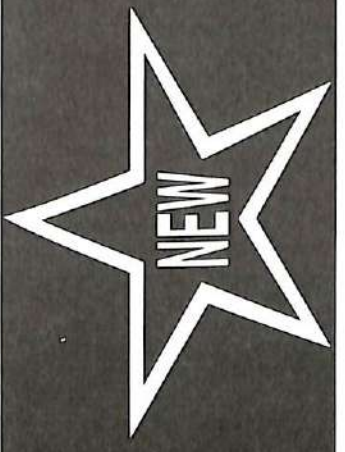
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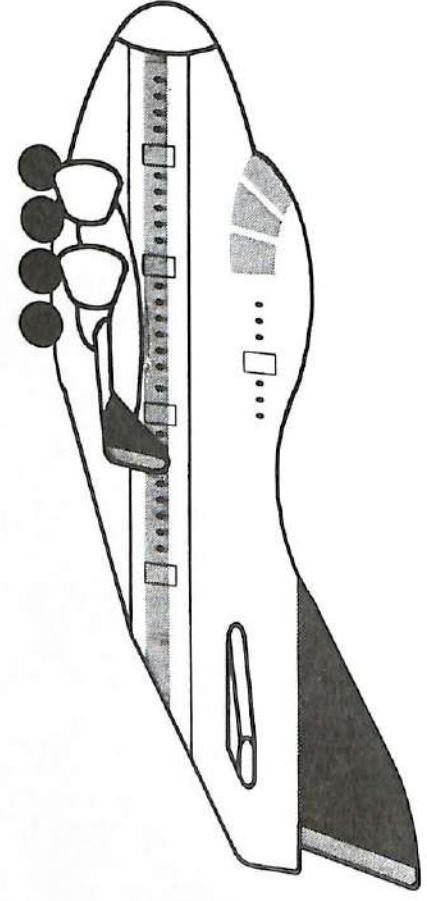
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 Lufthansa



**BABY JET**

1/2" Plastic

**NEW**

**NEW**

This model was designed as a child's toy. It comes packaged in its own hanger and disassembles to reveal the passenger cabin and cargo bay.

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 Area Code \_\_\_\_\_ Phone # \_\_\_\_\_

MODEL	PRICE	TOTAL

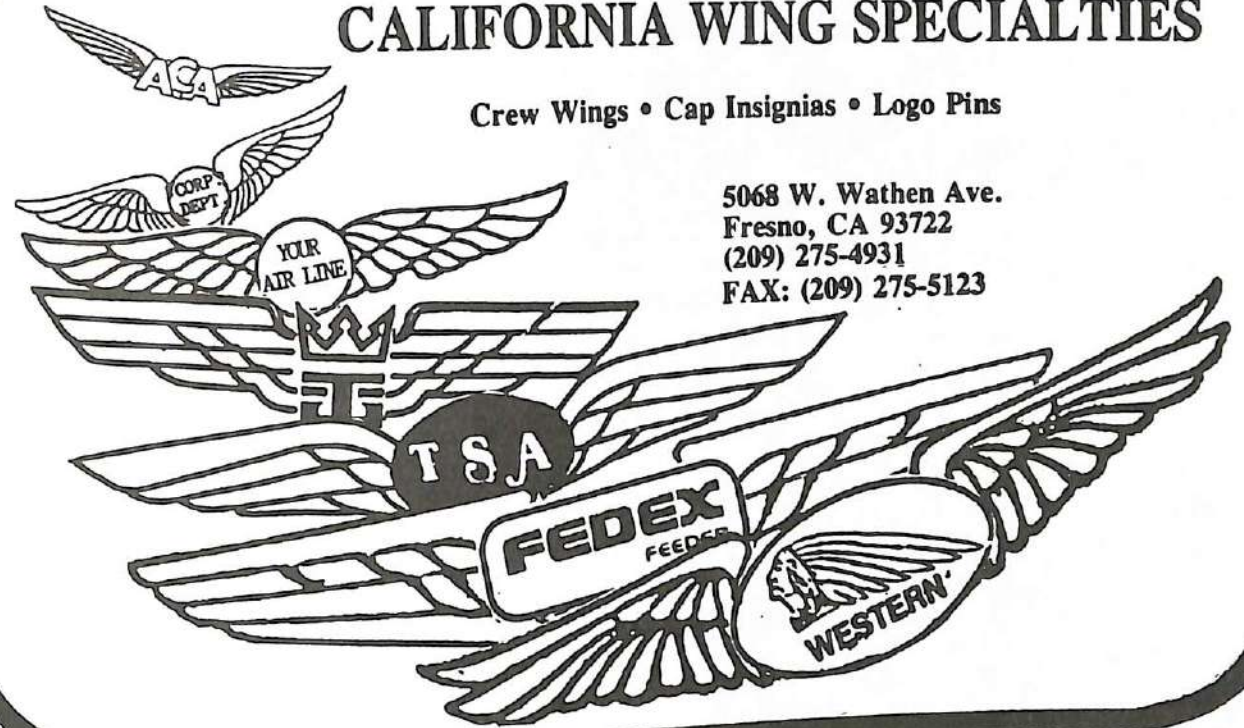
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 Continental U.S. — Shipping \$3  
 (Free for 2 or more models)  
 Alaska, Hawaii & P.R. — Add \$10 shipping for Schabak  
 Canada — Add \$7 shipping for Schabak  
 Prices good through 12/31/92



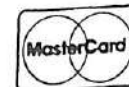
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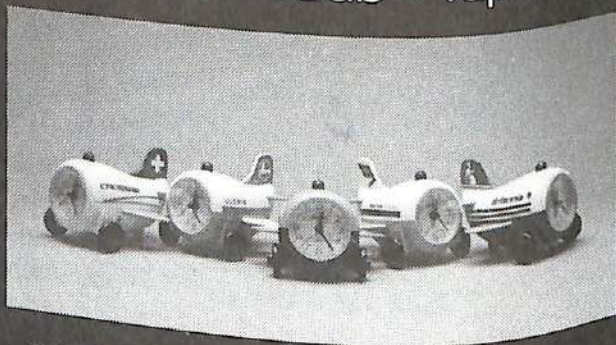
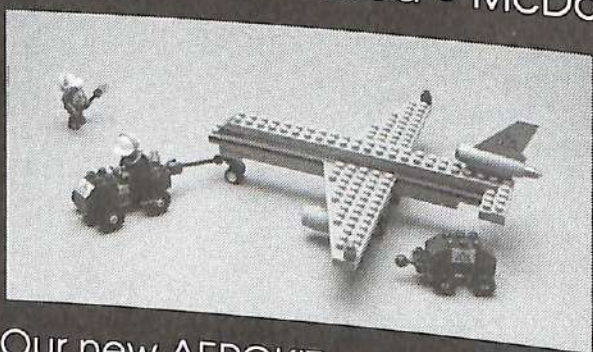


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