

THE AIRLINE MEMORABILIA COLLECTOR'S QUARTERLY



VOL. 18 NO. 2  
JUNE 1992

# CAPTAIN'S LOG



This great shot of a DC-8-73 moments before touchdown took first place in the B&W category of the photo contest at Airliners International

at 1992 at Orange County this year. Our congratulations go to the photographer, Jeff Magnet of Coral Springs, Florida.

THE AI '92  
(California)  
Convention

AEROFLOT  
wings, schedules  
postcards & more

GRAND RAPIDS  
(Michigan)  
Airport



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

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

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

Thank you



PETER DE RISSEAU of Belgium won first place in Color Prints and Best of Show in the AI'92 photo contest with this great photo of a Sobelair Boeing 707 in the landing during dusk. See p. 106 for winners in the various contests at the AI.

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### CAPTAIN'S LOG

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# TAKE-OFF TALK

Joop

I extend hereby to all our readers my sincere apologies for getting this issue of the CAPTAIN'S LOG out so late.

We have had family and friends over from Holland and Brazil for a total of more than five weeks in June and July. I really enjoyed these visits, but they did not leave much time for other pursuits, such as the CAPTAIN'S LOG. Losing five weeks out of my schedule meant saying goodbye to even the hope of finishing this issue in July.

But here it finally is and a dandy issue it is, thanks to your editors.

Late last year I decided this issue would be dedicated to Aeroflot, then the world's largest airline. There were troubles already in what was then the Soviet Union and it was clear the country was heading into a totally different direction. But I never dreamed that it would fall apart so quickly.

Since the break-up, no fewer than 35 or so new airlines were formed in what is now a series of 15 independent countries (although some have "re-united" into the Commonwealth of Independent States). By agreement, Aeroflot, at least for the time being, remains the major international carrier of these countries. It also still operates most of its domestic trunk lines across the boundaries of the new states. But it is certain that as the individual countries become more sure of themselves, most if not all, will form their own domestic and international airlines. Some have already done so and aircraft of airlines of the three Balkan countries have already appeared in Western European capitals. So have aircraft of the new airlines of Croatia and the Ukraine. These are largely based on the former Aeroflot directorates in each of these former Soviet republics.

Several of your editors have dug deep into their files and have come up with some beautiful Aeroflot material. The results of these efforts are shown in this issue. I am sure you will enjoy them as much as I do.

The convention certainly came to a shaking and rattling conclusion this year. I woke up at about 5 on Sunday morning because my bed was swaying. No, folks, I am not making this up and I can assure you I had only one glass of wine to drink with my banquet dinner the night before, and nothing else after.

Besides feeling my bed sway when I opened my eyes (I was on the 10th floor!), I saw sun light that was coming through an opening between the curtains, move back and forth on the opposite wall. Getting up I had at first trouble staying on my feet. My first thought was of an earthquake, but then I discarded the idea ... until I looked out the window. That is when reality struck me and I knew I was in the middle of an earthquake. I seemed the tall office buildings across the street were swaying slightly. A quick check in the bathroom showed me that most of the water had sloshed out of the toilet bowl onto the floor and the little that remained was still sloshing back and forth. Time to turn on the television ... if it was still working ... and

find out what was going on.

It was 5:03 by now and yes ... CNN was already on the news Southern California had been hit by a series of earthquakes, the strongest of which measured 6.4 on the Richter scale. That was the one that woke me up! Later, on my way to the airport to fly home, the bus driver told me the hotel is not evacuated until the Richter reading hits 8. Some comfort!

The second earthquake hit at about 7:45 a.m., just as I was lined up at the American Airlines gate to check in for my flight to Chicago/ORD and on to Buffalo. Again, it was a series of quakes in quick succession. I read in the newspapers later there also was an earthquake on Monday and that tremors continued for several days afterward.

In any case, it was a new experience for me and one that I will never forget. Looking back on it, I would not have missed it for the world.

Earlier on during the convention, all business had come to a halt when the fire alarm of the Hyatt Regency went off. Everyone was herded outside, but there was no fire.

The convention itself certainly had more than its share of problems this year. Inside this issue are comments by WAHS president Paul Collins and by myself about the convention. You'll read it did not turn out the way it had been presented. Most of the outside tours were cancelled and the convention as a whole suffered from poor planning and organization. In addition to what I have said elsewhere, I was not very impressed with the hotel. I shared a room with WAHS member Jeff Magnet of Florida, but when I arrived about noon on Thursday, the reservation (in Jeff's name) was nowhere to be found. They put me in another room until Jeff arrived a few hours later, so I could at least freshen up from the trip. Let me tell you, it took some fast talking by Jeff to straighten out the mess. It turned out the reservation was lost somewhere between another Hyatt in the area and the Hyatt Regency where the convention was being held.

I also had repeated problems with my magnetic room key. I had to return to the hotel desk or had to call security upstairs half a dozen times during the days of the convention to have the strip on the key magnetized again so that I could get into my room. Several other people told me they also had had this problem.

That leaves the final ... and to some people the most-important ... aspect of the convention: the trading floor. It was good and I acquired several good aviation books for my library and photographs for my collection. Among the books was, after looking for many years, a mint copy of "The Chosen Instrument", the story of Juan Trippe and Pan American, and at a reasonable price too.

Despite everything, I am already looking forward to next year's AI, in Washington, D.C. May I recommend that if you attend, you take a few extra days and treat yourself to a visit to the Smithsonian's Aviation and Space Museum! I know I will.



By JOOP GERRITSMAN

AIRLINE PROFILE

Soviet airlines

# АЭРОФЛОТ



To say civil air transport in the old Soviet Union is in turmoil, is an understatement. Aeroflot, the largest airline in the world in terms of aircraft operated and passengers carried, is in danger of being broken up into many small pieces as the states of the former USSR are going their own ways. The airline's fleet is as good an measure of the massive operation the airline really is. At the beginning of 1992, it had more than 2,900 aircraft, not counting the thousands being used for everything from pilot training to ambulance flights to forest fire fighting. Of the medium-range TU-154 tri-jet alone (equivalent to the 727 in the West) Aeroflot had 650 and there were 670 LET 410 commuter aircraft for 19 passengers in the fleet.

But then, with an area of 8.57 sq mi (22.4 sq km), the old USSR was by far the largest territorial entity in the world. It measured 8.57 square miles (22.2 sq km). The Soviet Federation, largest state of the old USSR, measures 6.5 million square miles (nearly 16.97 million sq

km). The distance from Moscow in European Russia to Vladivostok on the Sea of Japan, is 4,600 mi (7,400 km) and from Murmansk on the Arctic Ocean in the north of European Russia to Sevastopol on the Crimea Peninsula in the south, is 1,500 mi (2,400 km) in a straight line.

To put these numbers in perspective, let's look at the U.S.A. The United States measures 3.6 square miles (9.5 sq km.) and the distance from New York to San Francisco is 3,000 mi (4,800 km). Alaska, the largest state, measures 586,400 square miles (1.5 million sq km)

Because of a lack of modern highways, especially in Siberia and Central Asia, the airplane was and is the only means of transport that can travel quickly across the vast and open spaces, separated by mountain ranges and covering several climate zones. In northern parts the winter lasts from six to nine months and surface travel is difficult if not impossible much of the year.

It is against these givens one must see air transport in the old USSR.

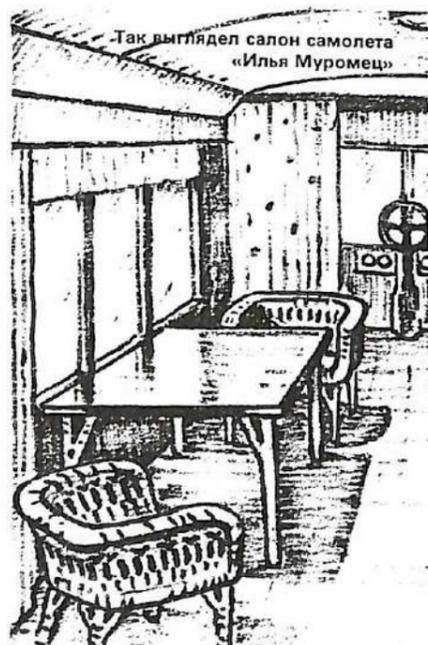
## EARLY HISTORY

03 FEB 23 is the official birthday of civil aviation in the Soviet Union. On that date Sovnarkom (Council of the People's Commissariat) announced plans for civil air transport under the direction of the military Red Air Fleet. Six weeks later, on 17 MAR 23, the Russian Volunteer Air Fleet Company, Dobrolet, was founded as the first all-Russian airline.

The groundwork was laid more than two years earlier. On 31 JAN 21 a state commission was formed to regulate air transport in the Russian Federation (European Russia and all of Siberia) and on 01 MAY 21 Glavvozdukhoflot (Chief Administration for the Civil Air Fleet) started mail and passenger services on the Moscow-Orel-Kharkov (Ukraine) route with four-engined Sikorsky Ilya Muromets aircraft for two crew and up to eight passengers.

Four other airlines also started operations in the European part of Russia in 1922/23, but none lasted very long. They were:

Aviakultura, a private airline. It flew 58 flights between Moscow and Nizhniy Novgorod (later Gorkiy) from 15



Passenger cabin of the Ilya Muromets. Note the control wheel up front. (Aeroflot)

JUN 22 to 15 AUG 22 during the annual fair in the latter city. The airline carried 405 passengers and 5,500 pounds (2,500 kg) of mail with Ilya Muromets aircraft, built by Sikorsky.

Zakavia was established in MAY 23 at Tiflis (later Tblisi) the capital of the Republic of Georgia, and began regular air service to the Armenian capital of Erivan and the resort town of Mineralnye Vode. The latter also was a stop on the Moscow - Baku service of the Russian affiliate of Junkers (see below) and the Zakavia service therefore linked Erivan with Moscow.

Ukrvozdukhput was the airline of the Ukraine, the sec-

ond-largest and second-most-populated republic in the European Soviet Union. Based in Kharkov, Ukrvozdukhput used two single-engine German Dornier Komet IIs for four passengers on a service from Kharkov to Kiev and from Kharkov to Odessa and Yelisavetgrad, both via Poltava. Service began on 25 MAY 24. It did not operate in the winter and a total of 760 passengers were carried on 93 flights. The total distance flown was 37,100 mi (59,700 km). Mail and cargo were also carried.

Moscow was linked with Rostov via Kharkov in 1925. That year Ukrvozdukhput merged with Aviakultura and the combined airline linked Moscow with three important capitals: Tiflis (Tblisi) in Georgia, Baku in Azerbadjan and Yerevan in Armenia. The service from Moscow to Baku took three and a half days. The Ukrainian capital of Kiev, and Odessa were added to the network later.

Ukrvozdukhput began using aircraft of Russian and Ukrainian manufacture, the Stal-2 and Kalinin K-5 monoplanes, R-5 biplanes and Sh-2 flying boats a few years later. All were single-engine aircraft.

The German aircraft builder Junkers also sponsored a new Russian airline. It flew from Moscow to Kharkov, Mineralnye Vode and Baku (on the Black Sea). From Baku, the Persian affiliate of Junkers continued the service to Tehran. The Soviet affiliate did not operate for very long.

Dobrolet started service on 15 JUL 23, between Moscow and Nizhniy Novgorod (Gorkiy), formerly flown by Aviakultura. Other services were to Odessa in the south, via Orel, Kharkov

and Kiev, and from Kharkov to Batum and Tiflis (Tblisi). A handful of WWI aircraft were used, borrowed from the Red Air Fleet.

Dobrolet gave early priority to air services in Siberia and Central Asia. On 27 APR 24 it started flying between Tashkent and Alma Ata, both on the southern border of Khazakstan. Tashkent was also linked with Samarkand, Termez and Dushanbe and with Bukhara, Chardzhou and Khiva. The services were flown three times a week with Junkers F 13 cabin aircraft for four passengers. That year Dobrolet also started service in the Crimea Peninsula on the Black Sea, using seaplanes to serve Sebastopol, Yalta and other points.

International services were started between Verkhne-Udinsk (Ulan-Ude) in Eastern Siberia and the Mongolian capital Ulan Bator on 20 JUL 26 and between Tashkent and Kabul, the capital of Afghanistan, two months later.

As a result Dobrolet officially became an all-Union or Soviet airline in SEP 26.

Other Siberian and Central Asian services started during 1929 and 1930 included a main route from Irkutsk via several smaller places, to Yakutsk. It was operated by small flying boats which mainly followed the rivers.

In 1927 trial flights were made between Moscow and Irkutsk and a regular mail service between Moscow and Novosibirsk in south-central Siberia began on 19 SEP 28. Irkutsk was added the following spring. The trip from Moscow took 50 hours.

In 1930 Dobrolet carried about 13,000 passengers and in the following years major centers in most regions of the country became part of the network.

Dobrolet's early European trunk operations in 1931/32 linked Moscow with Leningrad, Stalingrad (later Volgograd) and Izhevsk, among others. Sochi (on the Black Sea) was linked with Tiflis (Tblisi) and Vladivostok became the hub for regional services in Eastern Siberia. The trans-Siberia route between Moscow and Vladivostok was completed when Dobrolet began service between Khabarovsk and Vladivostok in 1932.

## EARLY AIRCRAFT

After a couple of years, the World War I aircraft operating the early services were slowly replaced with post-WWI German aircraft. But the first Soviet



Five-Year Plan of 1928-1932 aimed at establishing a Soviet aircraft industry. Several models of single-engine high-wing cabin aircraft, designed and built by Vladimir Kalinin, entered service. These culminated in the successful eight-passenger K-5 (260 built) of 1929. It was operated throughout the entire Soviet Union.

Another gifted designer was Andrei Tupolev. In 1925 he came out with the ANT-3, a mail air-

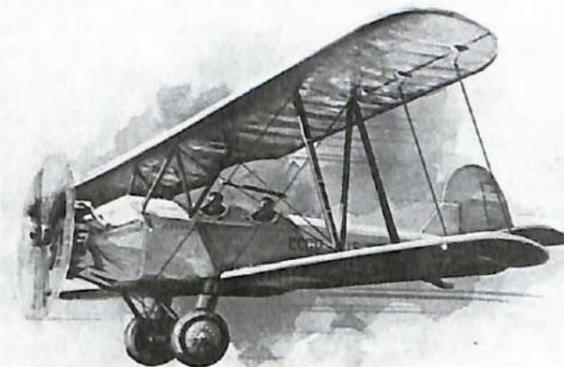
craft with a sesquiplane wing. It made several outstanding long-distance flights to various European capitals and to Tokyo before going on to perform well on Dobrolet's domestic services. About 80 were built (and more than 200 for military use). Tupolev's best-known pre-WW2 airliner, however, was the high-wing ANT-9 trimotor of 1929. It had had the same all-metal construction of corrugated aluminum skin typical of the pre-WW2 Junkers aircraft and seated up to nine passengers. The ANT 9 went into service with Dobrolet and flew on all its main services. The remaining aircraft were turned over to Aeroflot in 1932 and one is known to have continued in service in 1942. A twin-engine version of 1932 offered more power from its two 680 hp engines than the trimotor with three engines of 300 to 360 hp and was built in greater numbers. Total ANT-9 production is said to have reached about 70.

Another aircraft of 1929 was the three-seat U-2 (also PO-2) biplane designed and built by

ABOVE: ANT-9 trimotor was the main Dobrolet and Aeroflot airliner during much of the 1930s. This example, USSR -D309, is seen at Tempelhof Airport, Berlin on 09 JUL 29 while on a European goodwill flight. The aircraft carried the name "Wings of the Soviets" for this occasion.

(Lufthansa photo)  
BELOW: Polikarpov PO-2 production ran from 1927 to 1944. Civil versions remained in Aeroflot service in remote regions into the 1950s.

(Aeroflot postcard)



N.N. Polikarpov. It was intended for short routes and remained in service in remote areas of the Soviet Union until well after WW2 to carry passengers, mail and freight and as an ambulance aircraft.

## AEROFLOT

Following the takeover of Ukrvozdukhput in 1928, Dobrolet changed its name to Dobroflot. This was followed by a series of reorganizations imposed by Sovnarkom and the government. On 25 FEB 32 all civil aviation in the Soviet Union came under control of the Chief Directorate of the Civil Air Fleet (GUGVF) and on 25 MAR, Dobroflot was renamed Grazdaniy Wozdusnyy Flot, or Aeroflot.

## EARLY SOVIET AIRLINERS

(Photos on previous page)  
TOP: Kalinin AK-1; CENTRE: Kalinin K-5 (left) and Stal-2 (right). They were in service with Aeroflot from the late 1920s well into the 1930s.

(Aeroflot postcards)  
BOTTOM: Tupolev ANT-3 mail aircraft designed and built by Tupolev. This sesquiplane made several outstanding long-distance flights to various European capitals and even to Tokyo. About 80 were built for domestic mail services. (Lufthansa photo)

Besides air transport, Aeroflot was also given responsibility for most other civil aviation activities, including crop-dusting, forest fire fighting, aerial survey, airport development and operations, air ambulance services and, in later years, civilian flying schools. We will concern ourselves here only with the airline operations.

Aeroflot began to pursue network expansion almost immediately, but nowhere more so than in Siberia and Central Asia. Many of the new Siberian routes were flown with small flying boats operating broadly on a north-south pattern following the rivers.

In Kazakhstan, the largest of the central Asian republics, wedged in between Russia and China, was one of these. The capital Alma Ata was linked with most other major towns and in 1937 Aeroflot carried more than 19,300 passengers in Kazakhstan alone, plus 900 tons of mail and nearly 6,500 tons of freight. The same pattern was followed in the smaller Central Asian republics of Tadzhikistan, Turkmenistan and Uzbekistan and in various regions of eastern Siberia.

At the end of the second Five-Year Plan in 1937, Aeroflot operated over a network of nearly 60,000 mi (96,500 km). More than one-third of these were local services.

"Flight" aviation weekly of England reported in its 27 APR 39 World Airline Survey Aeroflot was operating eight scheduled routes from Moscow and nine others from other centers in European Russia, such as Kiev, Kharkov and Tbilisi. No information was listed about Siberian and Central Asian services and no reliable information was available about the fleet, said Flight. Other sources say Aeroflot's network was 91,000 mi (146,000 km) long in 1941, with the longest route being from Moscow to Vladivostok with Tbilisi and Tashkent as main intermediate stops. In 1940, the last full year of operations before WW2, Aeroflot carried 359,000 passengers.

#### FLEET RENEWAL

By 1935 Aeroflot desperately needed new aircraft as it was still flying the ANT-9 and the single-engine aircraft of the 1920s, inherited from Dobrolet. Similar aircraft had long since been replaced by more-modern types by airlines in Western Europe and the U.S.A.

In AUG 35 Aeroflot bought a DC-2 via the Soviet trading organization Armtorg. It remained

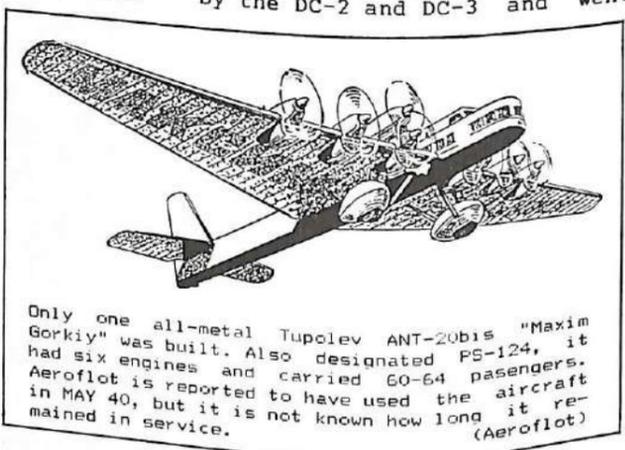


One of 20 Douglas DC-3 delivered to Aeroflot new by Douglas in 1936-39. This photo, from the Lufthansa archives, came with the caption "Arrival of the first Soviet aircraft at Rangsdorf Airport, Berlin, on 09 JAN 40." (Lufthansa photo)

in service for about two years, when it is believed to have crashed. Next, Aeroflot ordered the DC-3 and 20 were delivered between NOV 36 and APR 39. The first one went via Armtorg to a company named X-Cello. The others were delivered via Douglas' European agent, Anthony Fokker, to X-Cello (2), Mongolian Air Transport Company (3) and to North-east (14). Mongolian Air Transport may have been an Aeroflot division operating in Mongolia and Siberia. The other two were probably agents for Aeroflot.

While these deliveries were taking place, aeronautical engineer Boris Lisunov was sent to Santa Monica for two years to study DC-3 production. The two DC-3 supplied to X-Cello via Fokker are known to have been delivered without engines. They may have been pattern aircraft for licence production in Russia. Between 2,000 and 2,800 DC-3s were built in Russia during WW2 as PS-84 and Li-2. None of these were delivered to Aeroflot before the German invasion of Russia in JUN 41. This invasion forced the closure of the PS-84 plant near Moscow and production was moved to Tashkent before any aircraft were completed. All DC-3s built went straight to the air force.

Aeroflot also flew the only ANT-20bis (PS-124), or Maxim Gorkiy, built by Tupolev. This all-metal, six-engine aircraft seated eight crew and 60-64 passengers. It is believed to



Only one all-metal Tupolev ANT-20bis "Maxim Gorkiy" was built. Also designated PS-124, it had six engines and carried 60-64 passengers. Aeroflot is reported to have used the aircraft in MAY 40, but it is not known how long it remained in service. (Aeroflot)

have operated between Moscow and Mineralnye Vody in 1940.

Another Tupolev was the 10-passenger ANT-35, a modern, all-metal low-wing aircraft with a cruising speed of about 220 mph (350 km/h) and designed by A.A. Arkangelskii. It was inspired by the DC-2 and DC-3 and went

into service from Moscow to Riga and Stockholm on 01 JUL 37, alongside the DC-3. Only three ANT-35 (including the prototype) are known.

The ZIG-1 (PS-89) of 1935 was a twin-engine, all-metal low-wing cantilever monoplane for two crew and 12 passengers. A small number were built and were used on Aeroflot's services from Moscow to Kharkov and Simferopol (on the Crimea Peninsula).

Despite these attempts to modernize, most Aeroflot aircraft when war broke out, were single-engine, high-wing types of mixed construction, carrying half-a-dozen or so passengers.

Aeroflot suspended all services west of Moscow after the

German invasion of Soviet Russia on 22 JUN 41. Only Siberian services and some vital services in the eastern part of European Russia were continued. Aeroflot now became an extension of the Soviet air force. Later during the war, many of the 80 Junkers JU-52/3m captured from the Germans at Stalingrad, were used on what remained of air services in the country, replacing older aircraft.

#### A NEW START

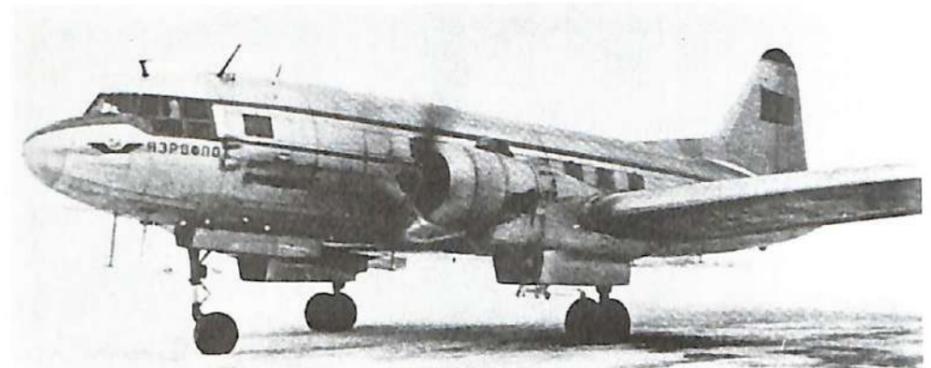
After WW2, Aeroflot, in the eyes of Joseph Stalin, was nothing more than a tool in the post-war recovery. Basic services were restarted, but only for people who needed to travel on government or military business. How fast this was accomplished, was told in the 07 JUL 45 edition of the newspaper "Izvestiya." It quoted the head of Aeroflot, Lt. Gen. Semenev, as saying the all-Union capital of Moscow had daily services to the capitals of all the union republics, except two. Alma Ata in Kazakhstan and Stalinabad (Dushanbe) in Tadzhikistan were served only every other day.

Services to the newly-communist countries of Eastern Europe were also established quickly.

Like airlines everywhere in the world, Aeroflot re-equipped with large numbers of military surplus DC-3s (home-built Li-2s and Lend-Lease C-47s), but in 1947 it took delivery of the first of many Ilyushin IL-12.

The IL-12 was slightly larger than the DC-3 and was powered by two ASH-82FN engines of 1,650 to 1,775 hp each. These were developed from the M-82, a P&W R-1830 built under licence in the Soviet Union for the license-built DC-3. The IL-12 had a nosewheel undercarriage and could carry 27 passengers (21 on long-haul flights). Typical was its aft centre of gravity. When standing on the ramp, the IL-12 required a support under the rear fuselage to keep the tail up after the engines had been cut. Aeroflot started operations with the IL-12 on 22 AUG 47 and the Moscow - Tashkent route was one of the first to be upgraded with the new aircraft. The type also was introduced on the Moscow - Helsinki service early on.

It has been reported a few four-engine IL-18 were used on a trial basis between Moscow and Khabarovsk in eastern Siberia and on other long-haul routes in 1949-50. This IL-18 was a larger development of the IL-12 and made its first flight on 30 JUL 47. It must not be confused with the four-engine



The Ilyushin IL-12 was built as a DC-3 replacement after WW-2. However, on it fell not only the task of short-range air transport, but to service the entire network, including long hauls such as the 4,600 mi (7,400 km) Moscow-Vladivostok service, taking 33 flying hours and nine stops along the way. 21 passengers were carried on long hauls, 27 on shorter routes.

propjet of 1957. This IL-18 did not go into production, in part because Aeroflot did not yet need such a large aircraft. For the same reason, the 72-passenger, four-engine TU-70 did not go into production either. The TU-70 was derived from the Boeing B-29. Four of the latter had fallen into Russian hands when they made forced landings in Eastern Siberia in 1944.

Cruise speed of the IL-12 and of the slightly-improved IL-14 of 1953, was 218 mph (350 km/h). They covered the 4,600 mi (7,400 km) service from Moscow to Vladivostok in 33 flying hours over two days, operating at an altitude of 8,200 ft (2,500 m) and making nine stops along the way, including an overnight stop at Irkutsk. The slow journey did not matter much because Aeroflot was still primarily a freight carrier and an instrument in the reconstruction of the country. Domestic passenger services were definitely not its main priority. But even the two days were an enormous improvement over the trans-Siberia rail service

of a week or more. At this time, U.S. airlines were flying the 3,000 mi (4,800 km) distance between New York and San Francisco nonstop in 7.5 to 8 hrs with the DC-7 series and later models of the Super Constellation, flying at 24,000 ft (7,500 m) with cruising speeds of 360 mph (580 km/h) and carrying up to 90 passengers.

#### Jets in service

On 15 SEP 56 Aeroflot took a giant leap forward when it introduced the Tupolev TU-104 jetliner on the service from Moscow to Irkutsk via Omsk, reducing the flying time from 18 hours to seven. With the TU-104, Aeroflot went straight from the twin-engine IL-14 as its main long-distance equipment, to the medium-range jet and eliminated the four-engine piston airliner that was the mainstay of long-distance air travel in the West in the '50s. The 50-seat TU-104 later grew into the 70-seat TU-104A and the 100-seat TU-104B, all with the same fuselage dimensions.

Existence of the TU-104 was a complete surprise to the West when three aircraft flew into Heathrow Airport, London in MAR 56. This TU-104B, CCCP-42459, was photographed taxiing to the gate on her arrival at Amsterdam after a scheduled flight from Moscow in the mid-1960s. (Joop Gerritsma photo)





< TOP: Rarely seen in the West, Aeroflot's IL-18 medium range propjet operated mainly on domestic services and on routes to Eastern Europe. In 1969 the airline had a fleet of at least 250 IL-18s. (Gerritsma files)

< CENTER: The old Soviet Union was a vast country and freight operations have always been—and continue to be—a major portion of Aeroflot's work. More than 220 IL-76 freighters were in service at the beginning of this year. (Aeroflot)

< BOTTOM: The IL-62 was the first Soviet airliner designed specifically for long-range intercontinental routes. It entered service in 1967 and the fleet is only now being replaced by wide-body aircraft. CCCP-86653 was operating a joint Aeroflot-KLM service when photographed at Amsterdam on 15 SEP 71. (Joop Gerritsma photo)



BOTTOM OF PAGE: TU-134A, CCCP-65912 is one of several hundred of this medium-range jet operated by Aeroflot. Seen at Bratislava. (P. Bencik photo via Richard Fedorco)

the TU-104 in the first 10 years of service. The aircraft remained in service for 23 years and the last one was retired at Odessa in mid-NOV 79.

It is interesting to note that in about FEB 56 Aeroflot started to use a small number of demilitarized IL-28 twin-jet tactical bombers to deliver newspaper matrixes and mail from Moscow to Sverdlovsk and Novosibirsk in Siberia. The IL-28 speeded up these deliveries, but it also gave Aeroflot crews first-hand jet experience in preparation of the introduction of the TU-104 later that year.

Other modern aircraft introduced by Aeroflot during the 1950s and 1960s were the short-range, twin-engine AN-24 propjet, the extremely-long-range TU-114 propjet and the medium-range AN-10/12 and IL-18 propjets. Aeroflot thus acquired a modern fleet. Traffic growth kept pace with fleet renewal. In 1959



Besides cutting flying times in half or less, the TU-104 gave Aeroflot for the first time since WW2 an aircraft that was ahead of Western aircraft. Its only apparent lack in performance was range. Travel time on the Moscow-Vladivostok journey was cut in half, but two refuelling stops were still required en-route.

Aeroflot was quick to capitalize on the march it had stolen on the West. Besides introducing the jet on its main domestic and Eastern European services in 1956-58, the airline also greatly expanded its international services to Western Europe. Helsinki (Finland) and Kabul (Afghanistan) were its only destinations outside the Soviet bloc in 1956, but only 10 years later Aeroflot was operating to 39 countries

in Europe, Asia, Africa and to Cuba. By then, the TU-104 fleet was estimated to number 250. Aeroflot is said to have carried 28 million passengers in



Aeroflot carried 12.3 million passengers and its network measured nearly 221,000 miles (355,400 km) in 1965, 42 million passengers were carried, plus one million tons of cargo and mail, over a network that was 310,000 miles (500,000 km) long. Two years later, the passenger total was more than 53 million.

Another major route expansion took place in 1960. When Aeroflot was formed in 1932, air services in the Arctic regions did not become part of its mandate and remained a separate government department. They were transferred to Aeroflot only in 1960.

In 1969 Aeroflot joined IATA (International Air Transport Association) and the Soviet government joined ICAO (International Civil Aviation Organization) the following year. Aeroflot carried 79 million passengers in 1975. Of these, 94 per cent flew in jet or propjet aircraft. Freight carried amounted to 2.5 million tonnes. The fleet in that year was estimated to number close to 2,500 aircraft. As an example, it included about 450 IL-18 medium-range propjets and more than 250 TU-134 medium-range jets. This total does not include several thousand helicopters and small aircraft for non-airline activities such as flight training, crop dusting, ambulance flights, etc.

In 1985 Aeroflot carried more than 112 million passengers, including 3 million on international services. Also carried were 3 million tonnes of freight and mail. In the entire five-year period of 1980 to 1985, 550 million passengers and 15.5 million tonnes of freight and mail were carried. By 1990 Aeroflot was carrying 10% of all air travellers in the world, but it could have carried many more. It has been reported the shortfall in seats to meet demand was 1.5 million in international travel and 20 million in domestic travel. To correct this, plans were made to create as many as seven new airlines for specific demands. One of these would be ASDA with 25 Boeings, including 747s and 767s for international services. Other airlines would serve the European and domestic markets and would have Airbus A310 and various other Western aircraft. All would have a nucleus of Aeroflot personnel. In 1989 Aeroflot's international directorate submitted a plan to become an independent company, Soviet Airlines. The following year, Soviet Airlines proposed to operate the five Airbus

TOP: The LET-410 is Aeroflot's main aircraft for services in remote regions. 670 were in the fleet at the beginning of this year. (Aeroflot)



BELOW: Aeroflot is hoping the IL-96-300 will become its primary long-haul intercontinental aircraft in the 90s and after, perhaps powered by Western "big fan" engines. The IL-96 was developed from the IL-86 which first flew in 1976. The IL-86 was not successful because of its high empty weight and inefficient engines. (Aeroflot)



A310-200 that had been leased by Aeroflot but were never handed over because of a lack of financing. They were to be used on a service to London and New York, with support by Luftansa. Early in 1990 Aeroflot and Aer Lingus were talking about starting a joint airline. The sudden break-up of the old Soviet Union has prevented these plans from being carried out.

It has long been acknowledged, even by Aeroflot, that its Soviet-built aircraft and especially their engines, technically and operationally lag far behind comparable Western equipment. Aeroflot was therefore looking at Western aircraft for its future fleet plans. The plan to lease five Airbus A310-200 fell through because of financing problems. But right up to the break-up of the USSR, the airline was studying the Airbus A330/A340, MD-11, 747-400 and 767. Alternatively, the newest Soviet airframes may be powered by Western engines. To that end, Ilyushin is interested in the latest Pratt & Whitney and General Electric turbofans for its IL-96 widebody derivatives and Tupolev is considering Rolls Royce engines for the TU-204.

**The future**  
With the collapse of the Soviet Union as a unified coun-

try, the future of Aeroflot is uncertain. Since the formation of the CIS (Commonwealth of Independent States), 68 airlines have been started. Most are small private ventures and it remains to be seen how many will survive. Others are owned by the 15 newly independent states that once made up the Soviet Union. As happened in many of the newly-independent countries in Africa and Asia in the 1950s and 1960s, one of the first orders of priority for new countries is to form an airline that can carry the flag beyond the borders.

Flight International of 08-14 APR 92 reported that control of each of the divisions of Aeroflot was transferred to the government of the state of its base. Thus 18 divisions went to Russia and 16 to the other 14 states.

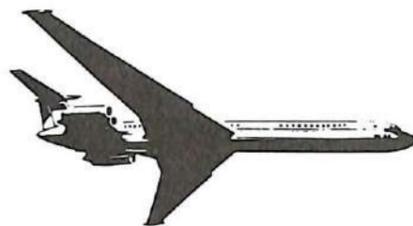
Many of the private airlines, Flight said, are associated with industrial concerns which were provided with aircraft by the state for their business needs. Now these firms are seeking to improve utilization and earnings by flying cargo and charter operations. Other airlines have ties with the major airliner manufacturers Tupolev, Antonov, Yakovlev and Ilyushin.

It will be interesting to follow the course of airline development in the states that once formed the Soviet Union.

# AROUND THE WORLD

## of Airline Schedules

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George W. Cearley, Jr.



Considering the number of changes in the Soviet Union - Russia and surrounding republics - over the last few years and especially in 1991, the schedule column is devoted to a survey of Aeroflot. Timetables illustrated in this issue cover the period from 1957-1980.

Soviet or Russian airline services are operated under the more well known title of Aeroflot (or Air Fleet) which is a shortened form of the name Grazhdanskaya Vozdushnaya Flot (GVF) - the Civil Air Fleet. Russian or Soviet airline services date back to 1918; however, Aeroflot as such was not founded until 1932, when all air services came under the Chief Administration of the Civil Air Fleet.

Geographic and economic descriptions of destinations on domestic routes are given throughout the article. These data apply to the cities at the time these particular schedules were in effect and are not necessarily current today.

In captions throughout the article are listed cities with pre-revolutionary (pre-1917) or recently adopted (or restored) names of cities in parentheses, e.g. Leningrad (St. Petersburg).

Schedules at right from December 1957;  
All other schedules this page from Dec. 1961.

### MOSCOW—OMSK—NOVOSIBIRSK—MUKDEN, ULAN BATOR, PEKING

AEROFLOT (AFL), MINHANDUY (MI), UKAMPS (UKA)—IL-12 or 14 Ilyushin; 3-LI-2-Lisunov; TU-Tupolev 104

AFL	AFL	AFL	MI	AFL	AFL	UKA	AFL	AFL	MI	AFL	Read Down
IL-14	IL-14	IL-14	IL-14	IL-12	IL-12	IL-12	IL-12	IL-12	IL-14	IL-14	
01 30	04 50	08 15	11 30	14 45	18 00	21 15	24 30	27 45	31 00	34 15	Lv MOSCOW, Vnukovo
05 30	09 15	12 30	15 45	19 00	22 15	25 30	28 45	32 00	35 15	38 30	Lv Kazan
09 45	13 30	16 45	20 00	23 15	26 30	29 45	33 00	36 15	39 30	42 45	Lv Sverdlovsk
13 30	17 15	20 30	23 45	27 00	30 15	33 30	36 45	40 00	43 15	46 30	Lv Omsk
17 15	21 00	24 15	27 30	30 45	34 00	37 15	40 30	43 45	47 00	50 15	Lv Novosibirsk
21 00	24 15	27 30	30 45	34 00	37 15	40 30	43 45	47 00	50 15	53 30	Lv Krasnoyarsk
24 15	27 30	30 45	34 00	37 15	40 30	43 45	47 00	50 15	53 30	56 45	Lv Irkutsk
28 00	31 15	34 30	37 45	41 00	44 15	47 30	50 45	54 00	57 15	60 30	Lv Chita
31 15	34 30	37 45	41 00	44 15	47 30	50 45	54 00	57 15	60 30	63 45	Lv Harbin (China)
34 30	37 45	41 00	44 15	47 30	50 45	54 00	57 15	60 30	63 45	66 00	Lv Harbin
37 45	41 00	44 15	47 30	50 45	54 00	57 15	60 30	63 45	66 00	69 15	Lv Shenyang (Mukden) (China)
41 00	44 15	47 30	50 45	54 00	57 15	60 30	63 45	66 00	69 15	72 30	Lv Shenyang
44 15	47 30	50 45	54 00	57 15	60 30	63 45	66 00	69 15	72 30	75 45	Lv Pyongyang (No. Korea)
47 30	50 45	54 00	57 15	60 30	63 45	66 00	69 15	72 30	75 45	78 00	Lv Ulan Bator (Mongolia)
50 45	54 00	57 15	60 30	63 45	66 00	69 15	72 30	75 45	78 00	81 15	Lv Sajon-Sander (Mongolia)
54 00	57 15	60 30	63 45	66 00	69 15	72 30	75 45	78 00	81 15	84 30	Lv Sajon-Sander
57 15	60 30	63 45	66 00	69 15	72 30	75 45	78 00	81 15	84 30	87 45	Lv PEKING (China)

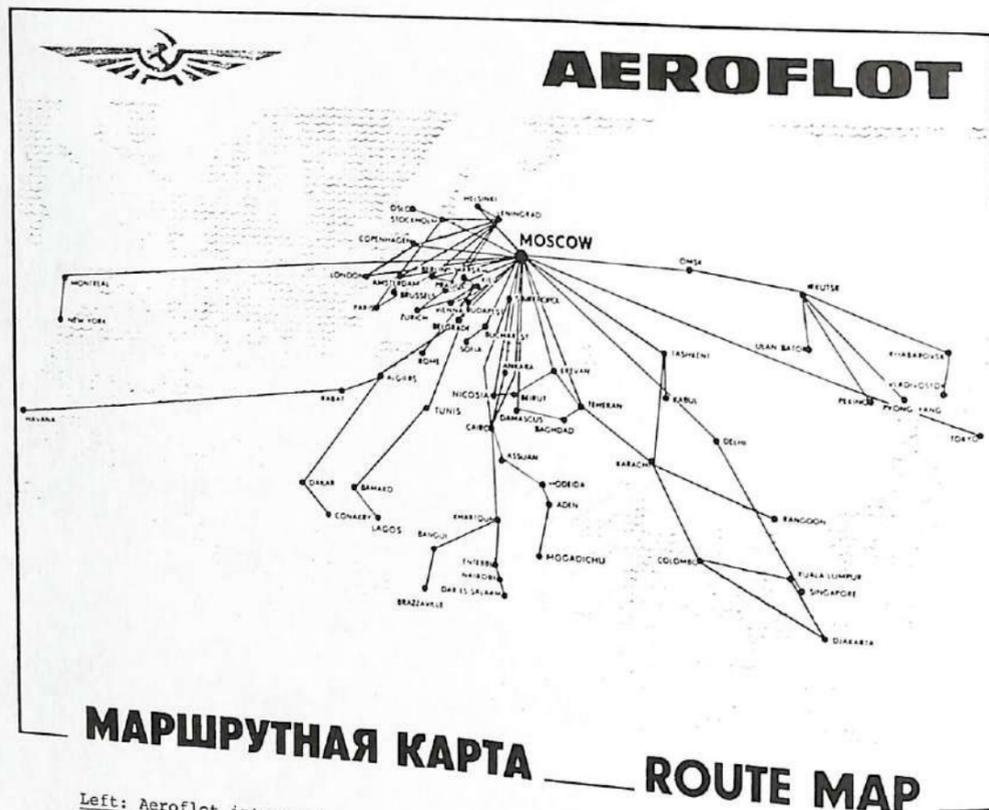
Kazan - old center of Tatars, lies in Volga-Ural oil fields, fur and animal hide trade, machine building, chemical industries; Sverdlovsk (Yekaterinburg) - developed during reign of Catherine the Great, home town of Boris Yeltsin, large city in Urals, electrical machine industry, equipment for mining and metallurgy, chemical and woodworking industries, important rail center; Omsk - large city in Siberia, Trans-Siberian rail crossing of Irtysh River, agricultural and industrial center, oil refining and chemical industry; Novosibirsk - large city in Siberia, Trans-Siberian rail crossing of Ob River, diversified machine construction and metal working, heavy metal industries and food industries; Kishinev - capital of Moldavia; Minsk - capital of Byelorussia; Riga - capital of Latvia, Baltic port; Tallin (Reval) - capital of Estonia, Baltic port; Vilno (Vilnius) - capital of Lithuania, inland city.

### MOSCOW—SIMFEROPOL, ADLER, TBILISI, BAKU, ALMA ATA

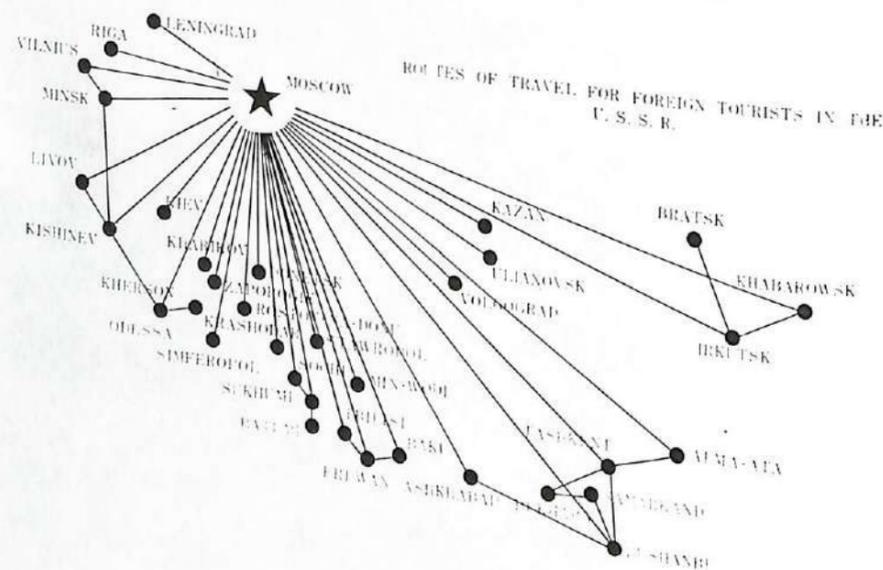
AEROFLOT (AFL)—IL-12-Ilyushin 12; IL-14-Ilyushin 14; LI-2-Russ. version of DC-3

95	157	147	199	213	243	233	229	259	255	243	249	247	273	275	303	Read Down
IL-12	IL-14	IL-14	IL-12	IL-14	IL-12	IL-12	IL-14	IL-14	IL-14	IL-14	IL-14	IL-14	IL-12	IL-12	IL-12	
0340	1750	1310	0315	0745	2330	0300	0350	2250	0005	1500	0735	0920	1025	1315	1320	Lv MOSCOW, Vnukovo
0400	0715	0705	0405	0405	0405	0405	0405	0405	0405	0405	0405	0405	0405	0405	0405	Lv Kharkov
0445	0820	0820	0445	0445	0445	0445	0445	0445	0445	0445	0445	0445	0445	0445	0445	Lv Voronezh
0735	1125	1125	0735	0735	0735	0735	0735	0735	0735	0735	0735	0735	0735	0735	0735	Lv Voronezh
0855	1155	1155	0855	0855	0855	0855	0855	0855	0855	0855	0855	0855	0855	0855	0855	Lv Dnepropetrovsk
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Simferopol
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Simferopol
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Adler
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Sukhumi
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Sukhumi
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Kutaisi
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Kutaisi
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Mtskheta Mtskheta Mtskheta
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Tbilisi (Tiflis)
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Erevan
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Stalingrad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Stalingrad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Astrakhan
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Astrakhan
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Baku
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Baku
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Penza
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Penza
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Ural'sk
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Ural'sk
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Aktyubinsk
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Aktyubinsk
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Ashkhabad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Ashkhabad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Dushanbe
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Dushanbe
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Tashkent
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Tashkent
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Samarkand
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Samarkand
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Stalingrad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Stalingrad
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Kustanai
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Kustanai
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Almaty
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Almaty
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Karaganda
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Karaganda
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Balhash
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Balhash
1100	1225	1225	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	Lv Alma Ata
1100	1225															

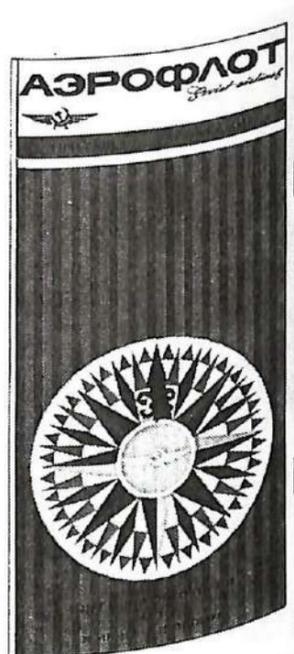




Left: Aeroflot international route map as of Summer 1970. Aircraft operated at the time on international routes included the Ilyushin IL-18, IL-62, Tupolev TU-104A, TU-104B, and TU-134. Cargo routes across Siberia were operated with Antonov AN-12's. Right: Fall-Winter 1970/71 international timetable issued in Japan but included all international services.



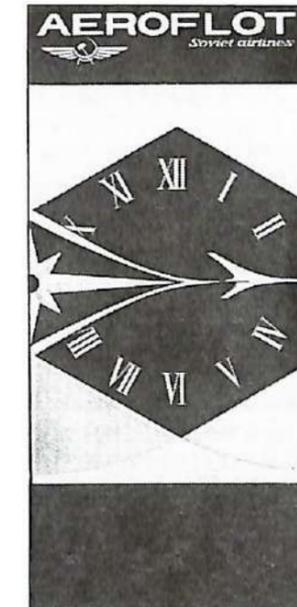
Above left: Aeroflot routes and destinations in the U.S.S.R. over which passengers from other nations were allowed to travel in 1971. Right: Aeroflot international timetable from Summer 1972.



USSR—  
NORTH  
AMERICA—  
CUBA

Hours from GMT		SU-301 IL-62 F/T	SU-311 IL-62 F/T	SU-315 IL-62 F/T	AC-877 DC-9 F/T	PA-103 B-707 F/T	SU-333 IL-62 F/T
-3	MOSCOW	14:30	12:35	12:00	15:55	15:10	20:50
+1	PARIS (ONLY)	16:15	17:35	15:10	16:25	15:30	
+1	COPENHAGEN				17:10		
+1	LONDON		14:25	15:35A		14:10	
-4	MONTREAL	20:30			19:55	18:20	
-4	NEW YORK		18:30	18:30			23:50
0	RABAT						01:05
-4	HAVANA						07:00

Aeroflot's transatlantic service as of June 1972. All flights on these routes were operated with IL-62's.



Above: Timetable of international services from Fall/Winter 1976-77. International flights were operated with IL-18's, IL-62's, IL-62M's, TU-134's, and TU-154's. Antonov AN-24's were operated on flights to Ulan Bator, Mongolia, and Pyongyang, North Korea. Antonov AN-12's were utilized on international cargo flights.

Left: Winter 1979-1980 timetable promotes 1980 Olympics held in Moscow.



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- \* Hotel catered food & beverage near or in display area including continental breakfast and lunch
- \* Door Prizes



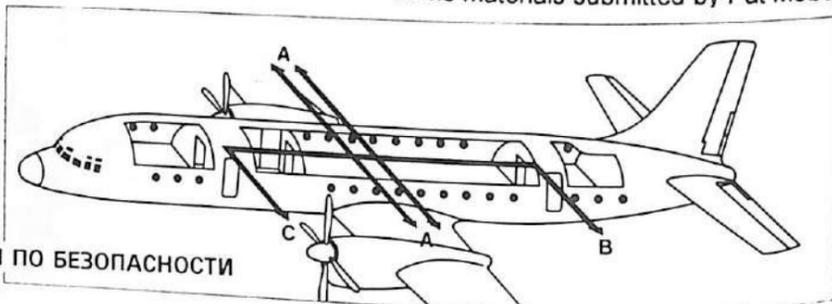
NEW LOWER HOTEL  
GUEST ROOM RATE  
ONLY 35 TABLES REMAIN  
OVER 115 TABLES  
ALREADY SOLD



Holiday Inn - DFW Airport  
NORTH

# SAFETY CARDS

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Some materials submitted by Pat McCollam



ИНСТРУКЦИЯ ПО БЕЗОПАСНОСТИ

Early in my collecting years I was fascinated by Russian built aircraft. My now worn copy of Ken Morgan's *Airliners of the World*, published in 1966, provided my first glimpse of these unusual looking aircraft. While familiar to names such as Boeing, Lockheed and Douglas, names such as Tupolev, Ilyushin and Antonov were indeed foreign. Just as foreign to Trans World, American, United and Braniff were airlines names such as Aeroflot, Malev, Balkan, and Interflug.

## IL62M



Russian airliners always reminded me of special effects rockets and aircraft featured in 1950's science fiction movies. I get images of hollywood designed airliners used in pictures such as *Fate is the Hunter* and *No Highway in the Sky*. They were all or part jet, but with the body of an old prop, not to mention strange wing and engine configurations. Soviet or Eastern Bloc safety cards were of particular fascination as they were much harder to obtain and I also wanted to see what the layout of these aircraft looked like. I wanted to see how the exits operated, what the doors looked like, and other details found on such cards.

# ИНСТРУКЦИЯ ПО БЕЗОПАСНОСТИ SAFETY INSTRUCTIONS

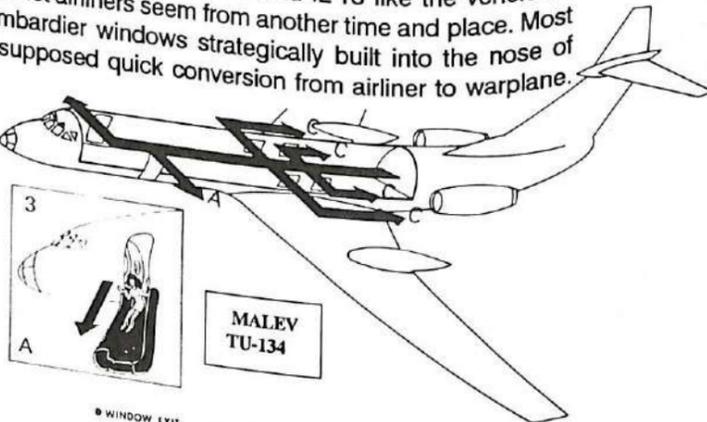
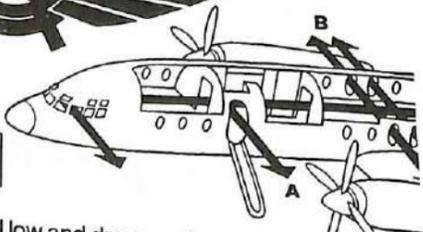


Although the Ilyushin IL-62 was a close cousin to the VC-10, the Tupolev TU-154 like the 727 or Trident, the TU-134 like the DC-9 and IL-18 like the venerable Lockheed Electra, most Soviet airliners seem from another time and place. Most remarkable were the bombardier windows strategically built into the nose of several aircraft types for supposed quick conversion from airliner to warplane.

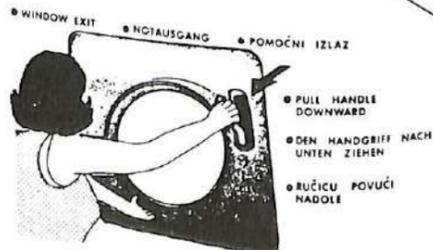
## АЭРОФЛОТ



CSA IL-18



MALEV TU-134

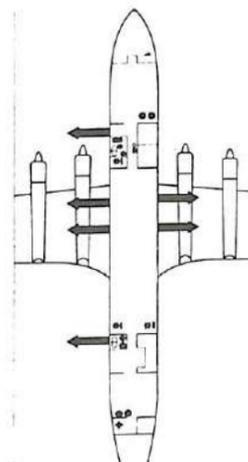
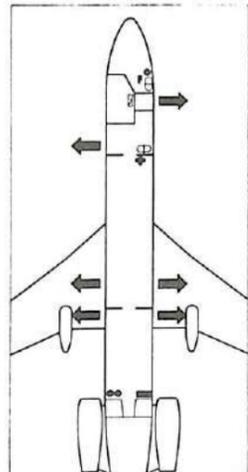


Aviogenex TU-134 Window Exit

Wings were mounted low and droopy with huge trailing edge pods. Prop spinners looked awkwardly large and in some cases had double pairs of counter rotating blades. Windows on early aircraft were predominantly circular or oval in uneven rows, not unlike the Lockheed Constellation L-749. Even paint schemes and logos also had a dated appearance.

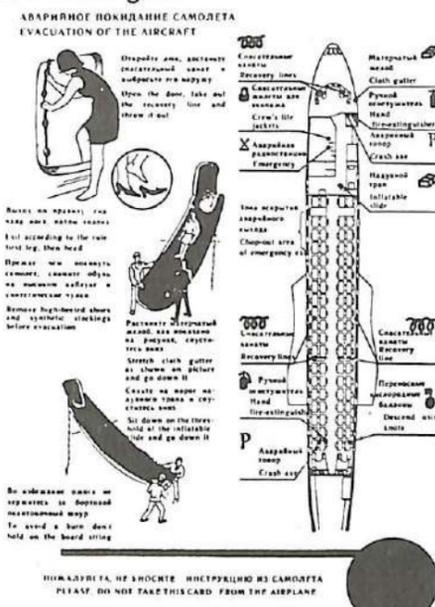
## TU134

In the early 1970's friends of my family were involved with an international chess tournament in Russia. Upon their return to the United States I was very disappointed to learn that no safety cards were to be found on Aeroflot flights. Writing to other airlines who operated Russian built aircraft, such as LOT Polish Airlines, turned out to be more fruitful. It seems that early Soviet built airliners, particularly on internal Soviet flights, instead of having safety cards in each passenger seat, had a copy of a briefing card attached to the aircraft bulkhead. Alternately, the flight attendant had one copy that was used as part of the pre-flight announcements. Safety cards on Eastern Bloc airliners eventually became more commonplace as airlines had to meet international requirements for flights outside their local region.



## IL18

Right: Aeroflot TU-134  
Left: Interflug exit maps

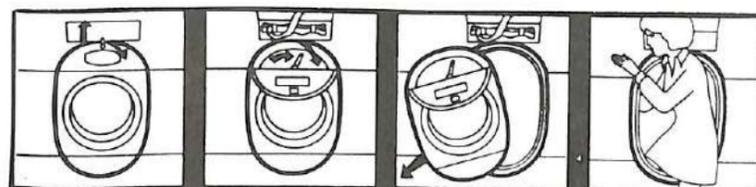
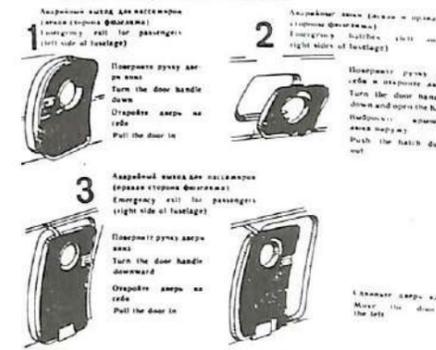


## ИНСТРУКЦИЯ ПО БЕЗОПАСНОСТИ SAFETY INSTRUCTIONS

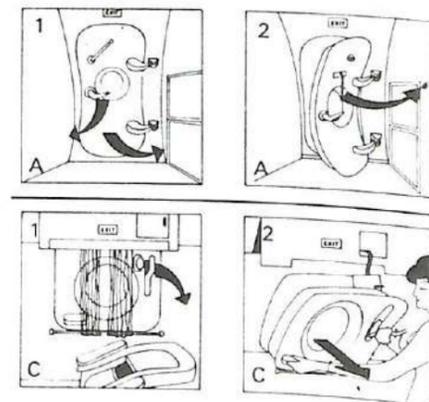
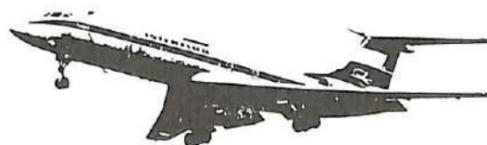
### ПОРЯДОК ПОКИДАНИЯ САМОЛЕТА PROCEDURE FOR EVACUATING THE AIRCRAFT



### АВАРИЙНЫЕ ВЫХОДЫ EMERGENCY EXITS

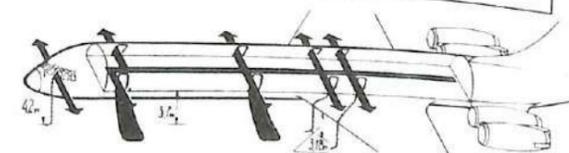


LOT Polish IL-18 Window Exits



Above: MALEV TU-134 Window Exits. Below: Aeroflot IL-62

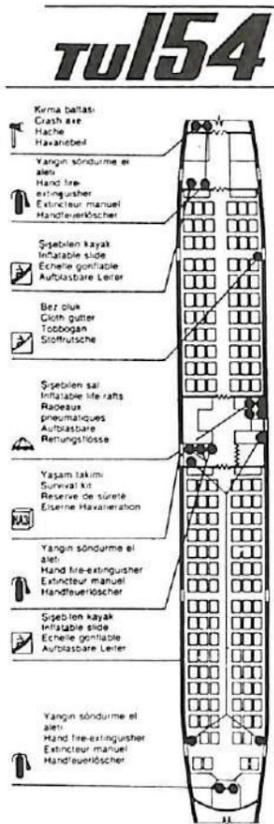
As with safety card design for Western carriers and aircraft manufactures, similarities appear in soviet airliner safety card design and artwork. Several CSA-Czechoslovakian, Aeroflot-Soviet and Tarom-Romanian safety cards used the same hand drawn illustrations. Exit usage, seatbelts, lifejackets and smoking regulations are all demonstrated by a cartoon woman with a 1960's flip, big black eyes and long eyelashes reminiscent of TV's Betty Rubble from *The Flintstones*.



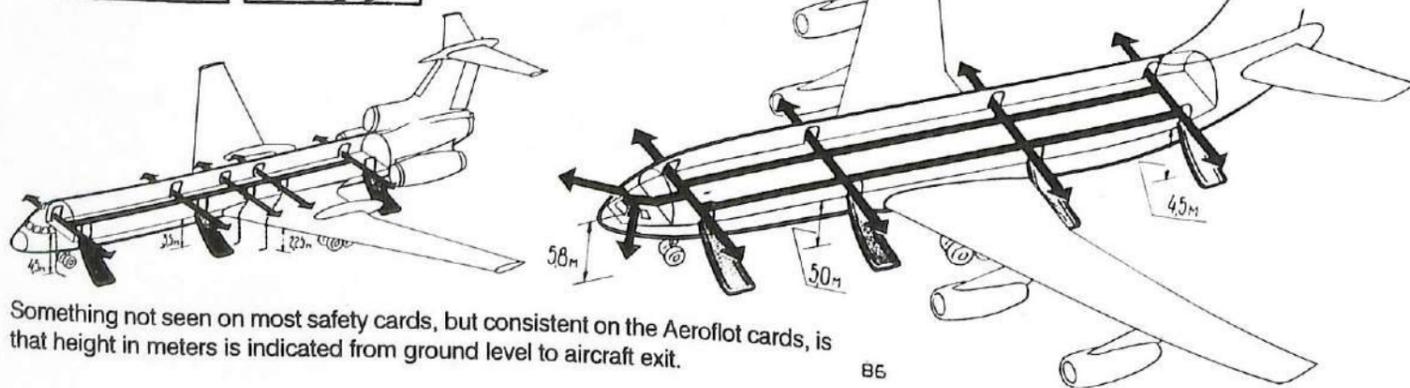
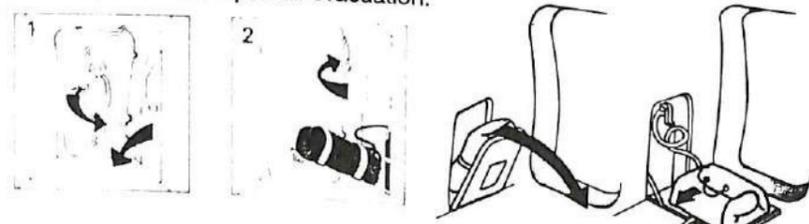
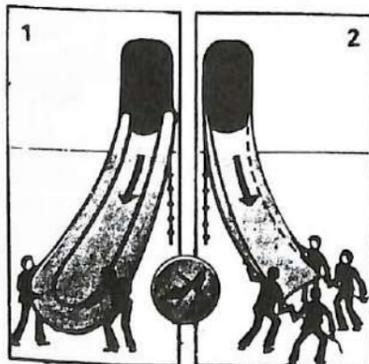
Surveying different cards, some features will catch immediate attention. With the exception of very few aircraft, such as the Aeroflot IL-86 wide-body, there are little or no illustrations and instructions regarding oxygen masks. On a few cards there is an picture of our poor little cartoon character with a contraption strapped to her face not unlike a World War II gas mask. Further instructions only indicate that this oxygen device is "available from Hostess". Imagine one very busy flight attendant should there be an explosive decompression.



Cabin layout for partial Aeroflot fleet



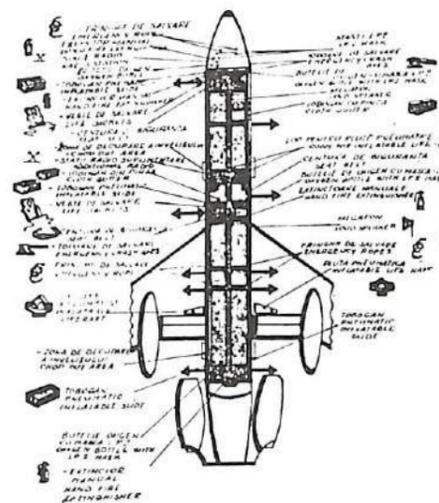
Evacuation slides on some aircraft, such as the TU-154, are located in wall storage compartments next to exits, like the lounge slide on the Lockheed Electra, must be pulled into place, pushed out the door, then inflated. According to the instructions, when such instructions are even included, slides are inflated through a tube which is attached to a large compressed air bottle in the slide's wall compartment. Some sort of switch or handle on the bottle is lifted to start the flow of compressed air. On most cards, there is no indication at all as to how the slide is inflated. One illustration shows the door closed, the next shows a fully inflated slide at an open door. Many aircraft still use non-inflatable chutes and/or knotted ropes for evacuation.



Something not seen on most safety cards, but consistent on the Aeroflot cards, is that height in meters is indicated from ground level to aircraft exit.

Until the release of the new plastic Aeroflot IL-86, TU-153, IL-62, many safety cards for Soviet built airliners have been printed on surprisingly flimsy paper or cardboard. One would not expect these cards to stand up to much general use. However, many carriers such as Yugoslavian air charter Aviogenex, did laminate or seal instruction cards in clear plastic covers.

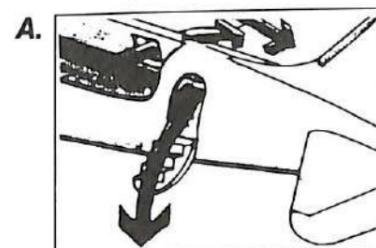
Although no longer used in the United States, the combi/multiple aircraft cards may still be found in certain parts of the world. China Southwest has utilized one card for 707, 737 and Tu-154 aircraft and CAAC one card for DC-9/MD-80, Trident, and Antonov 24, certainly an interesting combination.



Russian aviation has certainly progressed at an impressive rate, producing not only supersonic and widebody airliners, but new series of aircraft remarkably similar to new technology Airbus and Boeing planes. It will be interesting to closely watch the changes in both aircraft design and safety card information now that a whole new international structure is in place.

Collector's Quiz

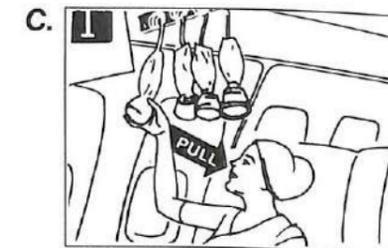
How many aircraft types and airlines can you identify for the following safety card excerpts?



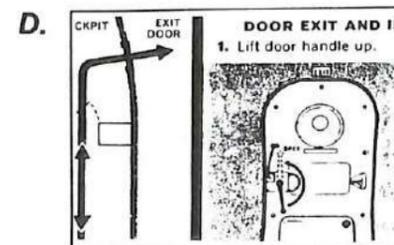
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



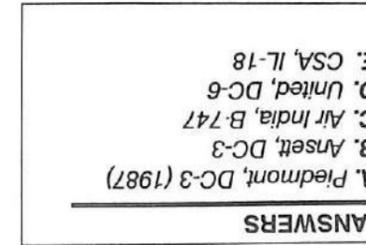
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



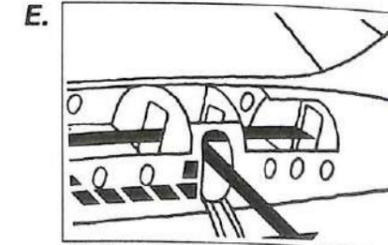
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



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



- ANSWERS
- A. Piedmont, DC-3 (1987)
  - B. Ansett, DC-3
  - C. Air India, B-747
  - D. United, DC-6
  - E. CSA, IL-18



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

# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

In keeping with our featured airline, Aeroflot, I will devote this time just a little bit from just playing cards. I have only two playing cards from Aeroflot, and both are shown. The airline, however, has issued quite a number of pocket calendars and I do have several of those from the 1980s. These cards are in the same size as and look like playing cards, just as was the case when Ozark Airlines issued their city series decks. Some of those sets had pocket calendars in with the deck of playing cards, with the same back as those playing cards.

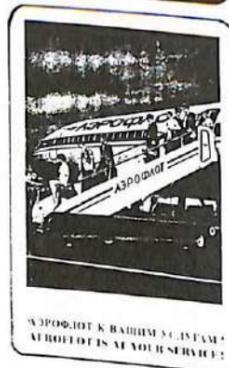
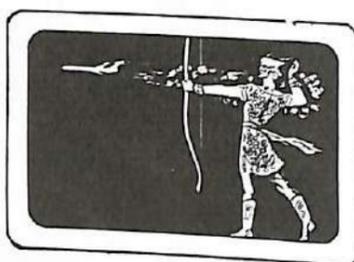
The first playing card has about a half inch wide border with black background showing a man in orange clothes with a bow in his hand (#1). The card makes it look as if the man has just shot an IL-62 out of the bow. A blueish-white contrail behind the aircraft represents the speed with which the airplane has been released.

The other Aeroflot playing card in my collection also has a white border, but the card shows a repetition of the Aeroflot logo, the name and a stylized aircraft, all in gold on a black background (#2). The reverse of this card is also shown (#2a).

Of the calendars, I am showing you two different ones for 1980. The first (smaller) one (#3) says Aeroflot is the official Olympic carrier and shows the logo for the Olympic Games being held in Moscow that year. The card has a brown border and the white background shows some of the Olympic events - boxing, weight lifting and wrestling. In the top right corner is a silhouette image of the Kremlin in brown.

The second (larger) calendar (#4) has a 3-D image showing the Olympic mascot, a bear, riding in an aerial carriage pulled by what looks like an orange peacock. The Olympic stadium is shown below the city skyline.

The 1981 calendar shows passengers deplaning from from an Aeroflot aircraft (probably a YAK-42) via self-propelled passenger stairs (#5). The text at the bottom is in gold and says "Aeroflot is at your service"

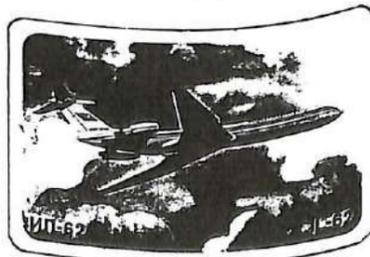


in Cyrillic letters and in English.

The next two calendars are from 1983, when Aeroflot celebrated its 60th anniversary (see the logo in the top right of the picture). One shows an AN-2 biplane spraying crops, with some of the produce in the foreground (#6). The other shows a flight attendant serving passengers, while a YAK-42 flies overhead (#7).

Finally, the 1986 calendar shows an Aeroflot IL-62 four-engine long-range jetliner (#8).

I hope you like this little side trip of our hobby of collecting airline playing cards. Happy collecting and until the next time.



# WINGS & THINGS

by RICHARD KORAN

"The Commonwealth of Independent States will depend on Aeroflot Soviet Airlines to conduct international commercial flights for them through 1992" says Aviation Week & Space Technology of 24 FEB 92.

"The agreement assures continued international air services, a key source of foreign currency for the republics of the commonwealth. It also reduces the prospect that international air transportation will be added to the list of problems facing the republics as they struggle to revive their economies.

"The 12 members of the commonwealth, the successor to the Soviet Union, have agreed to pay fixed fees to Aeroflot Soviet Airlines for providing international flights through 1992. The former Soviet republics of Estonia and Latvia also have agreed to the arrangement.

"While it shares the same name as the airline that carried the Soviet flag throughout the world for decades, officials (in Moscow) said Aeroflot Soviet Airlines is not the same carrier," Aviation Week said.

"Twenty-eight regional departments of the former Soviet civil aviation ministry have agreed to conduct all international operations under the Aeroflot name, using Aeroflot crews, aircraft and ticketing stock," said the magazine.

"Decisions on Aeroflot's international operations, which serve 108 cities, could prove easier than those on its domestic operations. As an arm of the Soviet Ministry of Civil Aviation, Aeroflot served 3,600 domestic cities and towns. It was responsible for everything from training, airport construction and maintenance and air traffic control, to crop dusting and support of logging and oil drilling operations.

"In recent years its aircraft were so full that Aeroflot could not accommodate millions of passengers. Now the carrier 'just cancels departure after departure and leaves a plane sitting at the gate until enough passengers trickle in to fill it,' one Western airline official said," wrote Aviation Week.

HECTOR CABEZAS, "our man in Frankfurt" works for Aeroflot. He has written a number of letters to me, trying to sort out everything that has been happening as far as he is concerned.

"I just returned from Moscow where I stayed more than a week working at the airport of Sheremetjevo with the new Russian-German Joint Operations," Hector wrote in mid-1991. "I could not get too many things, but small badges and old badges. I had to pay dollars for them, but they were very inexpensive. The inflation rate in the Soviet Union is unbelievable. The ruble has no rate anymore and they change this rate every day.

"Before, I paid U.S. .70 for a ruble...now you get 30 rubles for one dollar! I changed 50 bucks and I got a bunch of 40-ruble notes that I thought I had to come with a truck to pick them up! There is no 'money-cost-relationship' in that country anymore. A real catastrophe! A car

cost, before Perestroika, about 7,000 rubles and you had to wait for it for about ten years because in the Soviet Union there is no credit policy. Now a car costs around 100,000 rubles and if you pay 150,000 rubles, you can get it tomorrow! How do you like that?"

In a letter dated 15 MAR 92, Hector says, "The situation at Aeroflot is not good ... we are working very hard in Frankfurt with the present situation ... nothing happening yet. The present situation is crazy! The Russians are lying to themselves. They tell us, no problem! And every day we experience the creation of a new airline within the Commonwealth of Independent States. To Frankfurt came already some of them ... as there is no agreement with some of the independent republics and Germany, the



A three-dimensional card showing an Aeroflot IL-62 at Moscow's Sheremetjevo airport. I acquired this card, along with two others, at the AI'91, from the Russians who were able to come over for the convention, even if only for one day. (See CAP-TAIN'S LOG 17/3). Of course the three-dimensional effect cannot be appreciated in this photograph.

flights are under Aeroflot number. We pay for the handling, for landing fees etc. and they cash the tickets and airway bills! We also pay for the fuel. How they do their accounting and interline accounting is a mystery! Crazy, isn't it?

"Aeroflot was ready to fly the Airbus 310, leased from Lufthansa and Airbus Industries, but the money of Aeroflot is blocked in Moscow at the former Soviet Bank and Aeroflot doesn't have much money to pay for the leasing" Hector wrote. "Both companies of the joint venture are not willing to let the Airbuses fly and they sit at Bremen and Toulouse. Our summer schedule begins without the Airbus ... still flying the old IL-62s. You can imagine how confusing it all is. And hundreds of humanitarian flights, too. We must attend to them and dispatch them, too."

Hector expects up to 78 different wings will be produced. That is, if they all can get someone to make them. He sent me a couple of sheets showing Jet Air Cargo, a joint venture between Russia and the Swiss. REAL is also a new carrier using IL-76T aircraft. It is a joint venture of Aeroflot, Airbus Industrie and Lufthansa ... Airbus 310s with Aeroflot livery ... REAL within Europe and between Moscow and Tokyo ... the 78th airline to form!

"There are more airlines forming within the former Soviet Union," Hector says. "and they all try to compete with Aeroflot. My company lost many airplanes from its enormous fleet along with the new republics, who kept the aircraft parking positions assigned to them, and with these confiscated airplanes, organized their new airlines. But, unfortunately, they do not have any money to form a commercial airline. The small ones will flop, but the big ones, joint ventures with foreign countries, are growing and doing a good job. For instance, HeavyLift (UK) with the Antonov factory in the Ukraine. Both are flying with an AN-124 and are doing business all over the world. Still flying with dark-blue uniforms, but no emblems. Same thing with Lithuanian Airlines and Letland Airlines. Riga Airlines still being performed by Aeroflot."

We are getting to the point, perhaps, that we'll be unable to tell the players without a program. Before we get to that point, I would like to insert this historical tidbit, from Hector, of course: "Aeroflot is the Soviet state airline and by far the largest in the world. It was originally formed in 1923 as Dobrolet. Operations began the same year with the assistance of the 'Red Air Fleet' between Moscow and Nizhny Novgorod (Gorki) and southward to Oral, Karkov, Kiev, Odessa, Batum and Tiflis. In 1929 Dobrolet became Dobroflot (when it absorbed the Ukrainian company Uvozduchput) and after the merger of all civil aviation activities (except for Arctic services, which operated as Polar Aviation from 1933 until 1960) this company, Dobroflot, was reorganized in 1932 as Grazdansij Wozdusnyi Flot or Aeroflot.)"

My thanks to Hector for allowing me to quote from his letters. His eye on the world, via the wing collecting hobby, allows all of us to share and to learn.

Hopefully, some of the photographers have been busy taking pictures of all the changes as they shuttle back and forth before our eyes. In a number of World Airline Fleets News magazines, we can catch a glimpse of modified Russian airplane liveries: MAR 91 - Metro Cargo Bellinzona IL-76, IL-76M hauling a Russian fighter for UK registration as G-ORBY; JUN 91 - AN-12 with Sigi Air Cargo markings, AN-124 wearing joint Air Foyle-Antonov titles; AUG 91, DC-8 wearing joint Aeroflot /Armenian Airlines markings, IL-62M in Air Ukraine titles; NOV 91, 737-2Q8 in Lithuania markings, IL-76TD in Jet Air Cargo livery, AN-124 Air Foyle-Antonov, IL-86 Aeroflot /Greenair, AN-124 HeavyLift Volga Dnepr, IL-76MD Aeroflot.

I like the idea of seeing all these airplanes flying around with different liveries. Perhaps for us wing collectors, there will be more wings to try to collect in the months ahead. I hope so!

### Aeroflot wings

Now on to Aeroflot wings and related insignia. As most of you may know by now, the Russian wings and hat devices etc. are made of light-weight metal and have a brushed gold appearance. This applies to most Aeroflot flight insignia and related uniform insignia. Three enamel col-



Gold Aeroflot pilot wing. Class 1 is worn by captains, Class 2 and 3 by co-pilots. The light-blue center contains an airplane. The class numbers are gold on a white shield.



Gold Aeroflot single-engine pilot wing. Single-engine pilots are primarily involved with agriculture spraying operations and low-level inspection flying. The center is light blue with a gold aircraft. The class number 4 is gold on a white shield.



Gold Aeroflot navigator wing. The center contains a compass rose. Gold with a gold compass rose on a light-blue center. Otherwise the same as the pilot wing.



Gold wing worn by Aeroflot radio operator. The center is light blue with a radio tower. Class numbers 1, 2 and 3 are gold on a white shield.

ors appear on these wings and badges: dark blue, light blue and white. The wings are overall gold for flight personnel and silver for ground personnel. All have light-blue centers, with the appropriate insignia according to seating in the cockpit. The pilot wing shows an airplane, navigator wing a compass, flight engineer a hammer & wrench, radio operator a tower and radio beams, flight controller a radar screen, stewardess a "C" or "S". Stewardesses flying domestic routes wear the "C" on the wing ("C" is the cyrillic alphabet's equivalent of the "S"), international stewardesses have the letter "S" on their wing. The "C" and "S" wings are gold with the "C" or "S" in gold on the light-blue background encircled by a white enamel border.

The cockpit crew hat badges, as well as the stewardess badge from the Charles Quarles collection, are the same light-weight metal, with some applications of light-blue enamel behind the prop and wings.

Cockpit and stewardess wings and badges are always gold, whereas ground personnel wear similar badges in silver. The enamelling is the same for each badge.

As for wearing these wings and badges, all of the wings use a pin-back device that can be seen in one of the photographs. I used a stewardess wing to illustrate it, so the pin appears to be larger, compared to the pin and clasp of the air crew wings.

Cockpit crew members also have a small thin white enamel shield just below the associated cockpit insignia which denotes the class the crew member has attained in his or her respective position. Using information provided by Hector, the following is about as up-to-date as one can get: Category 1, more than 5,000 flight hours; Category 2, more than 3,000 flight hours; Category 3, more than 2,000 flight hours and Category 4, single-engine pilots involved in solo operations such as agricultural spraying and low-level inspection flights. No Category 4 hours were included with the information provided, other than what Hector told me - solo flying.

Hector also sent me a page I have been able to tailor to the column. It is a new style Aeroflot pilot wing that began to appear in the 1980s. Aeroflot pilots and cockpit crew began to take self-initiative and let their uniform wings be made by several jewelers in the Soviet Union. The wing is a hand-made item and has been manufactured from hard metal, not the thin light-weight metal of the current wings. The newer wings are becoming quite popular as an alternative to the status quo.

I did have an opportunity to see an Aeroflot crew heading for their gate at Miami International just a few weeks before I wrote this - while I was on a "mini-layover" for a couple of hours between flights. Always on the lookout for a new wing, I spoke with one of the Aeroflot captains and he was quite nice. I also spoke to the fellow wearing the "compass-style" wing. I recall he was somewhat flustered that I asked him if he was the navigator. Before I could get an answer, the crew was hustled through the security checkpoint and out to their waiting IL-62 at the end of the E concourse. Nice folks, but too bad they could not talk for a while ... maybe next time. Their uniforms were brand new in appearance and the gold braid shone in the light. Obviously, they were a proud group.

Many thanks, Hector, for all your help! Could not have done it without you - and I know you have been "under the weather" for some time, too. So, again, my thanks for your efforts on my behalf. A good friend, indeed!



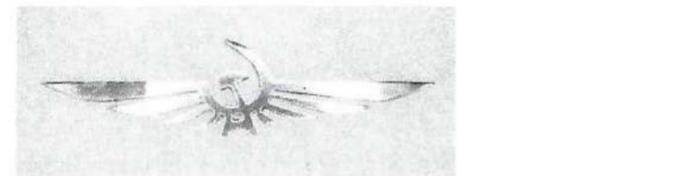
Aeroflot flight engineers wear this gold wing. It has a wrench and hammer in the center. Class numbers, again, are gold in a white shield.



Gold wing worn by Aeroflot flight controller. The center is light blue with a radar screen. Class numbers 1, 2 and 3 are gold on a white shield.

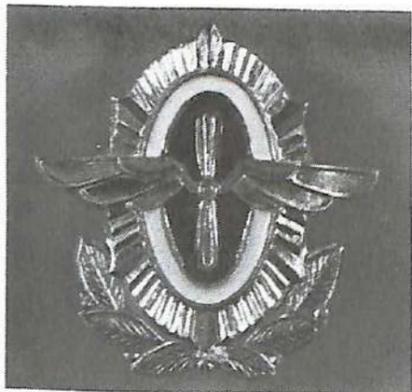


This is the new-style Aeroflot crew insignia. An initiative by the pilots and other crew, it was made by jewelers in the Soviet Union. The wings are somewhat different in appearance and are made from a hard metal. These wings are becoming quite popular. This is a photocopy, so the detail is not very good.



An older Aeroflot pilot wing, from the Quarles collection. This wing is all-silver with two clutch backs on the reverse. Perhaps someone can find some information about this wing.

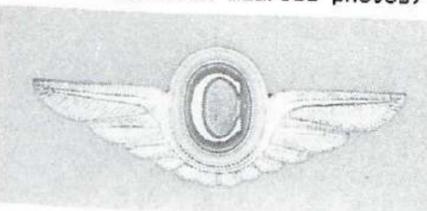
(Charles Quarles photo)



Early Aeroflot stewardess cap badge is overall gold with the propeller and wings centered on a thin dark-blue and white enamel field. Metal prongs are used to mount the badge of the hat or cap.  
(Charles Quarles photo)



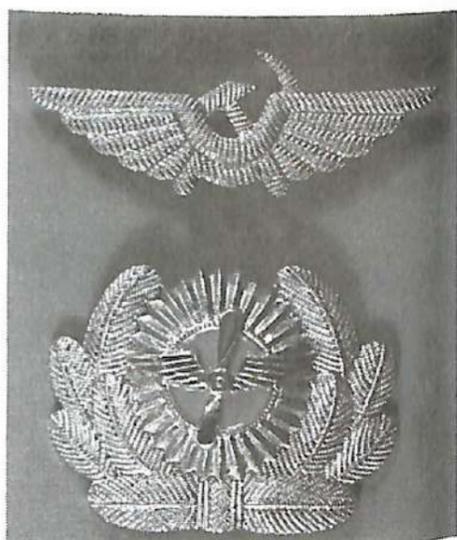
Two Aeroflot stewardess wings. The one above, with an "S", denotes it is worn by a stewardess on international routes. The one below, with a "C" is worn by stewardesses working domestic flights. Both wings are small in size, gold with a gold "S" on a light-blue background encircled by a white border.  
(Charles Quarles photos)



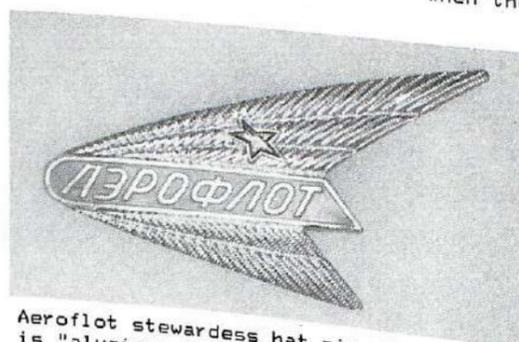
Each Aeroflot wing badge uses this size pin and clasp for wear on the uniform, whether it is the "C" or "S" cabin staff wing, or the larger cockpit air crew wing.  
(Charles Quarles photo)



Old Aeroflot qualification badge from the collection of Hector Cabezas. This badge was in use up to the time of the introduction of the jets. Enamelled flags of Aeroflot (left) and the Soviet Union (right) surmount the top. There is a winged insignia in the middle and a banner below. I don't know what the top line in the banner says. Bottom line says "AEROFLOTA". Does anybody know what the 'A' at the end stands for?



The two badges worn on the uniform hat of Aeroflot flight crew members. Both are gold metal and use metal prongs on the back of each piece for attaching to the hat. The large badge at the bottom has a thin layer of light-blue enamel behind the propeller and wings. It will be interesting to see the new airline badges when they appear.



Aeroflot stewardess hat pin. The badge is "aluminum-like" gold alloy with a red star above the blue bar with the word AEROFLOT.  
(Charles Quarles photo)



Aeroflot/PAN AM pin, commissioned when the two airlines swapped routes between Moscow and New York. The pin has a unique glassy finish to it and the flags have the proper color for each nation.



Aeroflot IL-62M flies over the 1980 Olympic logo. Both the aircraft and the logo are silver and are on a dark-blue background. Both sides are light blue with silver. The text on the left says IL-62M and Aeroflot on the right.



Aeroflot TU-144 seen "climbing" on a dark-blue globe. Red border has AEROFLOT at the top and TU-144 at the bottom.



Aeroflot TU-144 in silver on a blue field.



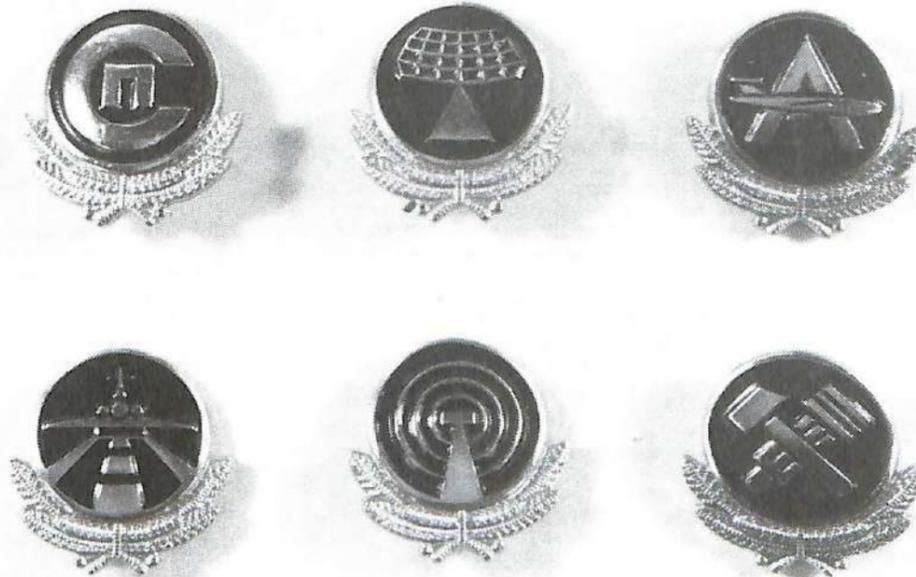
Aeroflot IL-76 in flight on a deep-blue background. A red flag appears on the tail and is quite small.



Pedro Muniz disguised as an Aeroflot employee, modeling the Ground Services uniform normally worn by Hector Cabezas. Note the three gold stripes on the shoulder boards and the smaller badge below the hammer and sickle insignia indicating non-flight personnel. The hat is dark blue with light blue trim around the circumference at the top and around the band. The visor strap is gold thread. I am not sure which wing Pedro is wearing. Hector will have to tell us that.



This pin shows Aeroflot's non-stop route Moscow - Portland, Oregon over the North Pole. The route is shown in red (on the left) with the captain's profile on the right. Text at the top says "Portland USA" in Cyrillic script. "USSR Moscow" stands at the bottom. The captain's name, under the profile is W. Chalow or Chekalow. The overall pin has a thin layer of blue enamel.



HELP! HELP! Can you identify the job classifications shown in the six insignia in this photo? The answers will be in the next issue, 18/3. Each insignia is gold metal with black enamel. HELP! HELP!



Gold medal with an IL-76 in flight, passing in front of famous European buildings. The back of the medal says, "The World's Biggest Airline" in both Russian and English.



(LEFT) This medal commemorates Moscow's McDonald's restaurant. I found it at a local military show in Michigan and could not resist buying it. I have some fun wearing it and watching the reactions. The medal, made in the USSR, has a red bar above it with MOCKBA (Moscow) in gold letters. A large red star is suspended from the bar on which you can see the "golden arches" and "McDonald's," the latter on a white field. A five-sided gold field completes the medal.

(BELOW) Transcontinental & Western Air hat badge from David Yetter's collection. When comparing this badge to mine in 17/4, one can see the feathers are pointed on the ends, the features of the face are softer: small differences that make a difference. David says badges like this were issued as late as 1956.



Of other wings & things

DAVID YETTER of LaGrange Park, IL, wrote to me: "In a recent copy of 17/4 of the CAPTAIN'S LOG you showed a picture of a Transcontinental & Western Air cap badge. Enclosed is a picture of my cap badge, which is a little different. #1: the feathers are pointed on the ends on mine, #2: notice the mouth is meaner looking on your, and (the corners) point down, #3 notice the shape of the forehead - yours is more rounded while mine comes more to a point. These are the differences I see while looking at the pictures, even if the pictures are not real good. Once you know the differences, you'll say 'I never noticed that before' and you'll notice the difference every picture after that. I have noticed and have talked to a fellow collector whose brother was issued a cap badge like mine as late as 1956."

JON PROCTOR wrote, too: "Enjoyed your latest Wings and Things column, especially the portion on CRAF (17/4). By chance you left out one participating carrier: TWA! I can attest to that, having personally flown two trips. I am conditionally including a pin I obtained from a flight attendant who had them made up and sold same to crew members. I say it is sent conditionally, as I am not sure I can get another one. Know the guy well, and will write for a replacement; assuming he comes through this one is yours; if not, will ask for it back. Meanwhile, hang on to it unless you hear from me, yes?" (The other pin arrived at Jon's place, so I now have one.) "Incidentally," Jon continues, "the Transcontinental & Western Air hat badge you wrote about, remained in use long after the official name change to Trans World Airline, and then Airlines (reportedly first seen on the first Martin 404 to be delivered, in 1952); the badge survived until the pilot uniform change, which came in late 1958, I believe, just before the jets. There were two extremely similar hat badges. Yours appears to be the second example; the earlier one's feathers contain more detail, and the badge itself is not quite as heavy. I am told (but cannot confirm) that the latter was simply phased in, and did not 'replace' the former. I would also guess that the current TWA pilot wings and hat badge have to be in the running

for longest continuous use in the industry; what, going on 34 years now?  
"Sorry, I can't assist you with your latest Help! Help!; not my strong suit! take care ... and hope you can find a spot in a future column for the CRAF pin."

Jon Proctor has a good eye for "CRAF". I was reminded by Jon that TWA also participated in this operation (see CAPTAIN'S LOG 17/4). He flew two trips himself. The pin was obtained from a TWA F/A who had them made and sold them to TWA crew members. Pin is gold with the U.S. flag on the left, the TWA flag on the right (a white field with red letters), black text at the top and red "91" at the bottom. Thanks, Jon!



# THE PHOTO CORNER

by RICHARD J. FEDORCO II

In keeping with the convention theme of this issue, I am presenting you with a number of photos taken by Richard M. Bell at LAX. Richard is no stranger to regular readers of the CAPTAIN'S LOG as we have featured his photos before.

Richard also writes:

LAX is my favorite airport because there is so much activity and the variety of airliners is unmatched at any airport around here. The weather is usually excellent and being close to the Pacific Ocean, the air is always fresh and cool.

The Imperial Terminal is very small and never crowded. It has restroom facilities of course, but only vending machines for food and drink. But there are several good restaurants about a mile from this terminal on Sepulveda Boulevard.

My favorite shooting site at LAX is the parking lot at the Imperial Terminal, located on the south side of the airport, with easy access and no traffic problems. To get there, take the Imperial West exit from Interstate 405. Go west on Imperial Highway to the Imperial Terminal entrance about one mile west of Sepulveda Boulevard. Drive past the terminal building and enter the parking lot. The parking fee is normally \$1 per hour. However, most of the time the lot is unattended and it is never crowded.

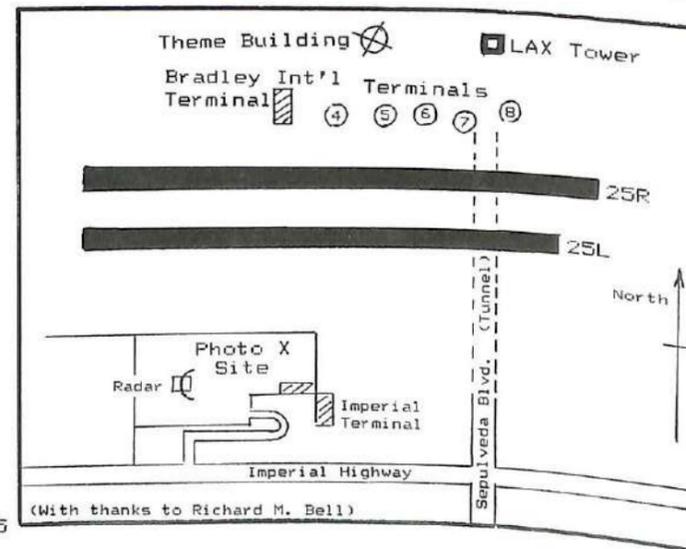
There is a chain link fence along the edge of the parking lot next to the taxiway and you will have to shoot through it, or bring a five-foot ladder! I use a 70-210mm zoom lens for most of my shots. A 300mm telephoto lens is useful to shoot 737s and smaller aircraft using runway 25R.

This spot is located right across the field from the Bradley International Terminal and you can get shots of numerous foreign airliners going in and out of the gates. Runways 25L and 25R are used both for takeoffs and landings and most of the heavy jets landing on 25L will roll out directly in front of you and allow good profile shots. On takeoff, many of the heavies will be rotating at this point and you can get good "action shots" if that is your preference.

The best light is between 10 a.m. and 3 p.m. This is also the best time to avoid heavy traffic on the streets. The airport is always busy and I can usually shoot four 36-exposure rolls in three hours from this point. To avoid missing any shots while reloading, I use two cameras. It helps to have a radio tuned to the tower frequency (120.95 for runways 25L and 25R) so you can be prepared for that rare aircraft you don't want to miss. MGM Grand Air uses the Imperial Terminal and you can get good closeups of their DC-8s and 727s and of incoming cargo aircraft.



TOP TO BOTTOM (all at LAX by Richard M. Bell):  
USAir MD-81, N813US, landing on 25L at LAX  
DC-8-73F (AF), N792FT taxis past photo spot (see map)  
MGM Grand Air 727-191, N505MG at Imperial Air Terminal.



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# REPORT FROM THE FIELD

## GRAND RAPIDS

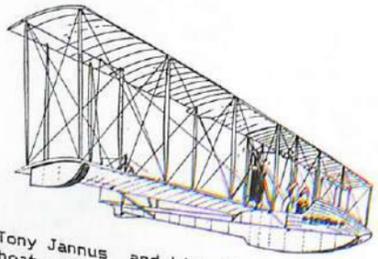
(Michigan)

By JIM "JET" THOMPSON  
& JOOP GERRITSMAN

Aviation came to Grand Rapids in Kent County, Michigan on 10 SEP 11. On that day J.C. Cliff Turpin brought his Wright aircraft to town for a whole week of aerial demonstrations at the West Michigan State Fairgrounds at Comstock Park.

On the first day the aviator soared to an altitude of 400 ft (120m) and raced back and forth past the crowd at a speed of 50 mph (80 km/h). The following day he carried the first local airplane passenger, Chester Idema, a banker. Grand Rapids Daily News reporter Justin Worthington went up with Turpin the day after and took the first aerial photographs of the city. He also got a first-hand story about an emergency landing when a fouled spark plug cut his flight short. Turpin brought the aircraft down in a marshy field on the northwest side of the city. Damage was slight and after his mechanic, a Mr. Young, had delivered a new spark plug, Turpin flew the Wright out under its own power. He returned to the fairgrounds and continued to give would-be aeronauts their first rides for the rest of the week.

Several more flying events were held at Comstock Park and in the Reeds Lake area during the years that followed. Travelling aviator Tony Jannus and his Benoist flying boat came to Grand Rapids on the Labor Day weekend of 1913. The

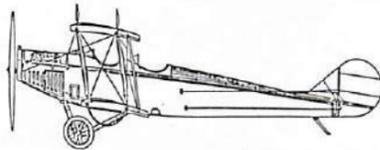


Tony Jannus and his Benoist flying boat. (Courtesy Don Thomas and the Florida Aviation Historical Society)

Grand Rapids Street Railway Company had hired him to give airplane rides from its Ramona amusement park. Four months later, on 01 JAN 14, Jannus would establish his place in history when he established the first scheduled passenger air service in the world between St. Petersburg and Tampa, in Florida,

also with his Benoist flying boat.

Shortly after World War 1 the Grand Rapids Association of Commerce formed an "Air Committee" headed by J.T. Batts. He campaigned hard to have the New York - Chicago air mail route pass through Grand Rapids, but was unsuccessful. He also failed to get the city to establish a municipal landing field. There just was no money for it. But Batts did succeed in arranging the first air delivery of merchandise to Grand Rapids. On 21 JUL 19 local aviator Fish Hassell flew a Curtiss JN-4 Jenny from Chicago to Grand Rapids with a factory shipment of Society Brand clothing for Pope & Heyboer's store. The Jenny landed at Comstock Park to the cheers of the mayor, local businessmen and flying buffs.



Curtiss Jenny

A month later Roseswift Airplane Company became the first commercial air service in West Michigan. It was started by local businessman and one-time and former vaudeville comedian Tom Swift. They purchased a Canadian-built Curtiss Jenny and made arrangements with Mrs. Hutley Russell and Mrs. Lucius Boltwood to use their land for a landing field. The two ladies were sisters and owned a joint estate between Coit Avenue and the Grand River.

Roseswift began operations on 25 AUG 19 when pilot J.L. "Steve" Goodrich gave 11 people their first airplane ride, one at a time. Fish Hassell began the company's first commercial service a week later, on Labor Day, when he delivered a special edition of the Grand Rapids Press newspaper to towns all around its circulation zone. He literally "bombed" the small communities with bundles of newspapers.

The Grand Rapids Aero Club was organized three days earlier and the prime concern of its founders was to establish a "safe" aerodrome for the area.

On 20 OCT 19 they requested the Kent County Board of Supervisors to form a committee to discuss with the aero club the use of the "Old Fair Grounds" for the Kent County Air Port. These fair grounds were four miles (6 km) from downtown Grand Rapids and were 140 acres (56.7 hectares) large.

Nine days later the board unanimously approved leasing the land to the aero club for five years to develop a public aviation landing field to be used to "further the science of aviation".

Ground-breaking took place on 26 NOV 19 and a Roseswift Jenny, arriving that day, became the first aircraft to land on the field. Art Rosenthal and his field manager, Bert Kenyon, agreed to build a hangar and move Roseswift's operations to the field. Local banker Dudley Waters had the honor of climbing aboard a tractor and turning the first turf for the future airfield.

Three runways were laid out that winter. Two, in the form of an X, were each 2,000 ft (600 m) long. They were on the north side of the former race track on the field. The third runway ran north-south. A 50 x 100 ft (15 x 30 m) wooden hangar that could house eight airplanes, was also built.

**Scheduled Service**  
Scheduled air service started in the spring of 1920 when Roseswift Airplane Company began operations from Grand Rapids to Ionia with the Curtiss Jenny. The flights carried passengers and light freight, but it lasted only a few weeks. The service was too far ahead of its time and Roseswift discontinued in business by doing barnstorming and other work.

Four deHavilland DH-4B army aircraft landed on the field on 02 JUL 20 for an overnight stop on the first flight from New York to Alaska.

By 1921 the novelty of flying had started to wane and Roseswift Airplane Company closed down for good. Fred Z. Pantlind, a local hotel owner, purchased the Roseswift hangar in 1922 to allow the aero club to keep operating, but flying activities remained few in the next couple of years. The county even discussed the wisdom of

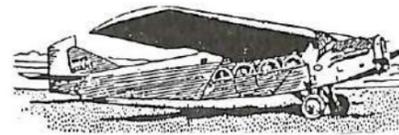
continuing the use of the field as an airport, but on 07 MAY 25 it signed a contract with the Grand Rapids Aviation Society, headed by Pantlind, and leased the field to the aero club for another five years.

**William Stout**  
Several months later, William B. Stout was in town to give a speech to the local Rotary Club. He told them about the new all-metal airplanes he was developing for Henry Ford in Dearborn and talked about his plan to start an airline to test them in service. His plan was to develop inter-city air services.

Grover C. Good, president of the Association of Commerce, was in the audience and afterward talked with Stout about operating his airline between Detroit and Grand Rapids. Stout told him that if the city could develop a suitable airport with a "passenger station", he would give favorable consideration to the request.

The aero club accepted the challenge and started raising money. In the spring of 1926 this money was used for field improvements and for extending the northwest-southeast runway to 3,100 ft (945 m). A frame building was built near the entrance to house the passenger depot and offices. It was designed by Bert Kenyon and Russell Shaw.

On 06 MAY 26 Bill Stout signed a contract with Kent County and the aero club to begin scheduled services for one year once the improvements were complete.



Stout 2-AT

Dedication ceremonies were held on 31 JUL 26, attended by, among others, Bill Stout. Barbara Hill, the daughter of the local postmaster, christened the seven-passenger Ford 2-AT with the name "Miss Grand Rapids" and at 3:30 p.m. it took off with a party of V.I.P.s for a special flight to Detroit. That same day Bill Stout won the Post Office contract for CAM.14 between Detroit and Grand Rapids via Kalamazoo. The first flight of this new mail and passenger service took place on 02 AUG 26. It continued on a schedule of three round trips per week, Monday, Wednesday and Friday. The fare was \$18 one way and \$35 round-trip. The service was operated by Stout Air Services under the name Detroit-Grand Rapids Airline. People were still hesitant when it came to flying and on many occasions the airplanes took off half empty. But overall the service developed well and it was expanded to daily from 01 DEC.

Stout Air Services took delivery of its first of six 4-AT-A Tri-Motors in MAY 27 and extended the service to Cleveland and Chicago, twice-daily on each route. This eliminated a long road or train journey around respectively Lake Erie and Lake Michigan.

Stout Air Services pioneered many passenger amenities that are now taken for granted. It was the first airline in the U.S.A. to serve meals (hot coffee and sandwiches) to passengers in flight and the first to carry "flight escorts". Stout's aircrew were the first in the U.S.A. to wear uniforms. This was an idea by Henry Ford, who said that uniforms give dignity to the profession. "Flight escorts" also pointed out scenic landmarks en-route.

The contract for renewal of the Grand Rapids route came up in JUL 27, but the airline decided to discontinue the service. It had carried more than 2,000 passengers and had set a speed record of 1:03 hr from Grand Rapids to Detroit. Stout decided he could make more money operating between Detroit and Cleveland only and the last flight on the Grand Rapids route was made on 31 JUL.

Also in 1927, 27-year-old Thomas E. Walsh became a member of the Kent County Board of Supervisors and on 08 MAY he was appointed to the newly-created position of chairman of the airport committee. Walsh would play a major role in the history of the airport for the next 30 years. He set out immediately to raise money for airport improvements, including paving the 1,400 ft (425 m) northeast-southwest runway.

On 12 AUG 27, two weeks after Stout had halted services to Grand Rapids, Charles Lindbergh came to Grand Rapids as part of his 26-city tour of the United States after his New York-Paris flight in May. This was his first overnight stop on the tour and the location of a special reunion between him and his mother, a Detroit teacher. Bill Stout had flown her over to Grand Rapids in one of his Ford airliners just for the occasion.

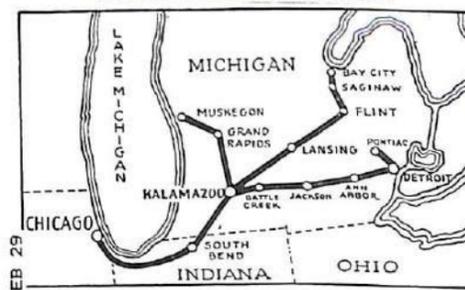
Lindbergh received a huge welcome and told the crowd the purpose of his tour was to raise interest in the opportunities offered by commercial aviation. It was a rather sad comment for the people of Grand Rapids, because they had just lost their only commercial air service.

After almost a year of little flying at the airport, Jack Byrne and Floyd Becker on 07 JUN 28 formed the Furniture Capital Air Service, an air taxi company, flying school and airplane dealership.

The Thompson Aeronautical Corporation of Cleveland, Ohio,

began daily air mail service through Grand Rapids on 17 JUL 28 on the Pontiac - Chicago air mail route (CAM.27). The contract called for a route from Pontiac via Bay City and Muskegon to Chicago, but the Official Airline Guide of FEB 1929 shows Thompson operating three separate branches that came together in Kalamazoo to continue to Chicago (see map below). All

### THOMPSON AERONAUTICAL CORP.



BAY CITY TO KALAMAZOO			
Read Down			Read Up
3:50 ET	Lv.	Bay City, Mich.	Ar. 12:05 ET
4:00 ET	Lv.	Saginaw, Mich.	Ar. 11:55 ET
4:30 ET	Lv.	Flint, Mich.	Ar. 11:25 ET
5:10 ET	Lv.	Lansing, Mich.	Ar. 10:40 ET
5:00 CT	Ar.	Kalamazoo, Mich.	Lv. 8:55 CT

PONTIAC TO KALAMAZOO			
Read Down			Read Up
3:45 ET	Lv.	Pontiac, Mich. (Detroit, Mich.)	Ar. 12:00 ET
4:05 ET	Lv.	Dearborn, Mich.	Ar. 11:40 ET
4:20 ET	Lv.	Ann Arbor, Mich.	Ar. 11:15 ET
5:10 ET	Lv.	Jackson, Mich.	Ar. 10:45 ET
5:40 ET	Lv.	Battle Creek, Mich.	Ar. 10:15 ET
5:00 CT	Ar.	Kalamazoo, Mich.	Lv. 8:55 CT

MUSKEGON TO KALAMAZOO			
Read Down			Read Up
4:05 ET	Lv.	Muskegon, Mich.	Ar. 9:55 CT
4:25 ET	Lv.	Grand Rapids, Mich.	Ar. 9:35 CT
5:00 CT	Ar.	Kalamazoo, Mich.	Lv. 8:55 CT

KALAMAZOO TO CHICAGO			
Read Down			Read Up
5:05 ET	Lv.	Kalamazoo, Mich.	Ar. 8:50 ET
6:25 ET	Lv.	South Bend, Ind.	Ar. 8:10 ET
6:30 ET	Lv.	La Porte, Ind.	Ar. 8:05 ET
7:20 CT	Ar.	Chicago	Lv. 7:15 CT

three aircraft were scheduled to arrive at Kalamazoo at 5 a.m. central time and to continue to Chicago five minutes later. From 17 JUL 29 passengers were also carried and Detroit was added from Pontiac in OCT 30. The fleet consisted of six Stinson Detroiters.

In 1929 the Kohler family of Chicago built a \$15,000 hangar at the airport and on 31 AUG Kohler Aviation Corporation began scheduled Grand Rapids, Muskegon, Milwaukee (Wisconsin) service across Lake Michigan three times a day and once on Saturdays. Three Keystone-Loening amphibians (nicknamed "Ducks") for six passengers were used. Taxi service to and from the airport was provided at Grand Rapids if advance reservations were made. Soon after Detroit was added in OCT 30, the route was sold to Northwest Airlines, but Kohler continued to operate the service under contract to Northwest. A stop at Muskegon was added and an extension to Buffalo, N.Y. began on 11 NOV 30.

Kohler also set up a direct connection with the Michigan Central Railroad at the Grand Rapids airport. MCR had tracks on the northern perimeter of the airfield and trains going to and from Detroit would make

# KOHLER AVIATION CORPORATION

General Offices—Grand Rapids Airport, Grand Rapids, Michigan

**OFFICERS**  
 John B. Kohler, President, Grand Rapids, Mich.  
 Franklin W. Kohler, Vice-President, Chicago, Ill.  
 L. Holden, Secretary, Chicago, Ill.  
 Edward Barrett, Supt. of Maintenance, Grand Rapids, Mich.  
 Lincoln Richards, Traffic Manager, Milwaukee, Wis.  
 Norman Dawson, Asst. to the President, Grand Rapids, Mich.

**TERMINALS AND TRAFFIC AGENTS**  
 MILWAUKEE, WIS.—Front of Wisconsin Ave.—H. M. Callahan, V. M. French, 84 E. Wisconsin Ave. Tel. Daily 2214.  
 MUSKEGON, MICH.—529 W. Weston Ave. Tel. 2-5794, O.S. Taylor. Terminal, Municipal Bldg., West of 24 St.  
 GRAND RAPIDS, MICH.—Grand Rapids Airport, Madison Avenue and Pennell Road. Tel. 3-8194. R. W. Williams, Postland Hotel. Tel. 6-2254.

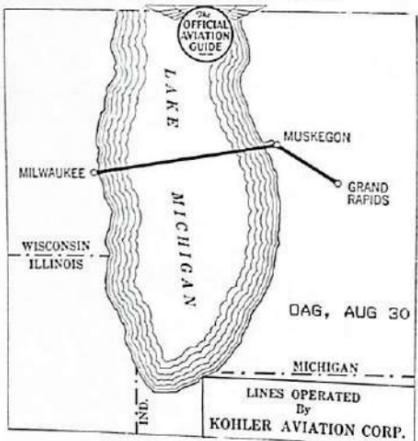
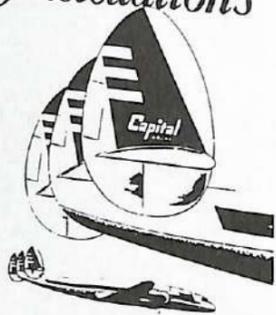


TABLE 35 NEW YORK—GRAND RAPIDS—MILWAUKEE

Read Down		Michigan Central R. R.		Read Up	
11 30	5 30	8 30	Ar.	7 30	6 30
1 35	8 10	12 25	Ar.	12 00	4 15
4 20	10 33	3 45	Ar.	7 40	11 25
5 10	11 30	4 30	Ar.	8 30	12 30
6 00	12 30	5 15	Ar.	9 15	1 15
7 00	1 30	6 00	Ar.	10 00	2 00
8 00	2 30	6 45	Ar.	10 45	2 45
9 00	3 30	7 30	Ar.	11 30	3 30
10 00	4 30	8 15	Ar.	12 15	4 15
11 00	5 30	9 00	Ar.	1 00	5 00
12 00	6 30	9 45	Ar.	1 45	5 45
1 00	7 30	10 30	Ar.	2 30	6 30
2 00	8 30	11 15	Ar.	3 15	7 15
3 00	9 30	12 00	Ar.	4 00	8 00
4 00	10 30	12 45	Ar.	4 45	8 45
5 00	11 30	1 30	Ar.	5 30	9 30
6 00	12 30	2 15	Ar.	6 15	10 15
7 00	1 30	3 00	Ar.	7 00	11 00
8 00	2 30	3 45	Ar.	7 45	11 45
9 00	3 30	4 30	Ar.	8 30	12 30
10 00	4 30	5 15	Ar.	9 15	1 15
11 00	5 30	6 00	Ar.	10 00	2 00
12 00	6 30	6 45	Ar.	10 45	2 45
1 00	7 30	7 30	Ar.	11 30	3 30
2 00	8 30	8 15	Ar.	12 15	4 15
3 00	9 30	9 00	Ar.	1 00	5 00
4 00	10 30	9 45	Ar.	1 45	5 45
5 00	11 30	10 30	Ar.	2 30	6 30
6 00	12 30	11 15	Ar.	3 15	7 15
7 00	1 30	12 00	Ar.	4 00	8 00
8 00	2 30	12 45	Ar.	4 45	8 45
9 00	3 30	1 30	Ar.	5 30	9 30
10 00	4 30	2 15	Ar.	6 15	10 15
11 00	5 30	3 00	Ar.	7 00	11 00
12 00	6 30	3 45	Ar.	7 45	11 45
1 00	7 30	4 30	Ar.	8 30	12 30
2 00	8 30	5 15	Ar.	9 15	1 15
3 00	9 30	6 00	Ar.	10 00	2 00
4 00	10 30	6 45	Ar.	10 45	2 45
5 00	11 30	7 30	Ar.	11 30	3 30
6 00	12 30	8 15	Ar.	12 15	4 15
7 00	1 30	9 00	Ar.	1 00	5 00
8 00	2 30	9 45	Ar.	1 45	5 45
9 00	3 30	10 30	Ar.	2 30	6 30
10 00	4 30	11 15	Ar.	3 15	7 15
11 00	5 30	12 00	Ar.	4 00	8 00
12 00	6 30	12 45	Ar.	4 45	8 45
1 00	7 30	1 30	Ar.	5 30	9 30
2 00	8 30	2 15	Ar.	6 15	10 15
3 00	9 30	3 00	Ar.	7 00	11 00
4 00	10 30	3 45	Ar.	7 45	11 45
5 00	11 30	4 30	Ar.	8 30	12 30
6 00	12 30	5 15	Ar.	9 15	1 15
7 00	1 30	6 00	Ar.	10 00	2 00
8 00	2 30	6 45	Ar.	10 45	2 45
9 00	3 30	7 30	Ar.	11 30	3 30
10 00	4 30	8 15	Ar.	12 15	4 15
11 00	5 30	9 00	Ar.	1 00	5 00
12 00	6 30	9 45	Ar.	1 45	5 45
1 00	7 30	10 30	Ar.	2 30	6 30
2 00	8 30	11 15	Ar.	3 15	7 15
3 00	9 30	12 00	Ar.	4 00	8 00
4 00	10 30	12 45	Ar.	4 45	8 45
5 00	11 30	1 30	Ar.	5 30	9 30
6 00	12 30	2 15	Ar.	6 15	10 15
7 00	1 30	3 00	Ar.	7 00	11 00
8 00	2 30	3 45	Ar.	7 45	11 45
9 00	3 30	4 30	Ar.	8 30	12 30
10 00	4 30	5 15	Ar.	9 15	1 15
11 00	5 30	6 00	Ar.	10 00	2 00
12 00	6 30	6 45	Ar.	10 45	2 45
1 00	7 30	7 30	Ar.	11 30	3 30
2 00	8 30	8 15	Ar.	12 15	4 15
3 00	9 30	9 00	Ar.	1 00	5 00
4 00	10 30	9 45	Ar.	1 45	5 45
5 00	11 30	10 30	Ar.	2 30	6 30
6 00	12 30	11 15	Ar.	3 15	7 15
7 00	1 30	12 00	Ar.	4 00	8 00
8 00	2 30	12 45	Ar.	4 45	8 45
9 00	3 30	1 30	Ar.	5 30	9 30
10 00	4 30	2 15	Ar.	6 15	10 15
11 00	5 30	3 00	Ar.	7 00	11 00
12 00	6 30	3 45	Ar.	7 45	11 45
1 00	7 30	4 30	Ar.	8 30	12 30
2 00	8 30	5 15	Ar.	9 15	1 15
3 00	9 30	6 00	Ar.	10 00	2 00
4 00	10 30	6 45	Ar.	10 45	2 45
5 00	11 30	7 30	Ar.	11 30	3 30
6 00	12 30	8 15	Ar.	12 15	4 15
7 00	1 30	9 00	Ar.	1 00	5 00
8 00	2 30	9 45	Ar.	1 45	5 45
9 00	3 30	10 30	Ar.	2 30	6 30
10 00	4 30	11 15	Ar.	3 15	7 15
11 00	5 30	12 00	Ar.	4 00	8 00
12 00	6 30	12 45	Ar.	4 45	8 45
1 00	7 30	1 30	Ar.	5 30	9 30
2 00	8 30	2 15	Ar.	6 15	10 15
3 00	9 30	3 00	Ar.	7 00	11 00
4 00	10 30	3 45	Ar.	7 45	11 45
5 00	11 30	4 30	Ar.	8 30	12 30
6 00	12 30	5 15	Ar.	9 15	1 15
7 00	1 30	6 00	Ar.	10 00	2 00
8 00	2 30	6 45	Ar.	10 45	2 45
9 00	3 30	7 30	Ar.	11 30	3 30
10 00	4 30	8 15	Ar.	12 15	4 15
11 00	5 30	9 00	Ar.	1 00	5 00
12 00	6 30	9 45	Ar.	1 45	5 45
1 00	7 30	10 30	Ar.	2 30	6 30
2 00	8 30	11 15	Ar.	3 15	7 15
3 00	9 30	12 00	Ar.	4 00	8 00
4 00	10 30	12 45	Ar.	4 45	8 45
5 00	11 30	1 30	Ar.	5 30	9 30
6 00	12 30	2 15	Ar.	6 15	10 15
7 00	1 30	3 00	Ar.	7 00	11 00
8 00	2 30	3 45	Ar.	7 45	11 45
9 00	3 30	4 30	Ar.	8 30	12 30
10 00	4 30	5 15	Ar.	9 15	1 15
11 00	5 30	6 00	Ar.	10 00	2 00
12 00	6 30	6 45	Ar.	10 45	2 45
1 00	7 30	7 30	Ar.	11 30	3 30
2 00	8 30	8 15	Ar.	12 15	4 15
3 00	9 30	9 00	Ar.	1 00	5 00
4 00	10 30	9 45	Ar.	1 45	5 45
5 00	11 30	10 30	Ar.	2 30	6 30
6 00	12 30	11 15	Ar.	3 15	7 15
7 00	1 30	12 00	Ar.	4 00	8 00
8 00	2 30	12 45	Ar.	4 45	8 45
9 00	3 30	1 30	Ar.	5 30	9 30
10 00	4 30	2 15	Ar.	6 15	10 15
11 00	5 30	3 00	Ar.	7 00	11 00
12 00	6 30	3 45	Ar.	7 45	11 45
1 00	7 30	4 30	Ar.	8 30	12 30
2 00	8 30	5 15	Ar.	9 15	1 15
3 00	9 30	6 00	Ar.	10 00	2 00
4 00	10 30	6 45	Ar.	10 45	2 45
5 00	11 30	7 30	Ar.	11 30	3 30
6 00	12 30	8 15	Ar.	12 15	4 15
7 00	1 30	9 00	Ar.	1 00	5 00
8 00	2 30	9 45	Ar.	1 45	5 45
9 00	3 30	10 30	Ar.	2 30	6 30
10 00	4 30	11 15	Ar.	3 15	7 15
11 00	5 30	12 00	Ar.	4 00	8 00
12 00	6 30	12 45	Ar.	4 45	8 45
1 00	7 30	1 30	Ar.	5 30	9 30
2 00	8 30	2 15	Ar.	6 15	10 15
3 00	9 30	3 00	Ar.	7 00	11 00
4 00	10 30	3 45	Ar.	7 45	11 45
5 00	11 30	4 30	Ar.	8 30	12 30
6 00	12 30	5 15	Ar.	9 15	1 15
7 00	1 30	6 00	Ar.	10 00	2 00
8 00	2 30	6 45	Ar.	10 45	2 45
9 00	3 30	7 30	Ar.	11 30	3 30
10 00	4 30	8 15	Ar.	12 15	4 15
11 00	5 30	9 00	Ar.	1 00	5 00
12 00	6 30	9 45	Ar.	1 45	5 45
1 00	7 30	10 30	Ar.	2 30	6 30
2 00	8 30	11 15	Ar.	3 15	7 15
3 00	9 30	12 00	Ar.	4 00	8 00
4 00	10 30	12 45	Ar.	4 45	8 45
5 00	11 30	1 30	Ar.	5 30	9 30
6 00	12 30	2 15	Ar.	6 15	10 15
7 00	1 30	3 00	Ar.	7 00	11 00
8 00	2 30	3 45	Ar.	7 45	11 45
9 00	3 30	4 30	Ar.	8 30	12 30
10 00	4 30	5 15	Ar.	9 15	1 15
11 00	5 30	6 00	Ar.	10 00	2 00
12 00	6 30	6 45	Ar.	10 45	2 45
1 00	7 30	7 30	Ar.	11 30	3 30
2 00	8 30	8 15	Ar.	12 15	4 15
3 00	9 30	9 00	Ar.	1 00	5 00
4 00	10 30	9 45	Ar.	1 45	5 45
5 00	11 30	10 30	Ar.	2 30	6 30
6 00	12 30	11 15	Ar.	3 15	7 15
7 00	1 30	12 00	Ar.	4 00	8 00
8 00	2 30	12 45	Ar.	4 45	8 45
9 00	3 30	1 30	Ar.	5 30	9 30
10 00	4 30	2 15	Ar.	6 15	10 15
11 00	5 30	3 00	Ar.	7 00	11 00
12 00	6 30	3 45	Ar.	7 45	11 45
1 00	7 30	4 30	Ar.	8 30	12 30
2 00					

out movable gates to close the highway when an aircraft was going to land or take off, much the same as with railway crossings. But motorists complained about huge traffic jams when the highway was closed and the CAA declared the runway extension a safety hazard. It ordered the highway closed. Capital Airlines began flying their L-049 Constellations into Grand Rapids in 1955, followed by the propjet Viscounts in DEC 56.

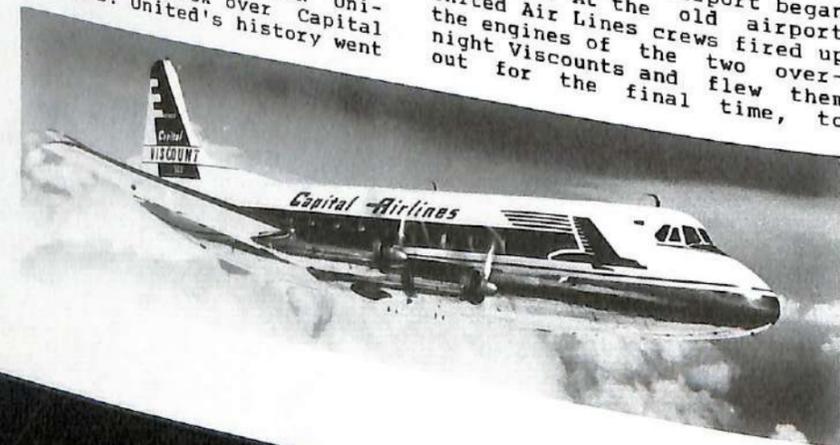
Unexcelled Speed and Luxury  
Capital Airlines  
Constellations



Further terminal expansion took place in 1956 and an opening ceremony was held on 04 JAN 57, two months before the retirement of airport manager Tom Walsh on 05 MAR, who had suffered a serious heart attack in the previous summer.

Not long after the opening ceremonies for the new terminal, the airport commission hired a consulting firm to study the future of the facility: keep it at the same location or move to an entirely new location. In July the firm recommended to move the airport. Kent County accepted the recommendation in JUL 58 and decided to move the airport 6 mi (9.5 km) to the east, where more land was available. The FAA gave final approval in JUN 59 and ground breaking took place on 15 MAY 61.

That same year North Central replaced their DC-3s with Convair CV-340s on the Grand Rapids service and on 01 JUN United Airlines took over Capital Airlines. United's history went



back to, among others, Stout Air Service, one of the first scheduled airlines at the airport. Later that year United placed the DC-6B onto the route to Grand Rapids.

By the fall of 1962 runway construction for the new airport was completed and on 10 SEP the first airplane landed on the runway of the new Cascade Airport, so named after the nearby city of Cascade, Michigan. The first passenger off the aircraft was Tom Walsh, the former airport manager. A small ceremony was held to mark the start of construction of the control tower and terminal building. Completion was in the fall of 1963 and a dedication ceremony was planned for 23 NOV. That morning a United Airtel Airlines Convair, each carrying dignitaries, were the first commercial airliners to land at the new airport. The ceremony took place under dreary skies and dreary feelings. The nation was still in shock over the assassination of President John F. Kennedy the day before.

Later that night the old Daniel Waters Cassard Airport was closed to commercial aviation. At 12:01 a.m., 24 NOV the beacon at the new airport began to rotate. At the old airport United Air Lines crews fired up the engines of the two overnight Viscounts and flew them out for the final time, to

The new Kent County Airport at Grand Rapids became operational on 23 NOV 63. This postcard shows the airport about that time. To the right of the terminal building a United DC-6B and Viscount are standing at the gates. (From the Jim "JET" Thompson Coll.)

ferry them to the new airport. After they had departed, tower operators Donald Risser (who had opened the tower in 1947) and James Maentz turned off the lights and went home. Within a week the last of the private airplanes had also left and the site became deserted. The land was sold in the beginning of 1965 and today is covered by buildings. The major road running through the area is Roger B. Chaffee Boulevard, named in memory of the local astronaut who was killed in a launch space fire at the Cape Kennedy Space Centre.

The official dedication of the new Kent County Municipal Airport took place on 06 JUN 64. United operated the ceremonial first flight into the field that day with a load of dignitaries, arriving at 12:27 p.m. A huge air show was held in celebration.

Grand Rapids experienced another giant leap forward on 28 MAR 68 with the arrival of a North Central DC-9-31, United's first scheduled jet flight into the airport. In April, 1973, Air Lines inaugurated United States service in the United States and it was placed on that same through Grand Rapids airline in month. One of the airlines would later be christened "The City of Grand Rapids."

The jet aircraft required stronger runways and in AUG 71, 8 in (20 cm) of concrete and 11 in (52 cm) of asphalt were added to the top of the main

LEFT: Capital Airlines began operating propjet Viscounts into Grand Rapids in DEC 56. N7403/msn 90, the last of three V-744 models, was the airline's other Viscounts were of the V745 model. (United Airl. photo.)



runway. During that time airline passengers were rerouted through either Muskegon or Lansing. In 1972 a new 3,600 ft (1.100 m) east-west runway was built. Allegheny Airlines halted service at Grand Rapids in 1973, leaving only United and North Central to serve the city.

The first wide body jet came calling in 1975 when a Trans International Airlines DC-10-30 arrived on a charter flight. On 27 JAN 77 the airport received international status when the U.S. Customs Service opened an office in the terminal building. In the same year, Federal Express started scheduled express service to Grand Rapids with French-built Falcon jets. In MAR 78 the name of the airport was officially changed to Kent County International Airport and the first loading bridge was installed in 1979 for use by Republic Airlines, formed in JUN 79 by the merger of North Central Airlines and Southern Airways.

In the spring of 1979 construction began on and extension of the main runway to 10,000 ft (3.000 m). The work was completed the following year.

United dropped 10 of their 13 flights, including service to Cleveland and the east, in 1979. Freedom Airlines picked up some of these routes with Convair CV-580 service. Republic airlines became the No. 1 airline at Grand Rapids with 25 daily departures. Things began to look up again in 1981 when USAir came in, eight years after its predecessor Allegheny Airlines had pulled out. They occupied the former Allegheny ticket counter and started operations to Pittsburgh.

The spring of 1981 saw Kent County International Airport served on a scheduled basis by United, Republic and Freedom in passenger service, and Federal Express and Airborne Freight on the express and small parcel side.

1982 became another year for the history book when the first 747 to visit Grand Rapids, landed on 23 JAN. It was a charter operated by Transamerica Airlines. A new scheduled air service to Detroit was inaugurated

North Central Airlines provided the first scheduled jet service to Grand Rapids when it replaced its CV-580s with the DC-9 in MAR 68. Series 32, N941N, msn 47450 is shown. United jet service followed in April with the 737-222. The aircraft shown in the 1974 color scheme, is N9022U, msn 19060. At one time it carried the name "City of Grand Rapids." (Both photos by Joop Gerritsma)

on 01 AUG by Northwest Orient Airways and a month later Piedmont began serving Dayton from Grand Rapids. United added new services to Chicago O'Hare.

This was not the end of expansion of scheduled services. In the spring of 1983 Air Lincoln began commuter flights to Chicago's Midway Airport. Simmons Airlines also included Grand Rapids in its network. In 1984 American Airlines added Grand Rapids to its map. So did Midstate Airlines not long after. Comair arrived in 1986.

During these years, various improvements were made to the terminal building to handle the increased number of flights.

On the cargo scheme, Airborne Express, Emery and Federal Express maintained service.

On 11 NOV 86, 60 years, three months and nine days after the first scheduled air service by Stout began, a Veteran's Day ceremony was held at the new Tom Walsh Park at the airport.

This Italcards postcard shows a nice aerial view of Kent County International Airport as it is today. (Armen C. Aviikian Coll.)

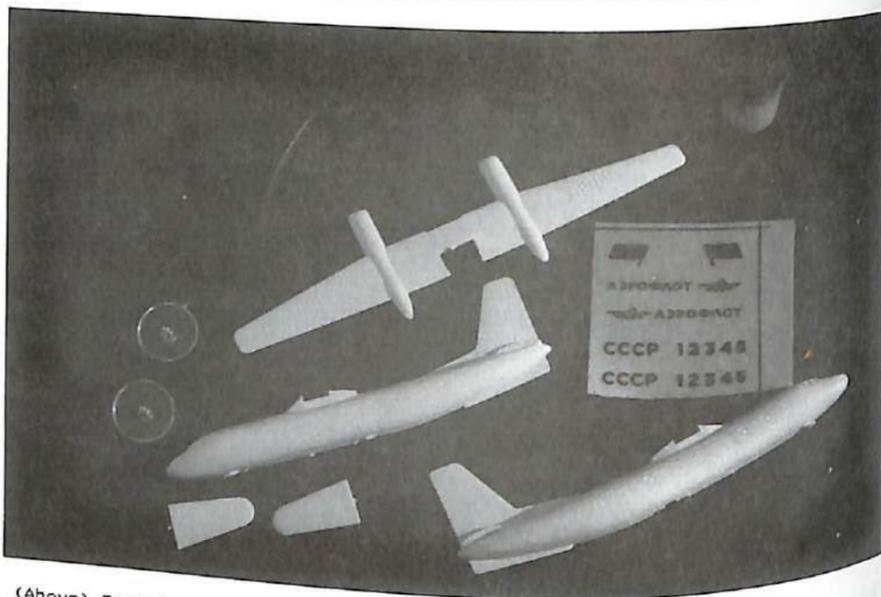


# AIRLINE MODELING

by GERRY COLE

Since this is an Aeroflot issue, it is appropriate to start with a review of an Aeroflot aircraft.

The Soviet Antonov AN-24 kit shown is handled by Airliners America/ATP. It is very close to 1/144 scale (1/153 actualy). The kit has recessed control surface outlines, plastic disks in lieu of props, and no landing gear. You'll need to sand off the raised "decal locating" areas to apply the stick-on markings, or use decals from your scrap box. You could drill out the window openings and fill after painting with Krystal Klear. The result would make a nice model to add to your 1/144 scale collection. Oh yes, I have no idea what is in the circular plastic canister in the upper right of the photo. I couldn't get it open, but no kit parts appeared to be inside. Perhaps it used to be glue? The price of the kit and mystery canister is about \$15 from AA/ATP.



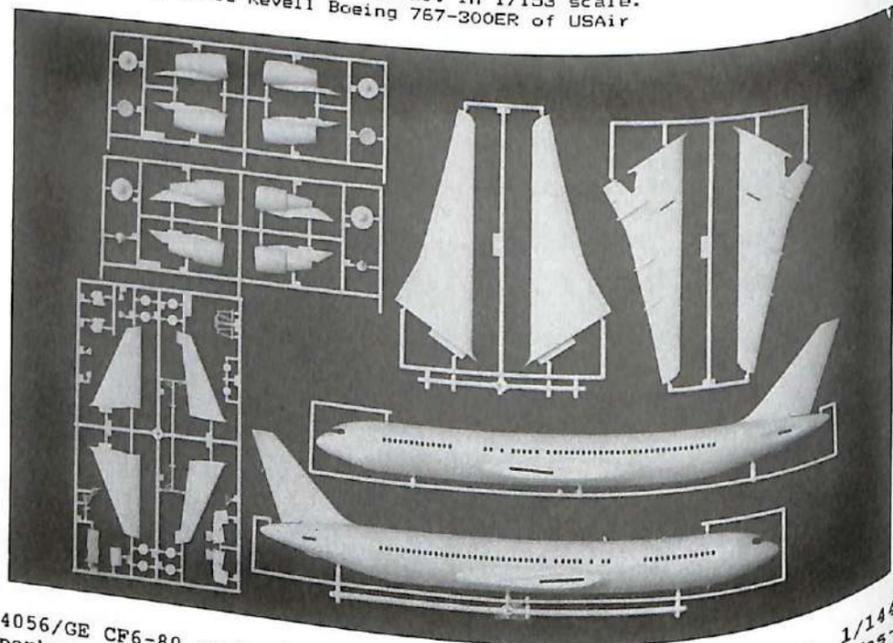
(Above) Soviet-made Antonov AN-24 kit in 1/153 scale.  
(Below) 1/144 scale Revell Boeing 767-300ER of USAir

Not available yet, but coming in 1992, is a re-release by ESCI of their excellent 1/72 scale DC-3 with Aeroflot decals. Their new 1/72 scale F-27 is also due for two new color schemes.

## Revell 767

The big news is the new Revell USAir Boeing 767-300ER in 1/144 scale. Like their re-released Concorde in 1/144 scale, the 767 kit was tooled in Korea and features recessed panel lines and excellent detail. I haven't had time to assemble mine prior to the deadline of this issue, but it just looks great. There are a few serious sink marks with a particularly bad one located on the wing upper surface above the landing gear attachment point. The windows have no rounded corners, but many modelers will use the excellent AHS cabin window decals anyway. To convert to a 200 Series aircraft, you'll need to remove or about 12 window spaces. This will not be as simple as it could be, as the 767-300ER has an exit door immediately in front of the wing.

Perhaps the best news is Revell's offering of two different engines and pylons in each kit. One choice is a generic PW



4056/GE CF6-80 engine, which is perhaps a little more like the former than the latter in terms of overall shape. The execution of the intakes and cold air outlets are outstanding. The Rolls Royce engines are also excellent. Personally, the Rolls Royce engines in my 767 kit are headed for my Heller 1/125 scale A320 kit and Aero-colours Braniff-II decals. That is very close to proper size and shape for the 1/125 scale V2500. You could of course buy two 767 kits and use the Rolls

Royce engines to do a 1/144 scale 747-400, using the MasterKit or Sasquatch fuselage top conversion. You might try the Cathay Pacific Tristar or Air New Zealand decals from Microscale.

Back to basics. The instruction sheet is the weakest part of the 767 kit. Step 4 is redundant, but be sure to assemble the nose gear well before gluing the two sides together. Assemble the engine pylons to the wing before adding the main

gear parts to make it easier to clean up the wing-to-pylon joint. I'd also leave off the wheels and main gear doors until after the model is painted. Although not shown on the plans, nose weight will almost certainly be needed to keep the nose gear on the ramp.

The price of the kit is about \$10 and it is available from AA/ATP.

## FW-200 reissued

Revell GB has re-tooled the 1/72 scale Focke Wulf 200 Concorde, using the same style mold changes as in the Concorde.

There are now recessed panel lines where there were overscale rivets before, the control surfaces are no longer separate and all remnants of

the military gun positions are gone. The incorrectly-shaped landing gear struts have also been replaced. The kit includes Lufthansa Condor and DDL Danish Airlines decals. The underwing registration letters for the Lufthansa aircraft are not provided, so two decal sheets will be required for the purist. In addition, note that the wing registration should be D-A and ETA, not D- and AETA as shown on the instructions.

Promised for later this summer is a Revell kit of the Airbus A340-300 in 1/144 scale. Clint Groves tells me the kit will initially be offered with Airbus Industries markings. It looks like a banner airliner year for Revell. Now if they

would only do a 737-300.

Speaking of banner years, how about the following lineup from Welsh Models? On the heels of their MD-80, they have a 757 with Rolls Royce engines and Icelandic decals, a vacuform Northwest Airliner (old colors) Dornier Do-228 and a fully injection molded Saab 340 with (probably) Crossair decals. The eagerly awaited 737s are coming with the -300 in Condor/Lufthansa colors, the -400 with British Midland markings and the -500 in Aer Lingus livery. The MD-80 should also be released with the chisel tail. My thanks to Clint Groves for the information on the new Welsh kits and markings.

## A better Dash-7

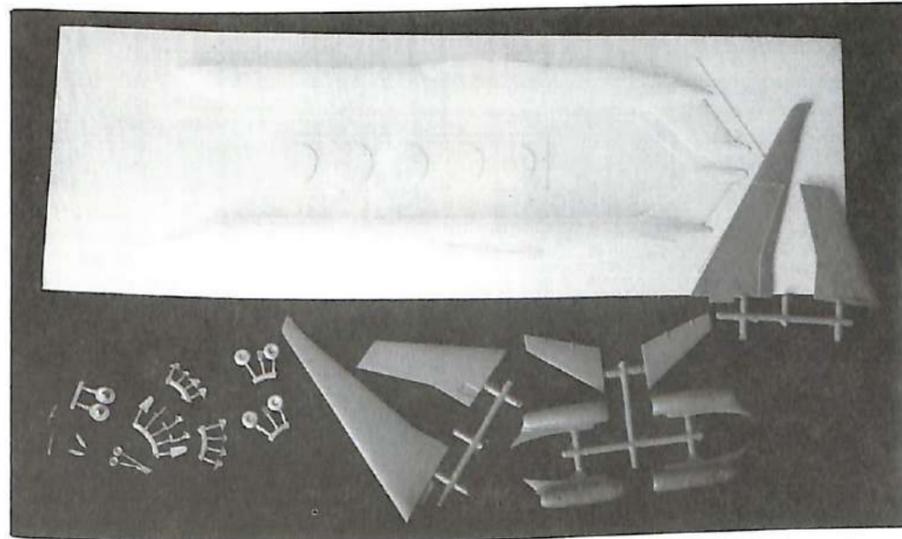
Moving to the smaller kit manufacturers, Sasquatch has three new subjects for review. Their 1/144 scale DHC-7 has a two-part hollow cast resin fuselage and integral vertical fin, plus four resin engine nacelles and engine front sections. Injection moulded styrene parts are included for the wings, stabilizer, props and other small details. This kit is far superior to the old expanded foam offering. The price is \$14 and includes an ATP decal sheet for windows and decal boots.

Sasquatch also has a 1/144 scale EMB-120 Brasilia. This is an all-injection molded kit, including gear and props. The decal shown in the photo came along with my review kit with suggestions on how it could be modified to fit the Brasilia. The decal may NOT be provided in production kits. The price of the EMB-120 is \$13 direct from Sasquatch.

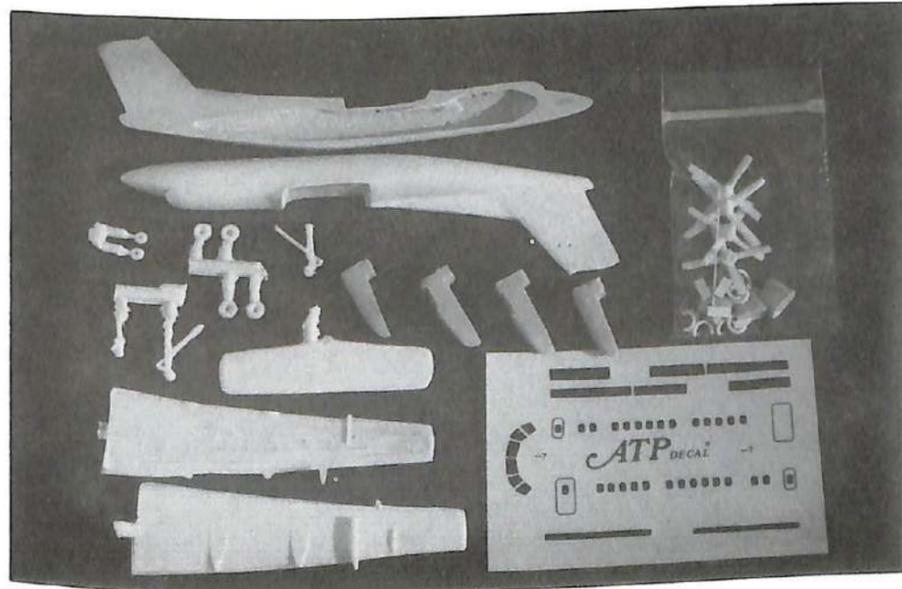
Conversion engines are also available from Sasquatch in 1/200 scale for the Nitto/Doyusha DC-8-62. The price for four engines is \$3. You'll need to construct your own pylons, but this set makes small scale DC-8 conversions a whole lot easier.

## New Decals

Aerocolours Graphics has released a large group of new decals. Western Airlines is covered in one sheet for the 707/727/737 and a sheet for the DC-10 Spaceship. Both decals are available in 1/200 and 1/144 scale. The decals provide the red "swizzle stick" stripe, window and door exit markings, and multiple registrations with Vince Klimas' usual excellent



(Above) Welsh Models MD-80.  
(Below) Dash-7 by Sasquatch, 1/144 scale.



instruction sheets. In the case of the Boeing sheet, alternate marking styles are shown for no fewer than six different aircraft. The window and door exit markings are particularly well executed, with separate details for both the red and white portions.

The Lufthansa Cargo 747 sheets follow the theme started by Aerocolours with the Northwest Orient and German Cargo decals. The latest Lufthansa scheme is provided on a windowless 747 with gray bottomed, white fuselage. Delete the "Cargo", change the registration and you should be able to do a Lufthansa 747 in the latest livery. This decal is available in both 1/200 and 1/144 scale.

Continuing in the cargo carrier theme, Aerocolours has six new decals for Airborne Express light-gray fuselage liveries. Instruction sheets for the DC-8 include a table showing how much to remove from 1/144 and 1/200 scale kit fuselages to make the DC-8-55 and DC-8-61. Decals and registrations are provided for the DC-8-55, -61, -62 and -63. The DC-9 sheets show the old livery on a DC-9-11 and both the old and new style livery on the DC-9-30. The new livery has three red stripes fore and aft of the titles. Both the DC-8 and DC-9 sheets are available in 1/200 and 1/144 scale. From years past come sheets in 1/144 and 1/200 scale for the Airborne Express cargo Caravelle 6R. These are intended for the Airfix and Heller kits respectively and include much needed decals for cockpit and cabin windows. In both models you can remove the solid plastic avionics hump on top of the aft fuselage, or leave it in place. Registrations for both types are included on the decal sheet. I remember shooting a couple of rolls of slide film for detail reference on the Airborne Express Caravelle on display at the Bradley Air Museum in Connecticut a few years ago. There are not many decals available for the Caravelle, so Aerocolours' choice is much appreciated.

The last of the new sheets provide purple markings for the low "top banana" scheme in 1/72 and 1/94 scale. The 1/72 scale sheet should be striking on the new ESCI kit. My only complaint is a minor one. Only one registration number (N2777R) is pro-

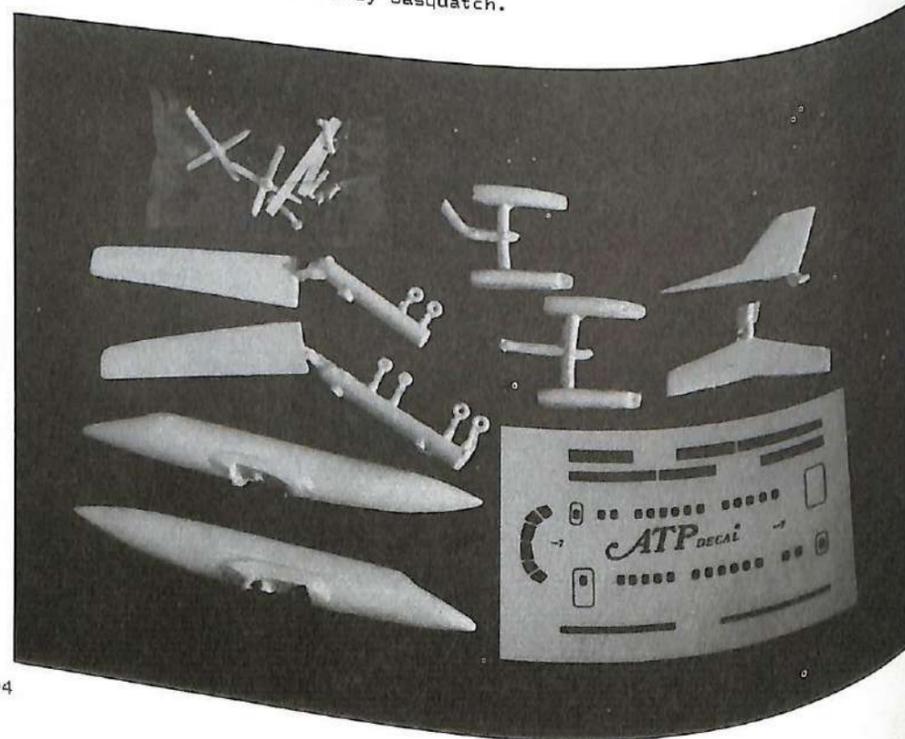
vided. The 1/72 scale decal appears useable on the 1/100 scale Nitto DC-9 kits, but matching purple registration numbers are going to be difficult to find. These Aerocolours decals are available from Airliners America/ATP. They may also be ordered directly from Aerocolours Graphics.

By the time you read this, the Aerocolours decals from Condor Airlines A300/A320, 727/737 and DC-10, should be available. The 727/737 and DC-10 decals will feature both natural metal and gray painted aircraft, and all sheets will be available in 1/125, 1/144 and 1/200 scales. Also coming are decals for the Lufthansa "Yellowbird" and new-colors Lufthansa 737 in 1/125, 1/144 and 1/200 scales.

Clint Groves has some very interesting new decals coming for his ATP line. They will include the new Continental color scheme for all aircraft using it, the new Alaska Airlines markings and some Cubana decals for Soviet aircraft.

As I said in this column a couple of years ago, these decal makers need our support. Without it, they will go the way of Fowler, Rare-Liners, Runway 30 and Flight Designs ... extinct!

1/144 scale EMB-120 Brasilia by Sasquatch.



Speaking of extinct, Air Jet Advance, a.k.a. Air Jet Promotions, of Miami, Florida, has advised me they will no longer sell decals for their line of desktop airliners. This has been one of the few sources of decals for the old Nitta, now Doyusha line of 1/100 scale kits, as well as for a variety of 1/200 scale models. I have written to them, trying to change their position, but have not received a reply.

### Departure lounge

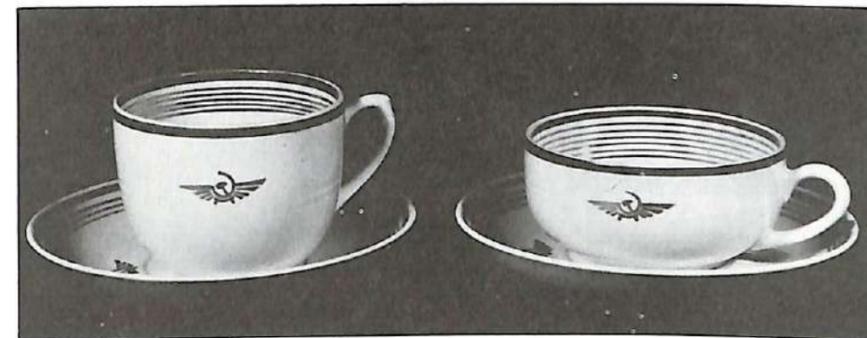
I had originally planned to present my article on building an MD-11 in 1/200 scale in this issue. However, it has become obvious that an MD-11 is an order of magnitude more complex than just adding or subtracting plugs from a kit fuselage. In addition, many builders would balk at using two DC-10 kits to make one MD-11 model. Fortunately Dean Slaybough of Sasquatch Scale Models has agreed to make resin MD-11 fuselages from my master. By the time you read this, the conversion fuselage (and perhaps other parts as well) should be available from Sasquatch, and only one required to complete the conversion.



# AIRLINE DINNERWARE

by RICHARD W. LUCKIN

Since this issue of the CAPTAIN'S LOG features Aeroflot, I thought showing the five pieces of the carrier's china in my collection would be appropriate.



#4. These pieces are in Aeroflot's current pattern. The decoration is again in blue, but combined with white. All of the Aeroflot china shown here is used in international first class service, while plastic was used in coach.



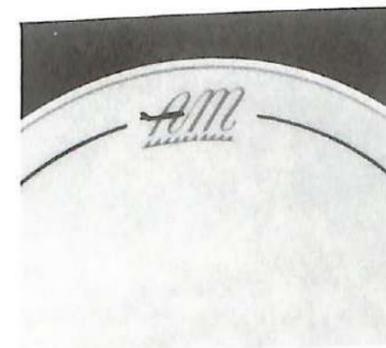
#1. This first piece is a butter pat. The decoration is blue and gold. I was lucky to add it to my collection in the late 1970s.



#5 is not from an airline, but I thought it would be interesting to show it anyway. It is used by the Royal Air Force of Britain. The china is in white with blue decoration and was made by Crown Pottery, England.



These two pieces are a creamer (#2, above) and a cup (#3), below) and are in the same decoration. Aeroflot china tends to be on the crude side where quality is concerned.



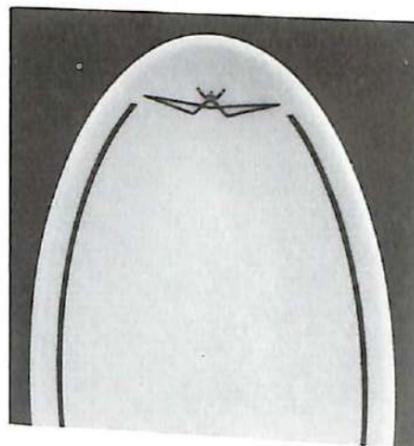
#6. This is a "maybe" airline pattern. I have learned, however this piece was not used by an airline, but by the Airport-Marina Hotel, adjacent to LAX.



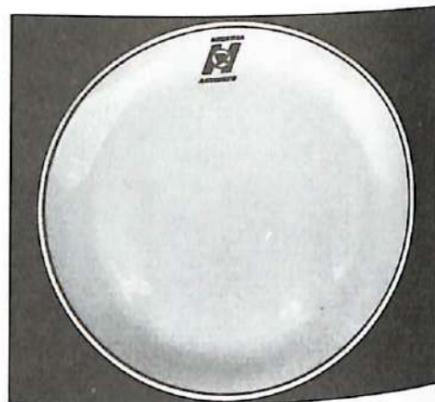
#7. A mug used by Alaska Airlines for their Gold Coast service some years ago. I have no accurate dates for its use.



#8. After the Royal Doulton article appeared in the CAPTAIN'S LOG, member ROBERT C. SAINT FOURNIER sent me a photo of yet another pattern made by the company. This piece is used by Air Malta.



#9. This pattern was used by Wardair some years ago. The decoration is in blue on a white ware.



#10. Nigeria Airways has this dark green decoration. The ware is backstamped.



#11. MGM Grand Air has a third pattern, used in their charter operation. All decoration is in gold and is made by Dudson in Stoke-on-Trent, England.

## The Convention

By JOOP GERRITSMAN

### MODEL CONTEST

Only 18 models by six model builders were entered in the AI 1992 model contest, a sharp reduction from past years. The poor promotion of this year's contest is no doubt the major reason. However, I can't help but think the theft of a couple of models during a recent previous AI was also partly to blame.

The low participation resulted in no entries in some categories. Therefore, some categories were combined and only five prizes were awarded. They include:

- Jets, 1/144 scale or larger:  
RICK GUILBAULT with an Air UK BAE 146-300.
- Jets, 1/143.5 scale or smaller:  
DANNY ASHER with a National Airlines 727-200.
- Props, 1/144 scale or larger:  
RICK NEYLAND with a Western Airlines DC-3.
- Props, 1/143.5 scale & smaller:  
RICK GUILBAULT with Beech 99.
- Conversion/Flights of Fancy:  
MIKE BALDWIN with an Alitalia MD-11.

Probably also as a result of the past theft, builders were very quick to remove their models from the contest room once the judging was done and I can't blame them. On at least two occasions when I walked into the room, there was no supervision at all. Because most models were gone so quickly, I was able to shoot photos of only two of the four winners.

Continued on p.119



### PHOTO CONTEST

The photo/slide contest also saw a sharply lower number of entries - only 50, by a total of about 25 photographers. As with the model contest, there were no entries in some categories, and others were combined

## WHAT IS IT?

by KEN TAYLOR

A letter with a "bump" inside arrived in my mailbox recently. When one of those shows up, it is put aside to be savored at an appropriate time, after the common papers, flyers etc. are opened and partly read. Dick Koran says a letter with a "bump" inside is a "mystery". My letter contained a lot of paper, all Xerox copies of references in books explaining the historical roots of the political problem in Ireland. The reference was to the #9 item in the CAPTAIN'S LOG, a coat button. The letter was from ALAN MCKENZIE of Calgary, Alberta, Canada.



A postcard from LIZ MURPHY of Montana explained the Gaelic inscription at the top of the button, "Cead Mile Failte" translates into "hundred thousand welcomes".

As Mr. McKenzie explained, various groups in Ireland were attempting to wrestle power from the British Crown. And as Mrs. Murphy stated on her card, other groups were welcoming British authority in Northern Ireland. The button pictured is from one of those groups. The greeting welcomes King George IV in Ireland in 1821. I think the story is fairly complete, though it took two letters to get it, and I realize the button is far removed from any connection with aviation. But its identity has been a puzzle to me for many years.



A letter from Junior Crew Insignia editor STAN BAUMWALD says "There were three issues of Northwest Airlines pilot wings. The first was a bullion wing. The second, a metal wing, has the equator going through the word 'AIR'. The third and current wing is the one pictured. The second one was discontinued probably about 1940. They were usually hallmarked 10% Gold or Rolled Gold.

The reason I pick 1940 as a change-over date is that I have a Flight Engineer and a Navigator wing from NWA that were

issued immediately after WW2 and they are not gold. It seems logical to me that the pilot wings were not gold either. I am hard-pressed to believe that the airline issued gold wings during the war.



Stan also says there are probably 20 or 30 different variations of the Jimmy Allen wing.



A letter from ED YOUNG of California referred to #10, the Maritime Central Airways cap badge. Ed wrote "I have one of these badges. It came to me Oct. 31, 1957 from the secretary of Maritime Central. This is the date you can associate with this badge.



"Item 1 from the same column, the Capital Airlines wing. That was good information in the Editor's notes. He is able to date the wing to Oct. 1959. I have the same wing in my collection and it came from Capital in 1950, so it looks like this wing covered the whole 1950s decade."



A postcard from JOHN CORPENING of Chicago and a letter from Dr. CHARLES QUARLES of North Carolina referred to the Air Stewardess wing shown as #2.

Dr. Quarles wrote the wing "was included in a 'Let's Pretend Junior Air Stewardess



Dress Up Set,' probably from the 1950s. Enclosed is a Xerox copy of my sealed set. John Corpening (UAL/ORD) found this set for me at a flea market in Chicago. Along with the wing are a ring and bracelet, all on a card under a plastic bubble." The text at the bottom of the card reads: For every Jr. Air Stewardess from 3 to 9 years. No. 3106 Cleinman & Sons, Prov. R.I., Made in U.S.A.

Dr. Quarles also said #7 & #8 are flight attendant insignia of Ansett, used, he believes, in the late 1970s or early '80s. The bottom of the "A" in #8 shows two bars representing "time" for the flight attendant. Some of this type of wing show stars at the bottom of the "A". This represents the "status" of the F/A.

That is it for the answers of items in the CAPTAIN'S LOG of DEC 91. Eight, out of 10 questions - not bad, I think. Thank you all for writing.

Now on to some new questions. Are you able to identify any of these? If so, please drop me a line.

Thank you.



#23. This looks like a flying eagle. The color is gold with two screw posts on the back and there are no marks. I think it is Canadian in origin.



#28. Bullion with letters MPA.



#29. A gold-color badge, no marks, slider-type mounting on the rear.



#24. Made of copper with European-type "fold over" lugs on the rear.



#25. A pin-back, gold in color and has no marks.



#30. Gold-colored wing with propeller attached. Pin back, no marks.



#26. Metal, gold on black with a yellow enamel shield, black rampant goat on the shield, no marks, clutch back.



#31. Gold thread on a sand-colored background.



#27. Silver-colored metal with black enamel centre, a silver "W", screw posts on the rear and no marks.

#32-36 are all from the Oscar Stomberg Collection and are all from Aeroflot. See also Richard Koran's "Wings & Things" column in this issue.

In conclusion, here are my thoughts on the Empire Air Transport flight souvenir that Joop added to my column in the issue of DEC 91.

As the card already states, it is a souvenir given to people who had gone on a flight with the company. But as far as looking for Empire Air Transport, it probably never existed as a limited company. The souvenir would be, I think, be a drawing card to entice more people to take a ride for a fee. The large aircraft on the souvenir is strictly graphics. The actual airplane used was probably a single-engine job.

# POST CARD CORNER

by WILLIAM DEMAREST

The political maps of the world are being redrawn as you are reading this. It is a process that has been going on for the past few years, but one that has accelerated only recently. As new countries emerge and others dissolve, the airline industry evolves with it. The USSR is no more, but Aeroflot, once the world's largest airline, continues to fly on, although only as a mere shadow of its former self. It is still the main international carrier of the new countries that once were part of the Soviet Union, even if for no other reason than that it holds the route licences granted by foreign governments over the years. Most new countries, however, have formed their own airlines from the assets of the Aeroflot directorates on their territories. In time postcards will appear of the aircraft in their new liveries, to become a rich new harvest for postcard collectors.

## Aeroflot cards

In this issue we feature a minuscule selection of the hundreds of postcards issued by Aeroflot over the years. My good friend and fellow collector Don Gilmore has graciously shared with us a listing of all postcards of Soviet aircraft in his collection. (However, in the interest of space we only publish that part of the list showing Aeroflot aircraft. The other part will be published in a future issue - JG)

Please continue to share with me details of any new postcard issues you may come across in your travels.

TYPE	REG. NO.	LOC	DIR	P	C	PRINTER	CARD NUMBER
30	AIR-6	CCCP-C254			Y	Russian	B of 16-1990
31	AK-1		FLT	LFT	N	Aeroflot	
32	AK-1		GRD	LFT	N	Russian	
33	ANT-20	CCCP	FLT	RGT	N	Aeroflot	
34	ANT-20		FLT	RGT	N	Aeroflot	



The Saab 340 is in daily operation with over 30 regional airlines throughout the world and with Air New Zealand Link operated by Air Nelson Limited in New Zealand. Cruising high above the weather at an impressive 5200 kms per hour and with automatic pressurisation, the Saab 340 offers flying comfort for regional air travellers including all cabin facilities.

air new zealand link

## DRAKKAIR

C\* Aérienne de Normandie  
Aéroport Rouen Vallée de Seine  
Réservations : 35. 79. 13. 13.  
Avions taxi - Lignes Régulières  
Evacuations sanitaires - Fret aérien



DRAKKAIR



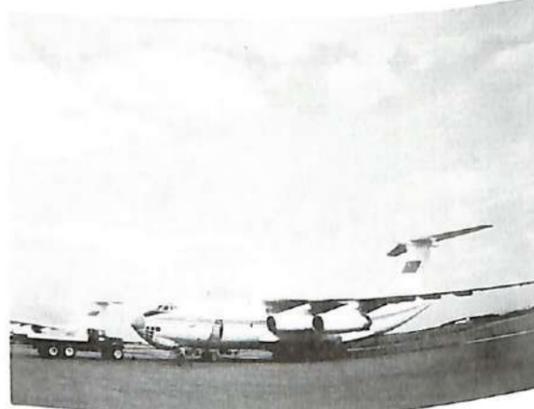
PEGASUS  
HAVA TAŞIMACILIĞI A.Ş.

İstanbul Caddesi No 24 Kat 1  
34800 Yeşilyurt - İSTANBUL  
Tel: 573 02 08 / 10  
574 24 09 / 10  
Fax: 573 95 57  
Tlx: 21117 PEGS - TR

35	ANT-20		FLT	RGT	N	Y	Russian		
36	ANT-9	URSS-309	FLT	RGT	N	Y	Aeroflot		11
37	ANT-9	URSS-309	FLT	RGT	N	Y	Aeroflot		
38	An-10		GRD	LFT	Y	Y	Russian 1969		
39	An-10		ICE	LFT	N	Y	Russian		
40	An-10	CCCP-04366	GRD	LFT	Y	N	Unknown		
41	An-10	CCCP-11134	FLT	LFT	N	Y	Aeroflot		
42	An-10	CCCP-77777	FLT	LFT	Y	Y	Aeroflot		
43	An-10	CCCP-77777	GRD	RGT	Y	N	Willmann		
44	An-10	NIA	GRD	FRT	Y	N	Ullgave: De Mulnck & Co. - Amsterdam		
45	An-107		FLT	RGT	N	Y	Russian		
46	An-10A		GRD	LFT	Y	Y	Russian		
47	An-10A	CCCP-11107	FLT	LFT	Y	Y	Aeroflot		
48	An-10A	CCCP-11172	FLT	LFT	N	Y	Aeroflot		
49	An-10A	CCCP-11213	GRD	RGT	Y	Y	World Collector's Cards	WCC28 301/500	
50	An-12	CCCP-11034	GRD	RGT	Y	Y	World Collector's Cards	WCC20 232/500	
51	An-12	CCCP-11118	GRD	LFT	Y	Y	Plane Fotos International	PFI-001	
52	An-12	CCCP-11164	GRD	LFT	Y	N	German		
53	An-124	CCCP-82002	FLT	RGT	Y	Y	Airlinnee Postcards No. 20		
54	An-124	CCCP-82005	GRD	RGT	Y	Y	G. Ditchfield Collection FMC 002		
55	An-124	CCCP-82009	GRD	RGT	Y	Y	JFB Postcards	JPB016	
56	An-124	CCCP-82023	GRD	LFT	Y	Y	Editions P.L.	635	
57	An-14	CCCP-77777	FLT	RGT	N	Y	Aeroflot		
58	An-2		FLT	FRT	Y	Y	Aeroflot		
59	An-2		FLT	LFT	Y	Y	Aeroflot		
60	An-2	CCCP-07758	GRD	RGT	Y	Y	World Collector's Cards	WCC21 239/500	
61	An-2	CCCP-23657					Russian	2 of 16-1989	
62	An-2	CCCP-23749	WTR	RGT	Y	Y	Aeroflot		
63	An-2	CCCP-31472	GRD	RGT	Y	Y	World Collector's Cards	WCC7 317/500	
64	An-2	CCCP-79654	FLT	LFT	N	Y	Aeroflot		
65	An-2	CCCP-79654	FLT	LFT	N	Y	Aeroflot		
66	An-2	CCCP-78737	GRD	RGT	Y	Y	World Collector's Cards	WCC24 239/500	
67	An-22	CCCP-08830	GRD	LFT	Y	Y	Srivastana Interprint Co., Ltd. FLITE-LINE	193	
68	An-22	CCCP-08834	FLT	RGT	Y	Y	EAH Publications	EAH41	
69	An-22	CCCP-09319	GRD	RGT	Y	Y	Kruger		
70	An-22	CCCP-09336	GRD	LFT	Y	Y	CAP Civil Aircraft Postcards	N.67	
71	An-22	CCCP-76591	GRD	RGT	Y	N	German V 11 50 A 1/B 372/70	59/14	
72	An-22	CCCP-77777	GRD	LFT	Y	Y	Aviaexport		
73	An-225	CCCP-82060	GRD	RGT	Y	Y	Fred Hems		
74	An-24		FLT	RGT	N	Y	Aeroflot	FH10	
75	An-24		FLT	RGT	Y	Y	Aeroflot		
76	An-24	CCCP-46700					Russian		
77	An-24	CCCP-46719	FLT	RGT	Y	Y	Aeroflot	4 of 16-1989	
78	An-24	CCCP-N11960	FLT	RGT	Y	Y	Aeroflot		
79	An-24RV	CCCP-26175	GRD	LFT	Y	Y	O.K.C.	I-526	
80	An-26B	CCCP-26205	GRD	LFT	Y	Y	World Collector's Cards	A005	
81	An-28		GRD	LFT	Y	Y	Aeroflot	WCC5 296/500	
82	An-28	CCCP-19754					Russian		
83	An-30	CCCP-30022	GRD	LFT	Y	N	Unknown	6 of 16-1989	
84	An-72	CCCP-12615					Russian	W029	
85	An-74	CCCP-58642	GRD	RGT	Y	Y	O.K.C. Praha, Czechoslovakia	16 of 16-1989	
86	Be-30	CCCP-02	GRD	RGT	Y	Y	Aviaexport	A012	
87	Be-30	CCCP-48978	GRD	RGT	Y	N	German		
88	Be-32	CCCP-67209	GRD	LFT	Y	Y	World Collector's Cards	2/11	
89	CHAI-1	CCCP-N1351					Russian	WCC29 - 75/500	
90	G-1	CCCP-291					Russian	14 of 16-1990	
91	G-2	CCCP-H-170					Russian	3 of 16-1990	
92	Il-12		FLT	RGT	Y	Y	Russian	7 of 16-1990	
93	Il-12	CCCP 177237	GRD	LFT	Y	N	Unknown	04748-57	
94	Il-14	CCCP-52092	FLT	RGT	N	Y	Aeroflot		
95	Il-14	CCCP-52092	FLT	RGT	N	Y	Aeroflot		
96	Il-14	CCCP-520927	FLT	RGT	Y	Y	Aeroflot		
97	Il-14	CCCP-91483	GRD	LFT	Y	Y	Skyliner		
98	Il-14	CCCP-91542					Russian		
99	Il-18		GRD	BCK	N	Y	Russian	19	
100	Il-18		GRD	LFT	Y	Y	Editura Meridiane	1 of 16-1989	
101	Il-18		GRD	LFT	Y	Y	Russian		
102	Il-18		GRD	LFT	Y	Y	Russian		
103	Il-18		GRD	RGT	Y	Y	Russian		
104	Il-18		GRD	RGT	Y	Y	Russian		
105	Il-18	CCCP-74256	GRD	RGT	Y	Y	A CS at Heathrow Supacard		
106	Il-18	CCCP-75311	FLT	RGT	N	Y	Aeroflot	A37	
107	Il-18	CCCP-75435	FLT	RGT	N	Y	German V 11 50 A 1/B 372/70		
108	Il-18	CCCP-75471	GRD	RGT	Y	Y	Plane Fotos International	SS3	
109	Il-18	CCCP-75518	GRD	LFT	Y	Y	Aeroflot	PFI-003	
110	Il-18	CCCP-75606	GRD	LFT	Y	N	Gebr. Spanjersberg N.V. Rotterdam		
111	Il-18	CCCP-75667					Russian		
112	Il-18	CCCP-75668	FLT	RGT	N	Y	Aeroflot	5 of 16-1989	
113	Il-18	CCCP-75686	FLT	RGT	Y	N	Gebr. Spanjersberg N.V. Rotterdam		
114	Il-18	CCCP-75687	FLT	RGT	N	Y	Aeroflot		
115	Il-18	CCCP-75688	FLT	RGT	N	Y	Aeroflot		
116	Il-18	CCCP-77777	GRD	LFT	Y	N	Ullgave: De Mulnck & Co. - Amsterdam		
117	Il-18	CCCP-N5718	FLT	RGT	N	Y	Aeroflot		
118	Il-18	CCCP-N5718	FLT	RGT	N	Y	Aeroflot		
119	Il-62		GRD	LFT	Y	Y	Aeroflot		
120	Il-62						Pressfoto		
121	Il-62		FLT	FRT	N	Y	Aeroflot		
122	Il-62		FLT	LFT	N	Y	Russian		
123	Il-62		FLT	LFT	N	Y	Aeroflot		
124	Il-62		FLT	RGT	N	Y	Aeroflot		
125	Il-62		FLT	RGT	N	Y	Aeroflot		
126	Il-62		FLT	RGT	Y	Y	Aviaexport		
127	Il-62		GRD	FRT	Y	Y	Aeroflot		
128	Il-62		GRD	LFT	Y	Y	NBC (Nippon Beauty Card Center) Inc. Japan		
129	Il-62		GRD	LFT	Y	Y	Verlag Schöner & von Seefeld Nachf., Hannover		
130	Il-62		GRD	RGT	Y	Y	Aeroflot		
131	Il-62	CCCP	FLT	LFT	Y	Y	Aeroflot		
132	Il-62	CCCP	FLT	RGT	Y	Y	Aeroflot		
133	Il-62	CCCP					Russian		
134	Il-62	CCCP	GRD	RGT	Y	Y	Aeroflot		
135	Il-62	CCCP-86485	GRD	LFT	Y	Y	Aeroflot		
136	Il-62	CCCP-86504	GRD	RGT	Y	Y	Aeroflot		
137	Il-62	CCCP-86506	FLT	RGT	Y	Y	Aeroflot		
138	Il-62	CCCP-86535	GRD	RGT	Y	Y	Aeroflot		
139	Il-62	CCCP-86554					Russian		
140	Il-62	CCCP-86565	FLT	LFT	N	Y	Aeroflot		
			GRD	LFT	Y	Y	Aeroflot	13 of 16-1989	



Самолет АН-28  
Plane AN-28



Самолет ИЛ-76Т  
Plane IL-76T



Самолет ЯН-42  
Plane YAK-42



Ленинград. Аэропорт Пулково  
Leningrad. The Pulkovo airport

АЭРОФЛОТ  
Soviet airlines

141	Il-62	CCCP-86671	GRD	BCK	Y	N	German V 11 A 1/B 372/70	SS3	
142	Il-62	CCCP-86676	GRD	LFT	Y	Y	Editions P.L. Paris, France	233	
143	Il-62	CCCP-86682	FLT	LFT	Y	Y	Aviaexport		
144	Il-62	CCCP-86687	GRD	LFT	Y	Y	Tokyo International Airport		
145	Il-62	CCCP-86704	FLT	LFT	Y	Y	Aeroflot		
146	Il-62	CCCP-86704	FLT	LFT	Y	Y	Aeroflot		
147	Il-62	CCCP-77765	FLT	LFT	N	Y	Aeroflot		
148	Il-62	CCCP-77777	FLT	RGT	N	Y	Aeroflot		
149	Il-62	CCCP-77777	GRD	RGT	Y	N	Archiele Hugo Hooftman		
150	Il-62M	CCCP-86455	GRD	LFT	Y	Y	NBC (Nippon Beauty Color) Inc. Japan	W709	
151	Il-62M	CCCP-86455	GRD	LFT	Y	Y	NBC Nippon Beauty Company		
152	Il-62M	CCCP-86561	FLT	RGT	N	Y	Russian		
153	Il-62M	CCCP-86561	FLT	RGT	N	Y	Russian		
154	Il-62M-200	CCCP-76673	GRD	BCK	Y	N	German	1/5	
155	Il-76	CCCP	FLT	LFT	N	Y	Aeroflot		
156	Il-76	CCCP	FLT	LFT	N	Y	Aeroflot		
157	Il-76	CCCP	GRD	FRT	Y	Y	Aeroflot		
158	Il-76	CCCP	GRD	LFT	Y	Y	Aeroflot		
159	Il-76	CCCP-76520	GRD	LFT	Y	Y	Aeroflot		
160	Il-76	CCCP-86712	FLT	RGT	N	Y	Russian		
161	Il-76T		GRD	RGT	N	Y	Aeroflot	AHSS1	
162	Il-76T	CCCP-76460	GRD	RGT	Y	Y	Aviation Hobby Shop	14 of 16-1989	
163	Il-76T	CCCP-76500					Russian		
164	Il-76T	CCCP-76520	GRD	LFT	Y	Y	EAH Publications	EAH36	
165	Il-76TD	CCCP-76479	GRD	LFT	Y	Y	EAH Publications		
166	Il-86		FLT	LFT	N	Y	Aeroflot		
167	Il-86		FLT	LFT	N	Y	Russian?		
168	Il-86		FLT	LFT	N	Y	Aeroflot		
169	Il-86	CCCP					Y	Y	Aeroflot
170	Il-86	CCCP	FLT	LFT	N	N	German	2/5	
171	Il-86	CCCP	FLT	RGT	N	Y	Aeroflot		
172	Il-86	CCCP	FLT	RGT	N	Y	Aeroflot		
173	Il-86	CCCP	FLT	RGT	N	Y	Russian	Ph 1/89/K	
174	Il-86	CCCP-850757	GRD	LFT	N	Y	Planet-Verlag Berlin		
175	Il-86	CCCP-85000	FLT	RGT	Y	Y	Aeroflot	15 of 16-1989	
176	Il-86	CCCP-85001					Russian		
177	Il-86	CCCP-85003	FLT	RGT	Y	Y	Aeroflot		
178	Il-86	CCCP-85003	FLT	RGT	Y	Y	Aeroflot		
179	Il-86	CCCP-85003	FLT	RGT	Y	Y	Aeroflot		
180	Il-86	CCCP-85003	GRD	LFT	Y	N	Gunter Herrold		
181	Il-86	CCCP-85004	FLT	LFT	Y	Y	Aeroflot		
182	Il-86	CCCP-85009	GRD	RGT	Y	Y	Aeroflot		
183	Il-86	CCCP-85050	FLT	LFT	Y	Y	Aeroflot		
184	Il-86	CCCP-85050	GRD	LFT	Y	Y	Aviation Hobby Shop	AHSS3	
185	Il-86	CCCP-85059	GRD	RGT	Y	Y	BUCHAIRCARD	8443	
186	Il-86	CCCP-85073	GRD	RGT	Y	Y	Editions P.L.	614	
187	Il-86	CCCP-85080	FLT	TKO	Y	Y	Aeroflot		
188	Il-86 Tu-154	CCCP-85009	GRD	RGT	Y	Y	Aeroflot		
189	K-5	CCCP	FLT	RGT	N	Y	Aeroflot		
190	K-5	CCCP	FLT	RGT	N	Y	Aeroflot	4 of 16-1990	
191	K-5	CCCP	FLT	RGT	N	Y	Russian	SS36	
192	Ka-25K	CCCP-N439	GRD	LFT	Y	N	German V 11 50 A 1/B 752/70		
193	Ka-26	CCCP-21110	FLT	LFT	Y	Y	Aeroflot		





Two cardboard cabin tags of Aeroflot are also shown. #9 is in red & blue on white. Both the front side (#9a) and the reverse (#9b) are shown. The next one (#10), contributed by HECTOR CABEZAS, has the text in dark blue and the pattern in light blue on the front. The reverse has the same light-blue pattern, but the text, reclining passenger, chair and arrow are in black. Two Aeroflot baggage tags are shown in #11 and 12. The first one, (#11), comes in various colors. This one is for a flight from Moscow to Kiev and is red and white. The second tag (#12) again comes from HECTOR CABEZAS. It is in red on white, and was issued for a flight from Moscow to Frankfurt.



#10



#11



#12



#13



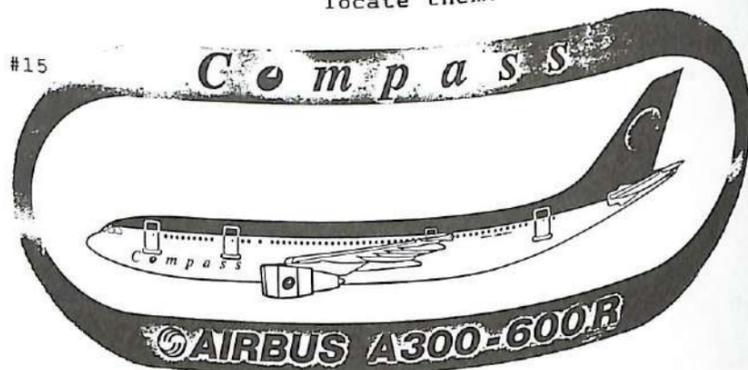
#14

From JOOP GERRITSMA come the VIP cabin tags shown as #13 and #14. The small one has VIP in white on red and the airline name in blue on white. The larger tag shows VIP in light blue on white. The other text and the logo are in white on red. Both tags are identical on both sides.

Compass is, or rather was, an Australian airline that did not last very long. It used an Airbus A300-600R (#15), but went out of business last year, after less than a year of oper-

ations. There is talk, however, of a different investment group resurrecting the airline later this year or in 1993. The label is in two shades of gray on white, with the usual silver

border. Ecuatoriana, Mexicana and Aerocancun are a few of the Latin American carriers that have recently introduced the Airbus on their routes. Stickers are available, if you can locate them.



#15



#16

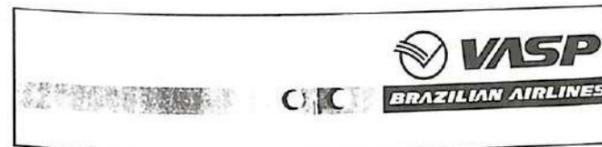
The label is owned by DAVID GRAVES. It is light green with black text and a red-banded pennant. It shows that we can still find old and rare labels. Never stop looking: many labels must have been lost to history over the years because nobody saved one, but this label is proof you never know ...

#16



#17

ED CROWLEY sent in a agent sticker from Air Afrique (17). Although we don't list agent stickers in the Air Transport Label Catalog because they are not baggage labels, collectors often save them because they usually show the logo and slogans of the airline.



#18

Etiquetas para sua Bagagem		Nome Name		Nome Name	
<p>• Estas etiquetas devem ser colocadas em cada uma das bagagens em caso de extravio.</p> <p>• Deve ser preenchida com o nome e o endereço da pessoa responsável pelo envio e a chave.</p> <p>• Os artigos valiosos devem ser transportados e guardados em malas rígidas.</p>		<p>Telefone Telephone</p> <p>Endereço Address</p> <p>Cidade City</p> <p>Estado State País País</p>		<p>Telefone Telephone</p> <p>Endereço Address</p> <p>Cidade City</p> <p>Estado State País País</p>	
<p>Labels for your Baggage</p> <p>• These labels ensure quick identification and recovery of your baggage in case of loss.</p> <p>• Please attach them duly completed one piece and another outside your baggage and top it.</p> <p>• Items of value should be carried on your person.</p> <p>Form 0551</p>					

#19

PAT McCOLLAM contributed these two VASP BILs (#18 & 19). The small one is made of cardboard and has lines for name and address on the reverse. Both are blue on white.



#23



#24



#20

BILL DEMAREST came across a LOT label which is new to me (#20). The funny-face 767 and the name LOT are in blue, the other text in red., all on a white background.

JOHN HORVATH, formerly with PanAm in Chicago and now with Olympic Airways, sent in this blue & white sticker (#21). PanAm employees paid for its production. Their organization,



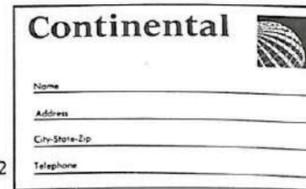
#25

117

The employees of PAN AM appreciate your business.

#21

PanAm Aware, has for many years been doing heroic work trying to save the airline. PanAm's demise was a tragedy.



#22

From JIM (JET) THOMPSON via Joop Gerritsma came the new Continental BIL (#22). Or is it merely an address label for company mail? At least, that is what JET used it for. More and more Continental and Continental Express aircraft are showing up in these new blue colors with a part of the globe on their tails. All printing on the BIL is in blue, on a white background.

The two airport baggage tags (#23 & 24) also came from Joop. They are both of the same type, made of hard white plastic and with a plastic strap to hang it on a suitcase handle. Both have a transparent plastic sleeve on the reverse to hold a name and address card (or your own business card). The logo on the tag for the new Denver International Airport is in gold and the rest of the printing blue. The printing on the Palmdale Regional Airport tag is in dark blue on white. The latter tag came in the goodie bag at the Orange County AI.

Finally, another older Delta label you may not have seen before (#25). It was intended for inclusion in the previous issue with the others, but I ran out of space.

Anyone interested in bronze medals commemorating various events in commercial aviation, first flights, or aircraft manufacturing, should write to Michael Rogers Inc., 199 E. Welbourne Ave., Winter Park, FL 32789, USA, for their next airport auction catalogue. Scarce PAA, Lindbergh, Colonial Western, etc items are included.

# AIRLINE HAPPY HOUR

by AL S. TASCA

This issue of the CAPTAIN'S LOG uses Aeroflot as its theme, but the only stick I have of an East-Bloc airline was illustrated in the previous issue (CSA). In this issue I will therefore show some British airline sticks that were sent to me by one of our British members, VERNON H. COOPER of Surrey. I am also passing along the notes he sent me about these sticks.

I have written to Vernon for additional information, such as about all colors and variations known and I hope I can include that information in the next issue.

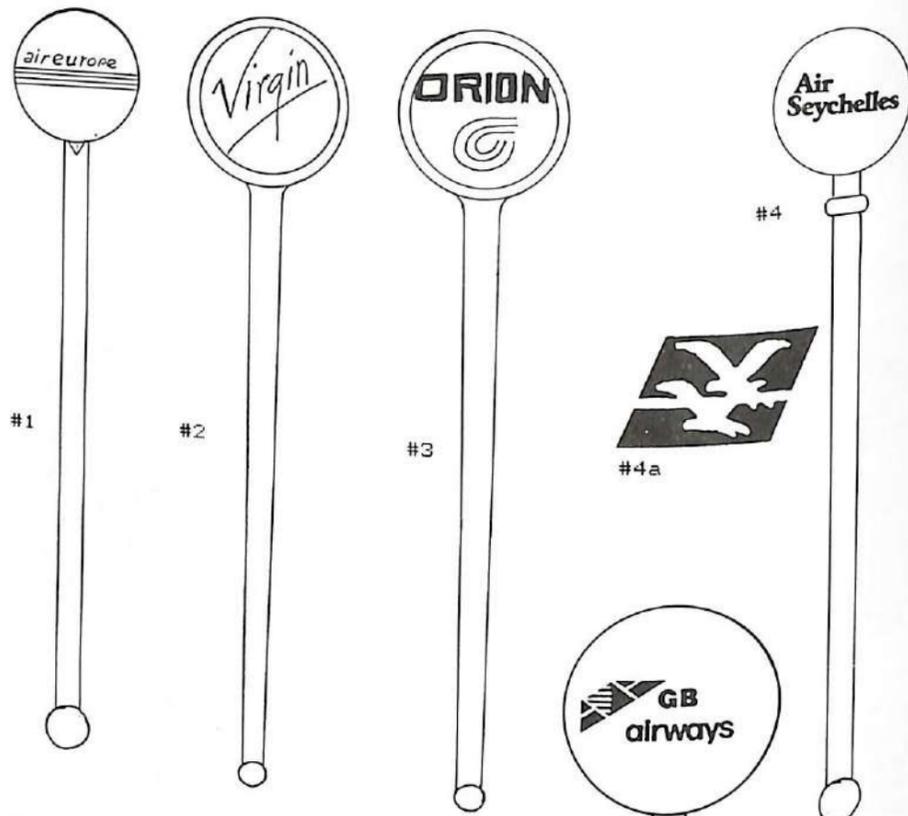
The only sticks he sent me that are not used in this issue, are an Air Cal stick which was shown in the previous issue, and a Transavia stick, which will appear in a future column.

Let me begin by telling you that none of the sticks shown in this issue, has their manufacturers' name on them.

Fig.1. This 5 7/8" (15 cm) one-sided stick of Air Europe has a round shank and a bubble end. It is all-white which the hot-stamped name over four thin lines in maroon. An other style that Vernon sent me (not shown) is of the same size but has a raised ridge separating the top from the shank. This stick has the name slightly larger across the top in gold and doesn't have the four lines. The one that I already had in my collection, is also white and has the letters slightly thicker than the one I received from Vernon. Apparently there are at least two variations of this stick. Vernon says this scheduled and non-scheduled airline flew 737s, 757s and Fokker 100s. It is no longer operating.

Fig.2. This one-sided stick from Virgin Atlantic also measures 5 7/8" (15 cm) and has a flat shank and a small bubble end. The stick is all-transparent and has a dark smoke color. The flat top has a raised ridge around it and the writing is also raised. This stick also comes with two identical sides. Vernon notes that this scheduled airline flies 747s.

Fig.3. This Orion Airways stick is also all-flat with a small bubble end. It is also 5



7/8" (15 cm) long. The top has a raised ridge and raised name and logo. This stick, however, has two identical sides and the two known colors are yellow and gold. Orion flew A300s and 737s on charter flights, but the airline has since merged with Britannia Airways.

Fig.4/4a. Air Seychelles (pronounced say-shells) is the national airline of the Seychelles Islands in the Indian Ocean. This stick is 6 1/4" (16 cm) long. It has a flat top, round shank and a bubble end. This stick too has a raised ridge separating the top from the shank. The stick has two different sides, with one side showing the airline's name (illustrated) and the other side the logo (4a) in red (top), white and green (bottom). Both are hot-stamped. The three known colors are white, red and dark blue. All three have the names and log in silver. Vernon says the airline's 767 international London-Gatwick service is still operating.

Fig.5. This GB Airways (formerly Gibraltar Airways) is 4.5" (11.5 cm) long, has a flat

top, round shank and one-sided end. It is white and one-sided with the hot-stamped logo in dark blue (top line and GB) and red (bottom line, small triangle and Airways).

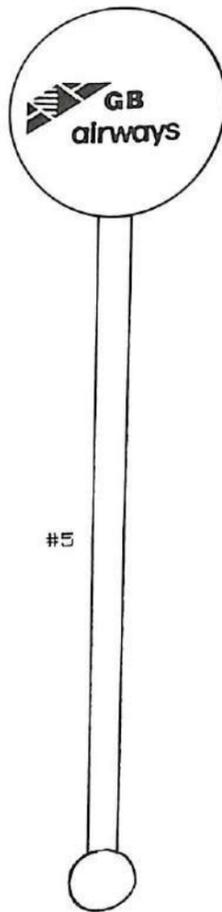
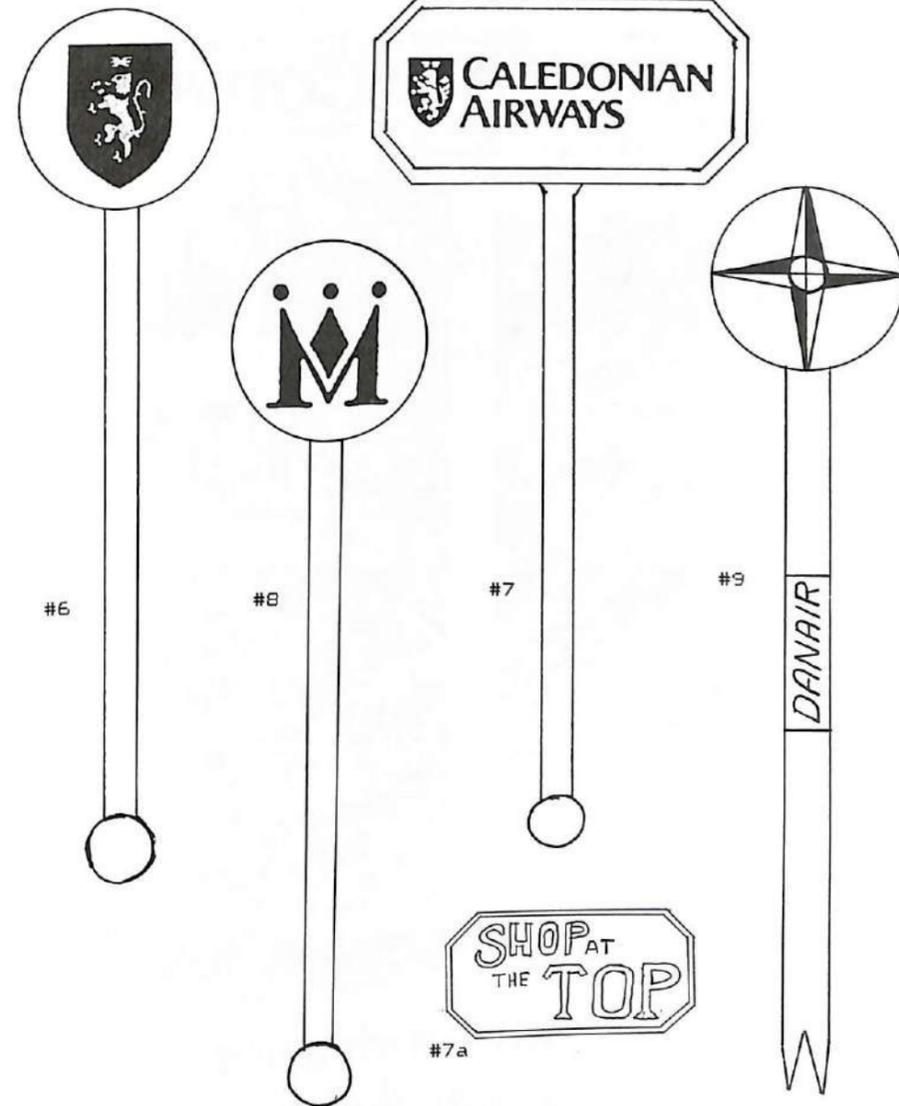


Fig.6. Caledonian Airways. The stick is 4.5" (11.5 cm) long and is one-sided. It has a flat top, round shank and bubble end. The stick is dark blue with the hot-stamped logo in gold.

Fig.7/7a. This Caledonian Airways stick is also dark blue with hot-stamped gold text and logo, but it has two different sides. The text on the reverse either refers to a duty-free shop at the airport or on board the aircraft. I hope Vernon will provide me with more information about this. The flat top measures 1 15/16 x 15/16 inches (4.8 x 2.4 cm). It has a thin edge around the perimeter. The shank is round with a bubble end and the overall length of the stick is 4.5" (11.5 cm). Vernon notes the airline is operating charters with 757s and L-1011s and is the charter division of British Airways.

Fig.8 Monarch is also still operating and flies scheduled and charter services with A300s, 737s and 757s. This one-sided stick is 4.5" (11.5 cm) long, has a round shank and a bubble end. The color is dark blue with a large gold, hot-stamped logo.

Fig.9. Dan-Air is also a scheduled and charter airline and flies 727s, 737s, BAC One-elevens and HS 748s. This two-sided stick is 4 3/4" (12 cm) long, has a round shank and a double-prick end. The logo on the top is raised. So is the named, except that it is in a recessed area of the shank. The three known colors are white, red and dark blue.



because there was only one entry in each. Prize winners are:

B&W photos:  
JEFF MAGNET with a DC-8-61 in the landing (see front cover, this issue).  
Best color & Best of Show:  
PETER DE RISSEAU with a Sobel-air 707 in the landing (see p.1 of this issue).  
Best color slide:  
DAVE CAMPBELL with an Air Aruba 727 taking off (will be published in the next issue of the CAPTAIN'S LOG).

TRIVIA CONTEST  
The questions and answers of the Trivia contest, a traditional Saturday banquet favorite, will be published in our next issue. The winner is: G. MARGRAF with seven correct answers and four bonus points. He works

## The Convention

Continued from p.105

at McDonnell Douglas at Long Beach and was presented with a plaque donated by Air Jet.

### NAME THE PLANE

The "Name the Plane" contest at the banquet was again put together and run by John Wegg and Terry Waddington. But this year was the last time. John made the announcement that he and Terry, after 12 years, are calling it quits and hope to do "something else" next year.

On behalf of the WAHS and all past AI participants, I thank John and Terry for all the effort they have put into the contest for all those years.

This year's contest was just as tough as the previous 11. The average number of correct answers was eight out of 20 slides. Phil Brooks came out on top with 11 correct answers and was presented with the Paul Goethe Award. Second was Mike Chew, also with 11 and third Steve Yeoman with 10.

### BANQUET DRAW

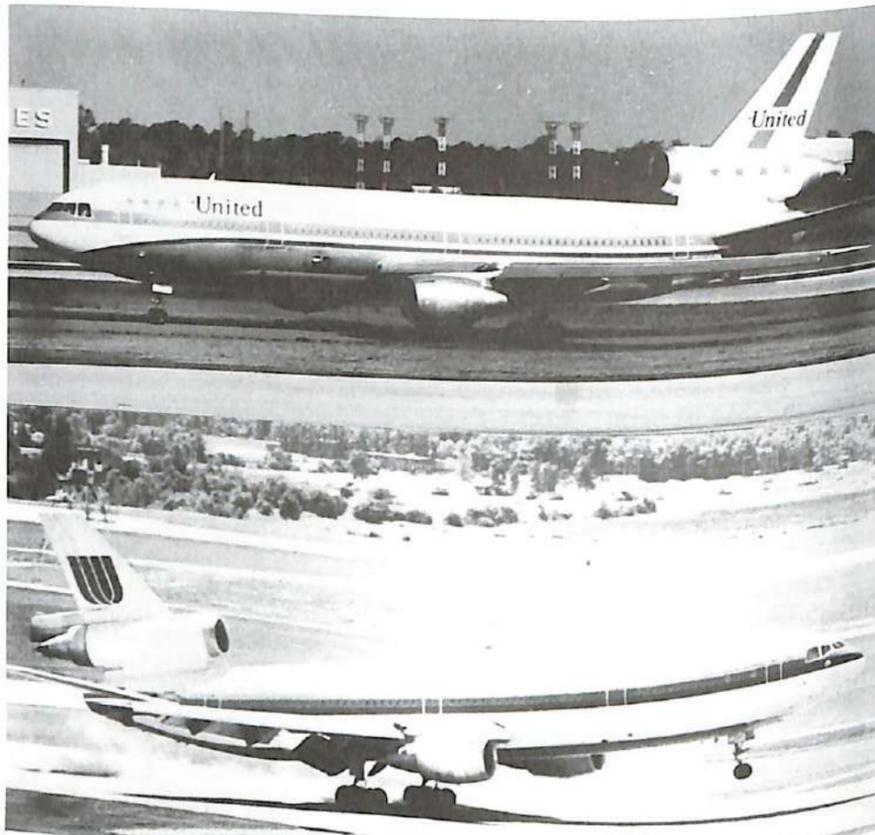
Yves Lelain of Paris, France won the big draw prize at the banquet, a roundticket for two from Los Angeles to Bali, donated by Rod Meyers of Air Indonesia. The second prize was a roundtrip for two from Southern California to Las Vegas, donated by America West, but I did not get the name of the winner.

Our congratulations go to all the winners.

# The Convention



Captain Al Haynes, keynote speaker at AI '92 (Lance Ross photo). DC-10-10, N1819U in 1972-74 colors (John Wegg photo) and in 1974-current colors (Gerritsma).



## Good Communication, Solid Planning, Capt. Haynes Tells Airline Enthusiasts

By Lance Ross

(Irvine, California) - "One of the things about an emergency disaster," said someone who should know, "whether it's an aircraft accident or anything else, is that disaster doesn't bother to read your plan." The expert is retired United Airlines Captain Al Haynes, who was in command when his Denver to Chicago flight was crippled by an exploding engine in 1989. Haynes was the keynote speaker at the just-concluded Airliners International '92 convention, in conjunction with the World Airline Historical Society.

"This was the greatest after dinner speech we've ever had," noted aviation artist Mike Machat told Haynes afterward. Haynes continues to downplay his role as a hero in the accident, describing himself as just a well-trained pilot doing what he was supposed to. If there were heroes, he insists, they were his fellow crew members and flight attendants, the passengers, the emergency specialists who worked the accident, and the people of Sioux City, Iowa.

There was absolute silence in the huge banquet hall, as Haynes preceded his talk with a gripping video tape containing air traffic and emergency services radio traffic of the minutes leading up to and immediately following the crash of United flight #232 at the Sioux City Gateway Airport. Haynes' hour-long presentation afterward focused not on grim details of the accident in which 112 people died, but the efforts that saved 184 lives . . . a team effort that Haynes argues can be applied to any number of circumstances.

Haynes still refers to that afternoon's events as "our arrival in Sioux City." There are, however, few euphemisms in his direct, matter-of-fact analysis of what happened . . . and how the world can learn from experiences that were terrifying, frustrating and infuriating, all at the same time.

"I have serious doubts about making your airport," Haynes told air traffic controllers shortly after an unprecedented

engine explosion severed all hydraulic lines on his DC-10-10, N1819U. But a remarkable collaboration involving cockpit and inflight crew members, air traffic controllers and emergency preparedness employees made the nearly impossible all but happen.

"They think they have witnessed a non-survivable accident," Haynes told his audience of many people who see the video. A combination of luck, communication, preparation, execution and cooperation made the difference, he said.

The accident was as much a learning experience for aviation professionals as it was a tragedy. And Haynes is determined to make certain that some good comes out of that terrible day that changed his life, July 19, 1989, when 70 pieces of shrapnel from the tail-mounted number two engine beat the billion-to-one odds, and left his aircraft virtually uncontrollable. Haynes likened it to being hit by anti-aircraft fire, saying that, as far as he was concerned, his plane was shot down.

"We were rendered with zero fluid, zero pressure, no ailerons to bank the aircraft, no rudders to turn, no elevators to control the pitch, no leading edge or trailing edge flaps to help us slow down for landing, no spoilers on the wing to help us descend or brake on the ground," he reminded the group. "And on the ground, we had no way to steer it, and no way to stop it." Controlling came by delicately maneuvering the number one and three engines - - those on the wings.

Circumstances brought four near-strangers together for life. Haynes had previously flown with first officer Bill Records, and knew him a little. He had never flown with second officer Dudley Dvorak. And DC-10 instructor Capt. Denny Fitch, a passenger at the time of the accident who moved to the cockpit to help, was also a stranger to Haynes. Records is now a Boeing 737 captain. Dvorak is now a Boeing 767 first officer. Fitch, a DC-10 training officer and training check airman from United's Denver training center, was commuting home to Chicago aboard flight #232, and moved forward to the cockpit 15 minutes into the 41-minute crisis. Fitch is now a Chicago-based 727 captain.

Training did not teach the crew how to solve a total hydraulic failure. But it did help them determine together how to deal with the problem.

"As far as I know, no one likes 'standard operating procedure,'" Haynes said. "Especially pilots. They don't like being told how to fly." The procedure didn't have the answers at the time of the mishap because, officially, the problem couldn't happen.

"It gave us a foundation that we could build from," he added. "And from that foundation we made it up as we went along, and tried different things to get them to work."

He drew an analogy between transmitting on the same radio frequency during the time of a crisis, and coordinating communication in any crisis on the same wavelength - - listening, sharing information.

There can never be too much preparation to deal with emergencies, Haynes insists. Eighteen months before Haynes' "arrival in Sioux City," the airport's disaster drill circumstances bore what became a striking resemblance to flight #232: a wide-body jet crash-landing on a closed runway at Gateway Airport with 150 survivors and almost as many fatalities.

"Drills do work, and they pay off," he said, warning his audience to do everything possible to carry that message to friends and co-workers.

Another warning came when he said that too many people underestimate the intensity of post-traumatic stress and the emotional scars from a crash or other disaster. A military pilot who flew between the Korean and Vietnam Wars and never saw combat, Haynes originally doubted the potential of post-traumatic stress, once referred to as "shell shock." He's changed his mind.

"You really can't comprehend just how bad it will be," he said. "I thought there's no way it can be as bad as people told me it was. After going through it, I know I was right. It's not as bad as I thought it was. It's much much worse." And he warned that first responders, such as police, fire, paramedic and airline personnel, sometimes harden themselves to the grizzly scenes of accidents, ignoring offers of help to relieve the stress and believing that they are immune from the problems.

"That's utter nonsense," Haynes said forcefully. "No one needs it any more than the first responders." To this day, some people in Sioux City, including people who were nowhere near the airport, are still getting counseling. Survivors of this and other accidents are often told to "get on with your life and put this behind you." For Haynes, no one on the outside can understand just how deep-seeded the pain and trauma can be.

"It's an insidious thing that can raise its ugly head any time, anywhere," he warned. "I have been fortunate so far of not having it happen to me. But I know it can."

One of the few points of irritation he displayed during his address came when he talked about pre-flight safety briefings conducted by flight attendants, and the lackadaisical attitudes of most passengers.

"I asked 120 businessmen in Dallas," he said of an inquiry during a speech about who read seat pocket safety cards. "Only three of them raised their hands . . . If you don't read the card, you don't watch the briefing, you don't know. And if you don't know, you're going to end up like 14 passengers in Los Angeles who are no longer with us, because they didn't know how to get out."

That was a reference to last year's accident in which a USAir 737 was cleared to land on a runway on which a SkyWest Metroliner had been mistakenly instructed to hold prior to takeoff. The National Transportation Safety Board determined that at least 14 of the passengers who died could have survived, if they had known how to properly evacuate the aircraft.

The U.S. airline industry's now-widespread command leadership research management - - cockpit teamwork program - - has received high marks because of flight #232 and other survivable mishaps. Only in practice 12 years at United, Haynes recalled the days when whatever the captain said was law, right or wrong.

"That man was standing on the ground when they built the airport," he quipped. "They gave him four stripes, he's the captain, do what he says. I was 24 years old when I was hired by United Airlines. I had flown in the military. When I walked on my first DC-6, the world's oldest man was sitting in the left seat. I didn't know anybody that old could fly. So I was going to do what he said, no matter what he said. About three years ago, I was telling this story to a young second officer, and I realized that when I was relaying the story, I was two years older than that captain was."

Haynes' mood turned serious again, when he said somberly that the airline industry lost planes and people because of bad decisions by one crew member without the benefit of input from another, or the fear of retribution for speaking up.

"Ask, find out," he said, explaining that the CLRM concept works just as well in the conventional workplace as in the cockpit.

That became part of the lesson plan after the explosion in an engine casing that can hold a DC-3. The crew discovered that 103 years of combined flying experience still didn't reveal one minute of flying time with the problem they had. Making matters worse, as first officer Records realized, the inability to control the plane was occurring at the same time that the aircraft had full left ailerons and full nose up on the elevator. At 37,000 feet, the DC-10 was in a descending right turn, headed for a roll on its side.

"Pilots in the room will appreciate this more than anyone else," he told the crowd. "I said the dumbest thing I've ever said in my life. I took hold of the control wheel and said, 'I've got it,'" as the room erupted in laughter.

For forty more minutes, first three, then four men successfully struggled to keep the DC-10 in the air, all the while improvising and learning from each other. In that sense, they made it.

With about four seconds to go, the luck ran out, as the left engine spooled up faster than the right. Although the plane went from level flight to a 20 degree bank. That may have actually saved lives, since the DC-10's breaking apart allowed some people to exit the aircraft. Flight #232 hit the runway at 215 knots, 95 knots faster than normal for a DC-10.

"We missed the runway by 75 feet," he said, pointing to spots on a slide displayed on a huge banquet hall wall, noting where the right main gear had sheared an 18 inch deep hole in 12 inch deep concrete. "We did not cartwheel gear and the right number three engine." Then, the tail broke off. And without the weight, the left wing began to come up.

"We went perfectly vertical," Haynes remembered. "We bounced on the nose three times." After what he said was something akin to a pirouette, the plane became briefly airborne again, and landed upside down. Survivors were found in all four broken sections of the plane, and the four pilots were discovered under a mass of avionics wires.

The people of Sioux City responded in an unprecedented manner, Haynes believes. He said that he "was extremely proud of United" and its handling of both the accident itself, the survivors and the relatives of passengers. He credited other airlines, particularly Continental and its 1987 Denver accident and USAir's recent mishaps in Los Angeles and New York, for exercising the same care post-crash care. Additionally, high marks went to the Air Line Pilots Association and Association of Flight Attendants. Haynes also praised his passengers.

"I stand in awe to this day of their behavior," he said, with a little emotion noticeable in his voice. "None of this stuff you see on television. Nobody was screaming. Nobody was crying. They did exactly what they were asked to do. They changed seats to be next to the exists so that the bigger, stronger men could be there in case a door needed to be open. We had 40 children between the ages of two and 14 aboard our aircraft, a lot of them traveling unaccompanied. They all, without question, changed seats so that the flight attendants had one adult next to every child."

One passenger was making her first trip after having just finished a fear of flying class. Instead of panicking, she used what she had learned to calm others around her. And Haynes' list went on.

"These are the heroes of 232," he said. He credits his wife of 33 years, Darlene, as a key part of his healing.

"Without her help, without my family and friends to listen to me and to help me through this trauma, there's no way I could've gone back to work in three months and flown for a year and a half before I retired," he added. Trauma, he said, is worse than alcohol abuse in attempting to deny the need for help. And he urged people to be there when somebody calls out for assistance.

# The Convention

By JOOP GERRITSMMA

It is unfortunate, but this year's Airliners International Convention will be remembered by many people more for its discord and disappointments than for its positive aspects. No doubt it will also be remembered for the earthquakes that shook everyone out of bed early on Sunday morning (see Take Off Talk).

Being an optimist by nature (most of the time, anyway), I will begin with the positive.

## LAX, MOJAVE

I for one tremendously enjoyed the ramp photo tours of LAX and Mojave, the latter a desert storage site for out-of-work airliners.

The two ladies who were the guides on the LAX ramp tour I was on, went out of their way to make stops - often long ones - at several excellent locations along taxi- and runways and on ramp areas, leaving we photographers almost as free as we wanted to be to get our shots. Thank you, LAX, for accommodating AI'92 participants and for taking at least two additional bus loads on very short notice. Your hospitality to a convention that did not even meet in the City of Los Angeles, is much appreciated!

I could not help but feel sad when surveying all those out-of-work airliners at Mojave. Airliners should be in the air, carrying passengers and earning money for their owners, not stand in storage. However, that is all too often the way things are in the airline business these days.

The group I was with received an unexpected bonus when a gate to a separate compound that was supposed to have been closed, was found to be open. (It was closed on a previous tour, I was told by participants.) In no time at all, swarms of photographers were "lost" among the former TWA CV-880s, PanAm 727s, Eastern DC-9s and many other aircraft stored inside the compound.

All this was on top of the aircraft we saw and photographed on the runways and ramp areas of the airport. A big thank you goes to the people of Civilian Flight Test Center, our hosts for the

Mojave tours. (A more-extensive report on Mojave will appear in the next issue of the CAPTAIN'S LOG.)

Thanks also to Air Resorts, which operated a CV-440 (still in faded Cochise colors) and a CV-580 from Orange County to Palmdale for the Mojave tours. The aircraft left at about the same time each way and it was so arranged that people flying on the CV-440 one way, would be on the CV-580 the other way, and vice-versa. A nice touch indeed.

## THE BANQUET

Then there was the Saturday night banquet. It was truly the highlight of the convention for me. The guest speaker was retired United Airlines Captain Al Haynes who talked about what went on before, during and after the crash of his UA DC-10 at Sioux City. Haynes had the entire audience spellbound for more than an hour. An extensive and excellent report on his talk by Lance Ross appears elsewhere in this issue.

Also at the banquet, aviation artist and master of ceremonies Mike Machat gave a very entertaining talk about how he got his start in the business. The audience repeatedly burst into laughter as he showed slides of some of his "early period" art, when he was five or six years old. (The man must be a packrat of the first order to have saved all that stuff.)

Unfortunately, most of the rest of the convention was not up to the same standards of excellence.

I don't want to go into great detail, but it appeared that AI'92 as a whole was poorly planned and organized and there was a strong impression that financial profit was the driving force behind it all. In this light it is telling of the mood among the people that one WAHS member was given a warm round of applause when he mentioned the for-profit issue at the WAHS business meeting.

## PROMISES

As early as November of last year I was told of many exciting events that would make AI'

92 the best and biggest ever. They included DC-2 flights, a tour of the McDonnell-Douglas plant, a Qantas 767 coming into Orange County with people from Australia and New Zealand, two or three 747s full of people from Europe and Asia, and various aircraft on static display at the John Wayne Airport for us to photograph. When the DC-2 flights sold out fast, a Ford Tri-Motor was added to the roster to handle the overflow.

But as the convention dates came closer, rumors began circulating it was all falling apart. The DC-2 and Tri-Motor flights and the McDonnell-Douglas tour were cancelled, the 747s and 767 never materialized and neither did the static display at the airport. Sadly, no one was notified of the cancellations, even though there was still time to do so before the convention. Most people did not find out until they arrived. I know of one gentleman who came from Austria specifically to fly on the DC-2. If he had been told of the cancellation, he could have saved himself some money.

I was told convention organizers John and Kase Dekker had to refund \$13,000 in tour bookings. When I reported to the convention administration desk on the first day to get my refund, there was no money left and I had to make two more trips the next day to get it.

## CONTROVERSY

Already before the convention there was a controversy about registration forms. Many were "lost" in the mail, I was told. There were accusations of favoritism and keeping out competition in the assignments of tables on the trade floor and there was no provision made to hold the usual slide and video shows during the days of the convention. Promotion and organization of the traditional photo/slide and model contests was extremely poor, if there was any at all. Rooms to hold these contests were opened a day late due to problems within the convention committee. As a result, participation was low. Several categories in each contest were combined or cancelled because of a lack of entries (see separate stories in this issue).

The official program of the



The Prez signs up a new member

convention did not set times aside for the traditional WAHS welcoming cocktail party and the WAHS business meeting. I never found out when the cocktail party was held, or even if it was held. A business meeting was shoehorned in on Friday evening after the date and time had changed twice. When it was finally held, convention committee chairman John Dekker and his father Kase were absent. Instead, committee member Jeff Keller came to face the accusations and dissatisfactions.

#### RULES ADOPTED

To prevent these problems in the future, members at the WAHS business meeting adopted a set of rules for convention committees to comply with, to safeguard future conventions. WAHS president Paul Collins has more to say about this in his column "For the Good of the Society". With these new rules, I have every confidence the problems that plagued AI'92 won't be repeated in the future.

#### Banquet



MC Mike Machat: he made us laugh

#### Earthquake



Tall buildings shook

124

#### The trading floor



#### LAX ramp tour



TriStar 500 from Germany and 747-409 of China Airlines



#### Mojave ramp tour



"Sic transit gloria"

## 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

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19 SEP 92 (Saturday)  
ATLANTA, GA

AIRLNER SHOW. Location to be announced. For details: Bryant Pettit or John Joiner, P.O.Box 634, Clarkston GA 30002, Ph. (404) 292-6969 or (404) 487-3732.

03 OCT 92 (Saturday)  
LOS ANGELES, CA

L.A. Airliner Expo, Viscount Hotel at LAX, 9750 Airport Blvd, Los Angeles, CA 90045, (213)645-4600. Special LAAX room rates. For more info, send self-addressed, stamped envelope to L.A. Airliner Expo, John Dekker, P.O.Box 820, Seal Beach, CA 90740 Ph. (714) 841-4446.

17 OCT 92 (Saturday)  
CHICAGO, IL

Airliner show, Sheraton Hotel, 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

31 OCT/01 NOV 92 (Sat-Sun)  
FRANKFURT/MAIN-SCHWANHEIM, Germany

International trade show, Gaststaele Turnhalle Schwanheim, Saarbrucker Str.4, Frankfurt am Main-Schwanheim, 100-1800 hrs. Free adm., Info: Rhein-Main Aviation Soc., Flughafen Frankfurt, Geb.201, Postfach 215, 6000 Frankfurt/M 75, Germany.

07 NOV 92 (Sturday)  
SAN FRANCISCO, CA.

Bay Area Airliner Historical Society, Airliner Show, Grosvenor Inn at SFO. Gen. adm. \$5 at door. Room & table rates and other details: Tom Draques at (415) 574-8111.

14 NOV 92  
TENAFLY, NJ

Fall International Toy and Model Show, sponsored by The Plane News, The Clinton Inn, 145 Dean Road, Tenafly, NJ, 1000-1400 hrs. All types of airplane toys and models. Gen. adm. \$5. Hotel is 5 mins from George Washington Bridge & New York City. More than 50 tables. Display tables \$35 for IPN members, \$50 for others. Info: G.R. Webster (203)629-5270.

21 NOV 92 (Saturday)  
TORONTO, Ontario, Canada

Airliners International Toronto, Aviation display & slide show, Christ the King Anglican Church, 475 Rathburn Road (between Renforth Dr and The West Mall (south side of the street, 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.

05 DEC. 92 (Saturday)  
CHICAGO, IL.

O'Hare Airline Memorabilia Show, Holiday Inn O'Hare, 5440 North River Road, Rosemont, IL 60018, (708) 671-6350, FAX (708)671-1378. Discount rate \$59.50 or D with res. by 10 NOV 92. Show 0800-1700 hrs, more than 100 vendors, Gen. adm \$5 (ch under 12 free), VIP guest: Col. Robert Morgan, pilot of WW2 B-17 Memphis Belle. Exhibit tables \$40 ea. (incl 2 adm tickets), send payment to Linda Dickerson, 175 Lakeshore Dr., Asheville, NC 28840, Ph. (704) 258-2593 or in Chicago Dona Johnson, (708)854-1152.

09 JAN 93 (Saturday)  
SAN DIEGO, CA.

Airline Collectibles Show; Holiday On-the-Bay, 1355 North Harbor Drive, San Diego, CA 92101, (619) 232-3861. Hotel is 3 mi from San Diego Int. Ap. Rm \$79 per night double, before 09 DEC 92. For Res. 1-800-HOLIDAY (Mention Airl. Coll. Show). Show runs 0900-1700 hrs. Gen. Adm. at door \$3, Ch. under 12 free if with parent. Display tables \$25 ea. must be received by 12 DEC 92. Cheques to & more info from: Fred Chan P.O.Box 473, Burtonsville, MD 20866, (410)381-4626, or Tony Trapp, 608 Valley Drive, SE, Vienna, VA 22180, (703)938-0175.

03 APR 93 (Saturday)  
IRVING (DFW) TX

Airliners International D/FW, Airline Memorabilia Show & Sale., 0900-1700 hrs. Holiday Inn, DFW Airport North, 4441 Hwy. 114, at Easters Road, Irving, TX Rm \$40 up to 4 people in room. FRI-SUN airline employee rate at hotel (with I.D.), 7,600 sq ft trade area, 140 tables. Info: George W. Cearley Jr., P.O.Box 12312, Dallas, TX 75225.

24 APR 93 (Saturday)  
ARLINGTON, VA.

Airline Collectibles Show; The Rosslyn Westpark Hotel, 1900 North Fort Myer Drive, Arlington, VA 22209 Ph. (703)527-4814. Hotel is 4 mi from National Ap. Rm \$79/night. For Res. 1-800-368-3408 (Mention Airl. Coll. Show). Gen. Adm. at door \$3, Ch. under 12 free if with parent. Show runs 0900-1700 hrs. Display tables \$25 ea. must be received by 12 DEC 92. Cheques to & more info from: Fred Chan, P.O.Box 473, Burtonsville, MD 20866, (410)381-4626, or Tony Trapp, 608 Valley Dr. SE, Vienna, VA 22180, (703)938-0175.

08-11 JUL 93 (Thurs.-Sun.)  
WASHINGTON, D.C.

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

Every last Tuesday of the month  
Except DEC and the AI convention month.

DENVER, Colorado

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

#### 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.

## BOOKCASE

DE HAVILLAND COMET  
(Classic Civil Aircraft: 3)

Author: Philip J. Birtles  
Publisher: Ian Allan Ltd, Coombelands House, Addlestone, Weybridge, Surrey, England KT15 1HY (1990)  
Price: Approx. \$27  
Hardcover, 112 pages, 148 B&W photos, 3 col. photos, 20 diagrams, maps, plan views and other drawings  
(Reviewed by Joop Gerritsma)

It is not generally remembered now that the Boeing 707 was not the first jetliner in the world to start scheduled commercial passenger service, but that it was the De Havilland DH-106 Comet from Britain, back on 02 MAY 52. This new Ian Allan title, the third in the Classic Aircraft Series, tells all about the conception, development, production and service of the Comet, the world's first commercial jet airliner. It talks about the triumphs and the tragedies before the Comets were grounded in 1954, and about what De Havilland did to make the aircraft rise again to did to make the extremely successful second career. Even Pan American placed an order for the Comet 4 as an insurance in the eventuality that the first American jetliners the DC-8 and 707, would not be ready in time. When it appeared they would be, the Comet order was quietly dropped.

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The Comet made its second debut in a splendid way: on 04 OCT 58 two Comets (the Mk.4 version) of BOAC started the world's first regular passenger jet service across the North Atlantic between London and New York, one in each direction and beating PanAm and the Boeing 707 by a week.

The author also looks at military Comet operations with the Royal Air Force and the Royal Canadian Air Force. Appendixes provide details about preserved Comets (16), measurements and performances for the eight variants and sub-variants built, and a production list that won't get out of date soon because only two Comets (of 124 built) are still in flying condition. Both are former RAF aircraft and are used in Britain as equipment flying test beds.

This book differs slightly from its two predecessors in the series. It does not have an opening chapter in which the history of the manufacturer is reviewed, as is the case with Lockheed (Constellation) and Boeing (707).

The entire book is printed on heavy glossy paper stock, making for excellent reproduction of the photos. Mercifully, only nine photos in this book are split over two pages. But it is still nine too many in this reviewer's opinion. Why not place these photos sideways on one page, as was done with the photo of Dan Air Comet 4, G-APDB on the last page of the book?

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

by

Paul F. Collins

I ended the last "seat" column with the following statement, "This may be the only LOG we get out before the convention in California." For a while it looked like it might be THE ONLY LOG we might get out ALL YEAR! It certainly was NOT in the plans of the staff to have this delay in getting out issue number two of the current volume. On return from AI 92, our Editor became involved in several projects that delayed him in finishing the current issue. We will try our best to get the next two issues to you as soon as possible. THANK YOU for your understanding. As mentioned a number of times before, the entire staff of the LOG is made up of volunteers. Like each of you, we have things to do around our homes, places and activities to go and do with our families, all of which take up "time," a very precious commodity these days!

Airliners International 92 is now history and how it will be rated in the minds of most, especially if they stayed in the Hyatt on Saturday night, will depend on what floor of the hotel they were located. Using a scale of 1 to 10, with a one being the lowest rating, those located on the first several floors might have rated the show as a 3 or 4, but you can rest assured that those on the top three or four floors would give the show a TEN! To be in California when they experienced their strongest earthquake in over 20 years is something we will all remember for years to come.

While the paragraph above is somewhat in jest, it is really difficult to judge how those attending the show this year will rate it compared with the other AI's held over the years. With all the controversy going on before we even got there, it will be hard to separate what was good about the show and what was actually bad. The Mojave and LAX tours both received high marks from those taking those tours. There was some complaining from those that took the Mojave tours that they had to wait long periods of time to be picked up at the airport and returned to the motel. However, most stated this was a minor inconvenience considering how great the tour was. The tours/airplane flights that were cancelled all received low marks. Although the committee had no control over the condition of the aircraft that were to appear, a good number of people were very disappointed they could not get their ride in the DC-2 or the Ford.

Along with the tour problems, from what I have been able to determine, the two contests were not handled with the same professionalism that we have been accustomed to at previous conventions. The photo and model contest is the highlight of the convention for those wishing to display their models and slides/photos. This is especially true for model builders since they usually hand-carry their models through crowded airport terminals and on the airplane to protect them from damage. The 1992 convention committee, it seems, took the attitude that the contests were just so much bother, and it showed in the way the contests were handled. If your advertising your having contests, handle them like you really mean it, or do not have them as part of your convention. Washington and Atlanta please note!

As mentioned above, there was quite a bit of controversy preceding this convention. This ranged from Society members not receiving their convention information packets to the committee showing favoritism in selling tables. To avoid problems of this nature at future AI's, a number of motions on what a convention committee can and can't do were voted on at the annual convention business meeting on Friday evening June 26, 1992. These rules, or motions, will be printed in THE NEXT issue of the LOG, along with motions previously voted on at earlier conventions. These rules will be available to anyone wishing to host a future AI convention.

To end this story on AI 92, I will offer the following as I experienced it, not in any set order. The trading area was great, lots of room, you did not feel crowded. I obtained a good number of post cards and stickers that were new to me. We met a lot of Society members and hopefully signed up a number of new members. The convention site was inconvenient for those that did not drive and did not want to spend \$5.00 for a hamburger! The cash bar/welcome party on Thursday evening was a BUST! Starting the show on Friday at 12 noon was a waste of the whole morning for those not taking tours. The banquet was a HUGE success! Thanks Mike for the great performance! See all of you in Crystal City in 1993!

There was a "mini" Society business meeting on Saturday morning of the convention. While there was little to report, I felt it necessary to hold a meeting, regardless of how many members showed up. At all future AI's, there will be a SET TIME when the Society business meeting will be held. These meetings do not take long and might even be scheduled during the trading hours. The only news I had to report is that renewals have been very strong and the sale of the plastic membership cards have been very good. If you are interested in obtaining a card, send \$2.00 to HQ and we will be happy to forward a card to you.

During the short meeting we had, several members made note of the fact there are now a number of fake crew insignia (wings) being offered at the various shows and those collecting such material should be on their guard when dealing with folks they don't know. If you have questions about a certain item, ask the opinion of others before buying. There will be more on this subject in future issues of the LOG. Also, it seems, there are a number of bogus AERO-MINI models being sold/traded. If you have had any dealing were you believe you might have received material other than what was presented, please advise HQ so we can look into the matter.

There are lots of miniconventions going on this Fall so be sure to support your local "mini!" The folks hosting these shows really enjoy when you attend--it really makes their day!

That about covers all I have for this time. Again, sorry for the delay in getting this issue out. We will try to get the next two issues out before the year is over! REALLY! Until next time--happy collecting!

Paul

NEAL BALKUN, P.O. Box 2685, Darien, CT 06820 is looking for any aviation related Hawaii items from any airline. Also wants any items from Braniff Int'l and American West--ANYTHING! Top dollar paid, single items or collections. Neal also has for sale a number of different items including timetables, safety cards, ticket jackets, rare items, etc. Send list of what your looking for--Neal has 1000's of items!

MICHAEL KOPANSKI, P.O. Box 97931, Las Vegas, NV 89193 is looking for any airline stickers, especially any Asian airlines and 747-400 stickers. Mike has some to trade and will also purchase. Also looking for 747-400 operating manual as well as manuals or stickers of Bell 206L or Bell 412 helicopters. Also interested in any cruise line items especially any items from the following: Royal Caribbean ships; Sovereign of the Seas; Monarch of the Seas; and Majesty of the Seas. Please write if you have any of the above.

NOTE: Mr. Kopanski would like to apologize to all members for having to cancel the Las Vegas Airliners Expo in May. The problem delt with the hotel he had made plans with and things ended up being totally out of his hands. Maybe sometime in the future?

BOB SHIVES, P.O. Box 976, Chambersburg, PA 17201 is holding another mail acution of airline collectibles including many items from Piedmont, National, and Eastern. Also included are inflight items, books, glassware, models and a few Aeroflot items. This auction is a "housecleaning" auction with LOW or NO reserves. Please send SASE for a bid list. Please mark your envelope "AVIATION" on the front.

RANDY AUBLE, 7303 Hiner Lane, Indianapolis, IN 46219 is looking for the following items: 1/144 Micro Scale decal for Air Force One #44-0012; a United Airline teapot--current issue, as used in 1st Class (and featured in the last issue of the LOG, photo #24), TWA coffee mugs with current or 1960's twin globe logo, and a 1960's TWA coffee pot (twin globe logo on both sides). He will purchase or has for trade a large variety of memorabilia including models, shoulder bags, silverware, safety cards, etc. Please write or call 317-353-6614.

TERRY CHRISTENSEN, 1700 Drake Drive, Richardson, TX 75081-3008 is collecting material on the Boeing 307 aircraft (Pan American Stratoclipper and TWA Stratoliner). Needed are original photographs, picture postcards, histories, route maps, timetables, magazines, advertising posters, travel brochures, promo items, and agency-type display models pertaining to this aircraft. Please write or call Terry at 214-238-8301 around 1900 hours CST.

JIM W. ERNST, 13065 Sky Park Drive, Omaha, NE 68137 has list of airliner kits in various scales for sale. Also large list of airliner decals, mostly 1/144. Large SASE and note which list your interested in. Prices have been reduced from previous lists in order to move remaining items. Also looking for reasonably priced Aurora Airliners. Please write and advise what you have.

CHRISTIAN BRYAN, 36845 208th Ave SE, Auburn, WA 98002 is collectible model airplane kits, books, and memorabilia for sale and/or trade. Specializing in airliners, also military and aerospace. Please send one 29¢ stamp for list. Christian is particularly interested in the Convair 880/990 series.

CAM McQUAIDE, 3 Maple Grove, Lichfield, Staffs. WS14 9XB ENGLAND is looking for postcards depicting ramp scenes at U.S. airports from the 1930's through the 1960's. Also needed are postcards and information relating to the Boeing 307 Stratoliner and prototype DC-4E as used by United Airlines in 1939. In addition looking for "Airliners" magazine from Spring 1988 to Spring 1990, and Aero Digest magazines, late 1930's, early 1940's.

MARIO MATTARELLI, 18615 Budge St., Pierrefonds, QC H9K 1K8 Canada, wants to purchase an AeroMini DC-9 in Air Canada markings. Also looking for a wing landing gear assembly for the AeroMini B-747.

MIKE SCOTT, 4101 Isle Drive, Carlsbad, CA 92008 (619-720-3904) has for sale airline kits and some military kits, plus some decals. For list send SASE to address above.

SHIRLEY IBSEN, 140 Springside Road, Walnut Creek, CA 94596 is interested in selling a collection of approximately 500 different airline decks of playing cards. Please send SASE for list. List includes condition of each deck. You may also call 510-939-4856 (evenings CA time) for additional information.

BARRY VAN HOOZEN, 765 West South Boundary Street, Perrysburg, OH 43551 is a non-member of the WAHS but has a very interesting item of memorabilia to offer Society members. This item is described as a 2ft x 3ft framed board consisting of (1) Feb 24 1928 postmarked envelope from Santiago DeCuba to R. I. Dunten, Port au Prince, Haiti, with pilot B. L. Rowes' signature and a Lindbergh 5¢ postage stamp. (2) West Indian Aerial Express CporA baggage label. (3) A picture of Captain Basil L. Rowe in the Pan American World Airway door. (4) A picture of the Fairchild FC-2 "LaNina" of West Indian Aerial Express. If your interested in this very interesting piece of Pan Am history, please contact Mr. Van Hoozen at the address above or you may contact him at 419-872-9444 (office) or 419-841-1960 (home).

GUIDO ROHDE, Konrad-Adenauer-Ring 4a, W-3303 Vechelde Germany is a non-member of the Society, but is looking for information on his current model building project that one of you might have and can share with him. Guido is constructing a Boeing B0314 Clipper flying boat. This model is being constructed in the scale of 1:14, and will someday actually fly. The problem that Guido is now facing is getting an accurate pattern of rivet detail. He needs photos, drawings, just about anything that shows the rivet pattern. If anyone can be of help, please write Guido at the address shown above. He will appreciate ANY help you can give.

JIM BUSH, 11529 Villa Court, Unit 4 Apt 1B, Alsip, IL 60658 has available MIDWAY memorabilia. For price list send a SASE. Add 50¢ for picture of items.

ALLEN MOORE, 7806 Sands Point Drive, Houston, TX 77036 is looking for a variety of North Central items. This includes models, REAL wings, cabin service items, ticket folders, schedules, photos and vice items, "JET CUSTOM CLASS" departure board sign ESPECIALLY a "JET CUSTOM CLASS" departure lounge signage. Also as well as other departure lounge signage. Also collects photos of interior shots of old MDW (pre-1960), HOU (pre-1969) and a/c interior shots. If you have any of these items you would like to sell, please call 800-231-2650 Voice/FAX, or PRODIGY BPSS75A.



PETER WOLFF, P.O. Box 617971, Chicago, IL 60661 is a new collector looking for airline china, particularly cups and saucers. Please write or call 708-251-2934. Peter has railroad, steamship and other airline china to trade or will purchase.

ALLAN KAPLAN, 102 Powell Dr., Mather AFB, CA 95655 is looking to buy or trade for model decals (especially MicroScale and Jet Set--JSD 133 & 126). Have huge 1/72 military aircraft decal collection to sell or trade. Want Otaki L-1011 and Revell "short" DC-8 kits unbuilt. Also want "Airliners" summer 1990 issue. Have some extra issues to sell or trade. Please call (916-363-7516 California time) or send list--I will reply!

#### FOR THE GOOD OF THE SOCIETY

Society member William Gawchik offers the following. Packages shipped via United Parcel Service in the Northeast are arriving at destination damaged and with items missing from the packages. If you send a package to the Tri-State Airline Historical Society/William Gawchik, 88 Clarendon Avenue, Yonkers, NY 10701 we request that you DO NOT USE UNITED PARCEL SERVICE. There has been no problems with other delivery services.

NOTE: If anyone, in any section of the country, has been having trouble receiving packages, please advise Society HQ so we can warn others about the problems and see if we can do anything about correcting the problem.

CHICAGO MIDWAY AIRLINE EXPO will be held on September 5, 1992 at the Oaklawn Hilton Conference Center. The show will be open from 0800 am until 1600 pm, admission \$5.00 with numerous door prizes for visitors and vendors. Tables with two admissions \$25. Please contact Greg McCoy, 5240 W 55th Street, Chicago, IL 60638 for additional information. You can also call 312-735-9342.

AIRLINE KIDDIE WING identification guide now available. Vol I features US carriers. Send \$15.00 plus \$4.00 postage to William Gawchik, 88 Clarendon Avenue, Yonkers, NY 10701. If your a kiddie wing collector, this book is a MUST for your ability to identify wings and time periods in use.

Bogus Aero-Mini's Flying Around!

It has come to the attention of Society HQ's that there are a number of bogus Aero-Mini's being offered in trade and for sale by a small number of collectors and dealers. Aero-Mini's are being offered as being in mint condition, while in truth, the models are in way less than mint condition. Some models are being offered with altered decals. If you have run into this problem in your dealings with others, either other collectors or dealers, please advise Society HQ. We need to get to the bottom of this problem and set things straight.

Society member Duane Howard has reported some problems that he has encountered in his dealings with a Harold Curd. Mr. Curd has, according to Mr. Howard, misrepresented models send to Duane. Also, Mr. Curd has told a number of his customers that all of his (Curd's) Aero-Mini's have come from Duane Howard

and Air, Land & Sea. Duane states that this fact is simply not the truth and he is currently taking legal action against Mr. Curd. Duane would like to hear from other Society members that have had problems in their dealings with Mr. Curd. Please contact Duane at 200 E. Glendale Ave., #2, Alexandria, VA 22301-1837 or telephone him at 703-739-5524. Please leave message and if you want me to return your call collect.

Society HQ would also like to hear from you if you have been having problems in dealing for Aero-Mini's. Remember, only a very few people are dealing in these bogus models. We need to weed them out and we will be able to do it with your help. A good point to remember is to KNOW THE PERSON YOUR DEALING WITH, especially if a large sum of money is involved.

While on the subject, there has been a number of bogus insignia (wings, etc.) showing up at the various shows being offered as the "real" item. Once again, KNOW WHO YOUR DEALING WITH! If your getting a deal that's to good to be true, check out the merchandise very close. If your not sure about a certain item, check with another collector, between the two of you you should be able to decide if the merchandise in hand is the real thing or not. If you have had any problems in this area, please advise Society HQ. We need to log all these dealings involving bogus items so the membership as a whole can be made aware of what is taking place. Your help in this matter will be greatly appreciated.

(FLIGHT EXCHANGED continued)

MARK HARRINGTON, 500 E. Harwood, #4015, Euless, TX 76039 is looking for the following back issues of AIRLINE magazine: Spring, Fall, Winter 1988 and Spring, Summer 1989. Will purchase. Please contact at above address.

MICHEL MOSKAL, 376 Ocean Ave Apt 409, Revere, MA 02151 is looking for all Airbus stickers and for anything about Sabena Airlines. All letters will be answered.

KEN TAYLOR, RR 7 Calgary, Alberta, CANADA T2P 2G7 has for trade Quebec Air wings, World Way wings, Royal Canadian Mounted Police wings. Will trade for other wings or cap badges.

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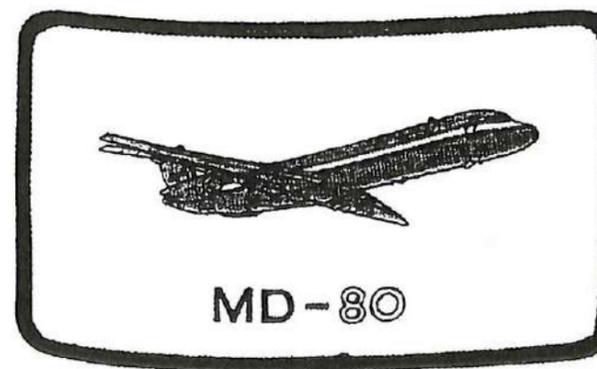
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The International Airline World Publishing Company has produced several hundred Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post 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**

**THE LEGENDARY 707**

Produced by: Aviation Media  
Price: \$27.95 plus \$3.05 P&H  
Reviewed by: Paul Collins

If you are a 707 "fan" then you would certainly enjoy having this video. The producers of "The Legendary 707" have included a lot of historical footage on how other aircraft in the Boeing fleet helped in the development of the 707. Aircraft involved are the B-47, B-52, KC-135 and the now world famous Dash-80. Lots of scenes of the Dash-80.

Following the historical material Aviation Media adds lots of Boeing 707 operations, on the ground and in-air. From the first Pan Am through some of the current operators you will enjoy operations of the 707 out of LAX and Miami International. The color presented on this video is excellent. A unique feature of this tape is the use of aircraft information when the various 707's are first presented. I am sure that most viewers will find this information helpful.

This is the third video that Aviation Media has produced and each one gets better. On the tail of this tape is a six minue preview of their next offering, "DC-8's Forever." If the 707 is YOUR airplane, you need this video in your library.

See advertisement in this issue of the LOG for this fine video.

**FLIGHT EXCHANGE (continued)**

FRED CHAN, P.O. Box 473, Burtonsville, MD 20866 wants to buy airline playing cards issued by U.S. carriers before 1970 and non-U.S. carriers, especially those based in South America and Africa. Fred has for trade: wings (Britannia, Asiana and Air Malta), kiddie wings (China Airlines and North American airlines) and many swizzle sticks. Please send a xerox copy of the backs of the cards you have available, their condition (mint, sealed, good or poor, etc.), complete or incomplete, and the price you'r asking. Call 410-381-4626 after 7 PM EST or FAX 301-953-2848.

ANTHONY S. POON, P.O. Box 261, Flushing, NY 11352-0261 is seeking the following display models in ANY scale: KLM Cityhopper F-28, KLM F-100, USAir Shuttle B-727 100 or 200, USAir F-100 and is particularly looking for a 1/164 scale model of ALM Antillean Airlines MD-82, customized by Pacific Miniatures for ALM. Should anyone have quality display models for sale of any kind, please write. Of particular interest are models made by Pacific Miniatures or any other foreign model manufacturer. Prefers to buy and not trade. Anthony also collects other items from KLM, ALM and USAir. Please drop a line or call 718-886-6009. All responses will be promptly answered.

**AVIATION HISTORIES AVAILABLE**

George Cearley, Jr., our Schedule Editor, has published a number of aviation history books over the years. Below you will find a listing of books that are still available from the author. The prices shown in the right column include shipping and handling. If you are interested in any of the publications, please order directly from Mr. Cearley. His address is listed below.

1. **AMERICAN AIRLINES (1987 Edition)** \$18.00  
History of AA, predecessors, 1920's-1987; 136 pages 700 photos and illustrations.
2. **ATLANTA AIRPORT - A Pictorial History of Airline Service at the Airport, 1920'2-1991;** \$22.00  
168 pages 750 photos and illustrations.
3. **CAPITAL AIRLINES** \$16.00  
History from 1927-1961; 88 pages, Fleet list 1945-1961; 300 photos and illustrations.
4. **DALLAS LOVE FIELD** \$22.00  
History of airline service at the airport from 1920's-1991; 201 pages. 1,100 photos and illustrations including 500 Braniff photos from 1929-1984.
5. **EASTERN AIR LINES (Orig. printed 1983, revised 1990)** \$18.00  
History of EA and predecessors, 1920'2-1980's; 96 pages 220 photos and illustrations.
6. **TRANS WORLD AIRLINES** \$18.00  
History from 1925 to 1987; 136 pages with over 600 photos and illustrations.
7. **UNITED AIR LINES** \$18.00  
History of UA and predecessors 1920's to 1992. 104 pages, 475 photos and illustrations.
8. **WESTERN AIR LINES** \$18.00  
History from 1925 to 1987, 120 pages; 700 photos and illustrations.

\*PRICES INCLUDE POSTAGE AND HANDLING CHARGES, FOR USA ORDERS ONLY.

BOOKS WHICH ARE NO LONGER AVAILABLE AND WILL NOT BE REPRINTED:

1. Braniff (1981 edition)
2. Braniff (1928-1965 edition, printed in 1986)
3. Braniff (1965-1986)
4. National (1985)
5. Delta (1985)
6. American (1982 edition)

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DOUGLAS DC-8, A Pictorial History is available from the author at \$19.00 (US), \$24.00 (Canada), and \$30.00 all other locations. Make check or money order payable to George W. Cearley, Jr.

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Southern Florida Airline Historical Association



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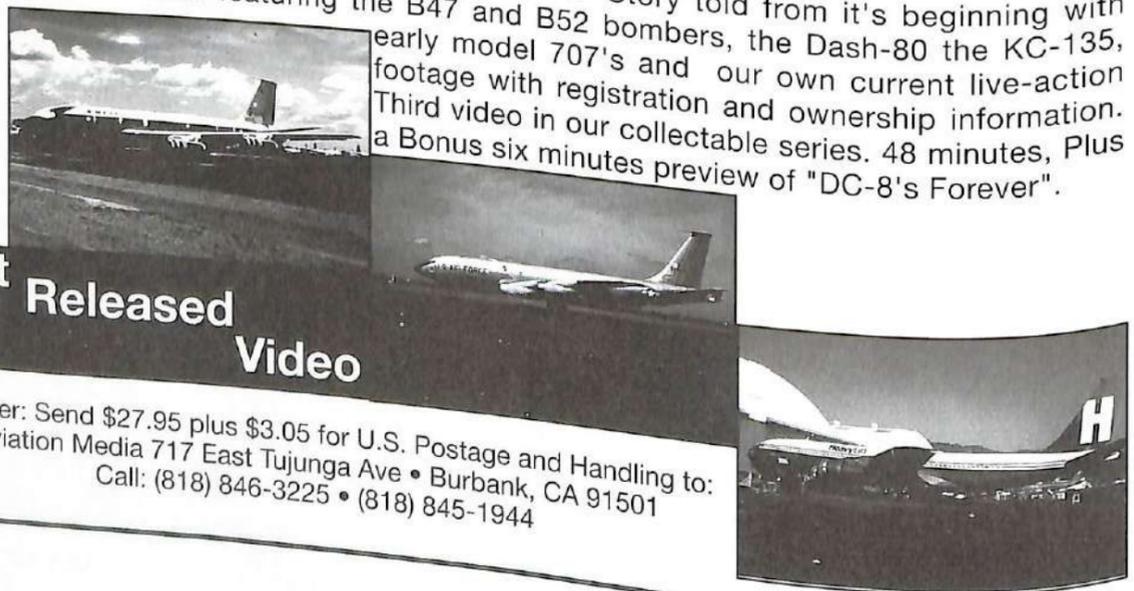
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The Southern Florida Airline Historical Association (SFAHA) is an all-volunteer association of friends. Open to anyone with an airline hobby or professional interest in the industry past or present. Areas of all interests include airline and/or airline histories, routes, photography, exhibits and the collection of all materials associated with the industry (photographs, old and new, postcards, shirts, memorabilia, books, model kits and memorabilia). Break out your collectibles and bring them out and share your memories with your fellow collectors.

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Saturday November 7, 1992 9:00 AM to 4:00 PM	New Location HOLIDAY INN SOUTH 2100 Dixie Highway Ft. Mitchell, KY (Exit 188-B off I-75) Tele: 606-331-1500
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There will be a hospitality room on Friday evening, November 6 for those arriving early. If your interested in showing some slides on Friday evening, please advise Paul Collins and he will have a projector available. On Saturday, Marion Pyles will be disposing of a large portion of his memorabilia--should be some good stuff!

The Holiday Inn South is offering a room rate of \$65. This facility is a HOLIDOME. Bring the family and they can have a fun time while your wheeling and dealing in the trade room. Tele: 606-331-1500.

This time around there will be a \$2.00 charge at the door. No charge for children. There will also be no charge for anyone showing their new WAHS membership card.

If you have any questions at all about this show, contact Paul Collins at the address and telephone number shown at the top of this advertisement.  
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