THE AIRLINE MEMORABILIA COLLECTOR'S QUARTERLY



VOL.18 NO.2 JUNE 1992

A3POQAOT Soviet airlines

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 Internation-

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

THE AI'92 (California) Convention AEROFLOT wings. schedules postcards & more

GRAND RAPIDS
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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.

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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



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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 winers in the various contests at the AI.

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CAPTAIN'S LOG

Vol.18, No.2 - JUNE 1992

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TAKE-OFF TALK

Joop:

I extend hereby to all our readers my sincere apologies for getting this issue of the CAP-TAIN'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 with 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

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.

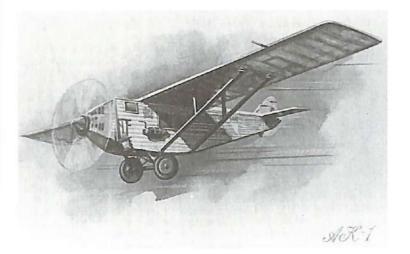
Earlier on during the convention, all business had come to a halt when the fire alarm of the Hyatt Regency went off. Everyone was herded outside, but there was no fire.

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 strip on the key magnetized again so that I 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 photographs for my collection. Among the books of "The Chosen Instrument", the story of Juan 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 Smithsonian's Aviation and Space Museum! I know









By JOOP GERRITSMA

Soviet airlines

APPOPAOT



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:

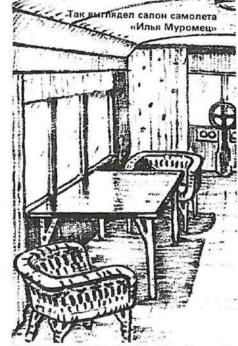
Aviakultura, a private airline. It flew 58 flights between Moscow and Nizhniy Novgorod (later Gorkiy) from 15

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.

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)



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 Mineralye 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

Ukrvozdukhput was the airline of the Ukraine, the sec-

ond-largest and second-mostpopulated 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, Mineralye 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 WW1 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 l aircraft operating the early services were slowly replaced with post-WWl 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 longdistance 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 corrugated construction of 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 Grazdansij Wozdusnyj Flot, or Aeroflot.

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 thes 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, Turkemenistan and Uzbekistan and in various regions of eastern Siberia.

At the end of the second Five-Year Plan in 1937, Aero-flot 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."

On Service for all (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 Northeast (14). Mongolian Air Transport
may have been an
Aeroflot division
operating in Mongolia and Siberia.
The other two were
probably agents
for Aeroflot.

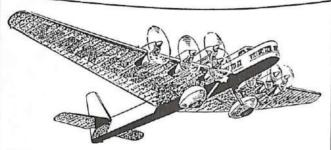
While these deliveries were taking place, aeronautical engineer Boris Lisunov was sent to Santa Monica for two years to study DC-3 production. The

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 Tash-kent before any aircraft were completed. All DC-3s built were straight to the air force.

Aeroflot also flew the only ANT-20bis (PS-124), or Maxim all-metal, six-engine aircraft passengers. It is believed to

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



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

into service from Moscow JUL Riga and Stockholm on 01 Only 37, alongside the DC-3. the three ANT-35 (including prototype) are known. of 1935

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 vices from Moscow to Kharkov and Simferopol (on the Crimea Peninsula).

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

Aeroflot suspended all services west of Moscow after

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, 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 saving 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 Sviet 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 mainsty 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

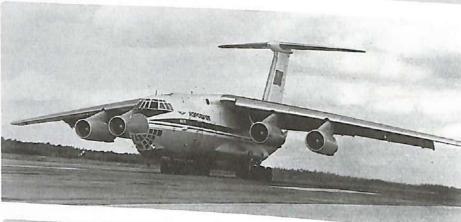
the same fuselage dimensions.

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)









in Europe, Asia, Africa and to

Cuba. By then, the TU-104 fleet

was estimated to number 250.

Aeroflot is said to have car-

ried 28 million passengers in

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

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 1959 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 bea 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 shoto-Aeroflot-KLM service when graphed at Amsterdam on 16 SEP 71. (Joop Gerritsma photo)

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

the TU-104 in the first 10 years of service. The aircraft remained 23 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 started to use a small number of demiliariet of demilitarized IL-28 twin-jet tactical bombers to deliver newspaper matrixes and mail from Moscow and and from Moscow to Sverdlovsk The Novosibirsk in Siberia deliv IL-28 speeded up these Aero eries, but it also dave Aeroflot Crown it also dave exflot crews first-hand jet the perience in preparation TU-104 later that year.

Other modern aircraft intro duced by Aeroflot during short 1950s and 1960s were the propriange, turn range, twin-engine AN-24 propiet, the jet, the extremely-long medium TU-114 propjet and the proprange AN-10/12 and IL-18 quickly jets. Aprofile jets. Aeroflot thus acquired a modern fleet. pace Traffic growth kept 1959

Traffic growth kept with fleet renewal.



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 seperate 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 caried 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 indernational 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 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 Lufthansa. 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

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 been 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 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.

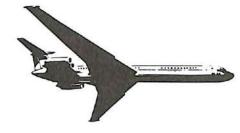
Many of the private airlines, Flight said, are associated with industrial concerns which were provided with aircraft by the state for their business needs. Now these firms are seeking to improve utilization and earnings by flying cargo and charter operations. Other airlines have ties with the mayor airliner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

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



of Airline Schedules

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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 above, right, and below from 1957.

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MOSCOW—SIMFEROPOL, ADLER, TBILISI, BAKU, ALMA ATA AEROFLOT (AFL)—IL-12-Ilyushin 12; IL-14-Ilyushin 14; LI-2-Russ, version of DC-3

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Simferopol - seat of government of Crimean oblast; transport and cultural center of Crimea; Adler - airport for Sochi, along eastern health center of nation; Tbilisi - capital of Georgia, diversified light industry - textile, machine, and food; Baku - capital of Capital of Capital of Capital of Capital of City along Europe-Orient trade route, oil and chemical industry, widely diversified industry; Tashkent - capital of Kazakhstan, center of Moslem Middle Asia, ancient stopover point on caravan cotton growing area, textile industry. manufacturing center, rich

MOSCOW—OMSK—NOVOSIBIRSK—MUKDEN, ULAN BATOR, PEKING AEROFLOT (AFL), MINHANDUY (MI), UKAMPS (UKA)—IL-12 or 14-Hyushin; 2-L1-2-Lissinov; TU-Tupolev 104

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

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.

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MOSCOW, LENINGRAD, RIGA—SOUTH AND SOUTHEAST U.S.S.R.

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Archangel'sk (Archangel) Important forestry center and
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Murmansk - polar city in
Northern European Russia,
terminus of Kirov Railroad,
northern port from December
to May, shipbuilding, fishing.

MOSCOW, KIEV, KHARKOV—ROSTOV—STALINGRAD—SIMFEROPOL

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Leningrad (Petrograd, St. Petersburg) - Founded by Peter the Great, former national capital, cultural and tourist center, manufacture of machine tools and hydroelectric turbines, chemical, textile, food, and printing industry, Baltic port; Kaliningrad (Koenigsberg) - formerly major city of German East Prussia and important German seaport of World War II; Kiev - capital of the Ukraine; Kharkov - Ukranian city important in machine manufacturing; Stalingrad (Tsaritsyn, Volgograd) - important water-rail transhipping point, industrial, manufacturing, and trade center.

SVERDLOVSK, CHELYABINSK, KAZAN, GORKI, KUIBYSHEV—STALINGRAD, ROSTOV, ADLER, MINERALNYE-VODY

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Chelyabinsk - gateway to Siberia, rail center on Trans-Siberian Railroad, tractor works, machine building, steel industry; Gorki (Nizhny - Novgorod) - automotive center, shipbuilding, aircraft food processing; Rostov - seaport at mouth of Don River on Sea of Azov, agricultural machinery production; Mineralnye-Vody - resort city of northern slopes of Great Caucasus. 1. 672

3U-Aeroliot — ? -Tupolev 104 or 1044, IL18-IIIyahin 18, IL14-IIIyushin 14, IL12-IIIrushin 12, ANIO-Anton

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Krasnovarsk - on Trans-Siberian railroad at Yenisey River - aluminum, machine building, lumbering; Irkutsk - near Lake Baykal in Siberia, coal center, hydroelectric power, machine and metal working industries, lumbering, woodworking; Yakutsk - east central Siberia on Lena River; Khabarovsk - far Siberia on Lena River; Khabarovsk on Eastern center of trade and industry on Trans-Siberian Railroad, just east of Manchuria. Manchuria.

schedules this page - December 1961.

IRKUTSK — ULAN-BATOR—PEKING, YAKUTSK
C1- CAAC, MO-Mongolian Airlines, SU-Aeroflot — IL18-Ilyushin 18, IL14-Ilyushin 14, IL12-Ilyushin 12; AN 10-Antonov 10; El 2-Lissunov 2 ; © - Tupefov 104

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In 1961, the Aeroflot fleet included 120 TU-104's, 50 Ilyushin IL-18's, 50 Antonov AN-10's, 12 TU-114's, and 1,500 IL-12's, IL-14's, and Li-2's. AN-2's and Yakolev Yak 12's were used for taxi were Yak 24, Mi-4, and Ka-15 helicopters.

Inflight service on board the Tupolev TU-104.



ALL TIMES ARE MOSCOW TIMES (GMT-3)

SU-Aeroflot - I1A-Tupolev 104A; I48-Tupolev 1048; I4-Tupolev 114; Y8-Ilyushin 18; Y4-Ilyushin 14; A2-Antonov 24

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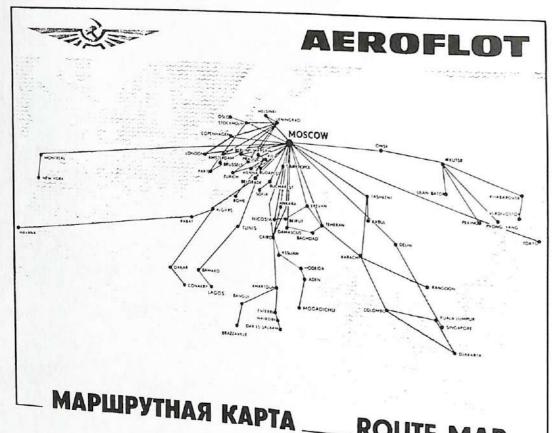
Schedules above from December 1961.

Dyushambe - capital of Tadzikhstan, cotton growing, textiles, machinery; Askhabad - capital of Turkmenistan, near northern border of Iran;
Krasnodar (Yekaterinodar) - farming center of
Kuban region of the Caucasus; Samarkand - center
of the Tamerlane Empire of the Middle Ages, cradle
of Middle Asian civilization, located in Uzbekhstan;
Bukhara - in irrigated cotton growing region of

Immediate right: Aeroflot Moscow-Copenhagen timetable from Summer 1963. Flights between the two cities were operated with Tupolev TU-104A's. Far right: Aeroflot Summer 1970 timetable included flights to New York, Montreal, and Havana, all operated with Ilyushin IL-62's.



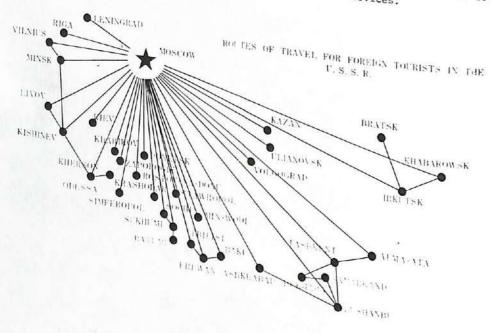


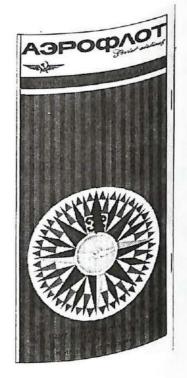




ROUTE MAP

Left: Aeroflot international route map as of Summer 1970. Aircraft operated at the time on routes across Siberia were operated with Antonov AN-12's. Right: Fall-Winter 1970/71 international services.





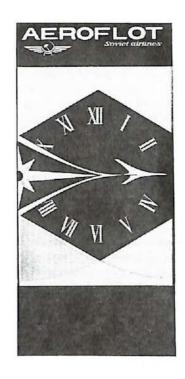
Above left: Aeroflot routes and destinations in the U.S.S.R. over which passengers from other nations international timetable from Summer 1972.

NORTH AMERICA-

Hours from GHT	1	1L-62 F/Y	SU-311 1L-62 F/Y	SU-315 IL-62 F/Y	AC-877 DC-8 F/Y	PA-105 B-707 F/Y	5U-333 IL-62 F/Y
						until 15.10	
+1	MOSCOW 4	14.20	12.15	12.00	15.55	1230	20.50
+1	PARIS (ORLY)	16.15		13.55	Δ 16.25		
+1	COPENHAGEN :				17,10	14,10	
+1	LONDON	4	14.25 A 15.35 A			15.30	
-	MONTREAL .	20.30	7		19.55	0.00	1
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0	RABAT						01.05
-4")	HAVANA						37.00
			0	0	0	00	000

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 ABOVE: Timetable of international services from Fall/Winter 1976-77. International flights were operated with IL-18's, IL-62's, IL-62N'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.

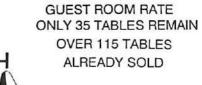
- D/FW **AIRLINES**

Airline Memorabilia Show & Sale Saturday, April 3, 1993

9:00 am - 5:00 pm

Holiday Inn - DFW Airport NORTH

4441 Hwy. 114 at Esters Road, Irving, Texas Between DFW airport & Belt Line Road



NEW LOWER HOTEL



PROMISES TO BE ANOTHER SUCCESSFUL SHOW

- * 7600 square foot trade area; Dealer set up at 7:00 a.m.
- * Guest room rate ONLY \$40 / night, up to 4 people in room (+ 11% tax)
- * Friday Sunday Airline Employee Rate at Hotel (with I.D.)
- * 24-hour hotel shuttle (#300 on courtesy phone at baggage claim)
- * Hotel catered food & beverage near or in display area including continental breakfast and lunch

* Door Prizes

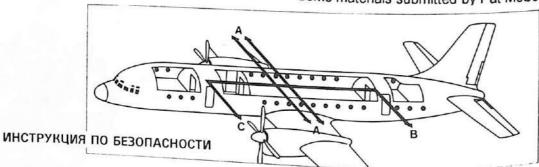
83

Holiday Inn - DFW Airport NORTH



SAFETY CARDS

©1992 Robert Neal Marshall Some materials submitted by Pat McCollam



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, Maley, Balkan, and

ИНСТРУКЦИЯ ПО БЕЗОПАСНОСТИ SAFETY INSTRUCTIONS



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



CSA CESKOSLOVENSKE AEHOLINIE



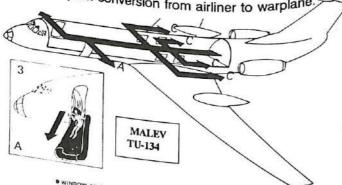


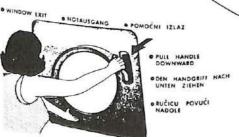
CUBANA MALEV

Although the Ilyushin IL-62 was a close cousin to the VC-10, the Tupolev TU-154 like the 727 or Trident, the TU 104 in 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 hombardian area of remarkable were the bombardier windows strategically built into the nose of several aircraft types for supposed ai several aircraft types for supposed quick conversion from airliner to warplane.



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.





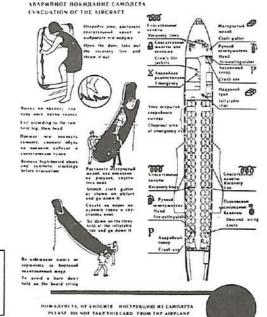
Aviogenex TU-134 Window Exit

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. АВАРИЯНОЕ ПОКИДАНИЕ САМОЛЕТА

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

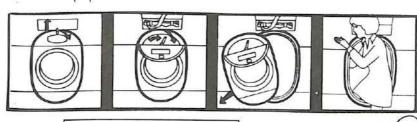












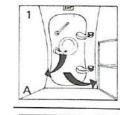
Right: Aeroflot

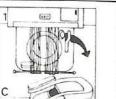
Left: Interflug exit maps





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.

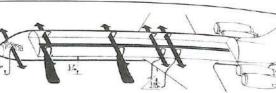








Above: MALEV TU-134 Window Exits. Below: Aeroflot II_62

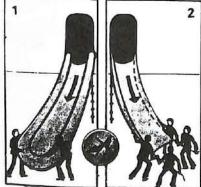


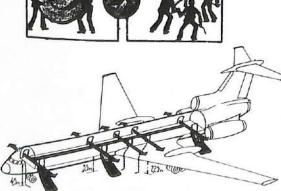
Surveying different cards, some features will catch immediate attention. With the exception of very few aircraft, such as the Aeroflot IL-86 wide-body, there are little or no illustrations and instructions regarding oxygen masks. On a few cards there is an picture of our poor little cartoon character 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







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.

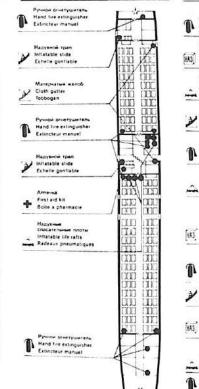
TU154

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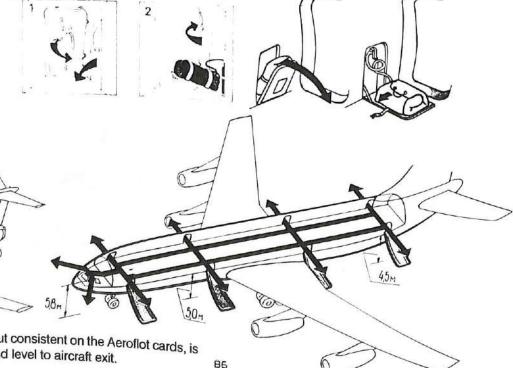
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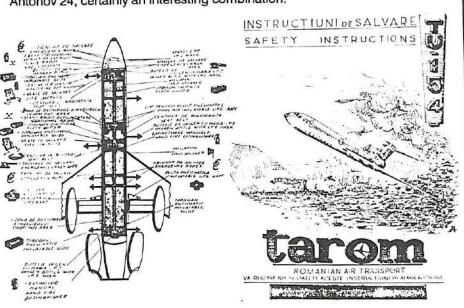
Evacuation slides on some aircraft, such as the TU-154, are located in wall storage compartments next to exits, like the lounge slide on the Lockheed Electra, must be pulled into place, pushed out the door, then inflated. According to the instructions, when such instructions are even included, slides 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 no indication at all as to how the slide is inflated. One illustration shows the door closed, then next shows a fully inflated slide at an open door. Many aircraft still use non-inflatable chutes and/or knotted ropes for evacuation.



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.



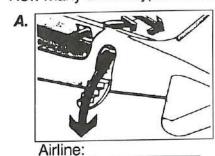




Russian aviation has certainly progressed at an impressive rate, producing not only supersonic and widebody airliners, but new series of aircraft remarkably similar to new technology Airbus and Boeing planes. It will be interesting to closely watch the changes in both aircraft design and safety card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

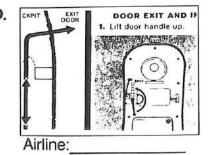
— Collector's Quiz

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



Airline:_ Aircraft:

Aircraft:



B.

Airline:____ Aircraft:

ANSWERS

A. Piedmont, DC-3 (1987)

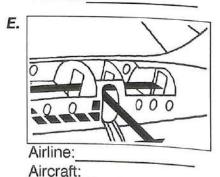
B. Ansett, DC-3

C. Air India, B-747

D. United, DC-6

E. CSA, IL-18

Airline:
Aircraft:



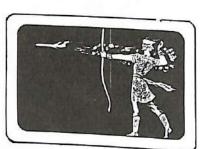
The first playing card has about a half inch wide border with black background showing a man in orange clothes with a bow in his hand (#1). The card makes it look as if the man has just shot an IL-62 out of the bow. A blueish-white contrail behind the aircraft represents the speed with which the air-plane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











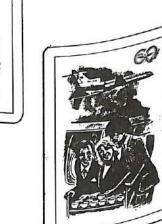
WROFLOT IS ALTOUR SERVICE:

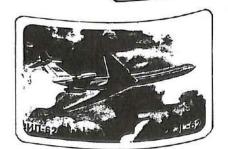
in Cyrillic letters and in English.

The next two calendars are from 1983, when Aeroflot cele-brated its 60th anniversary (see the logo in the top right AN-2 biplane spraying crops, with some of the produce in the 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

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





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, offici als (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.

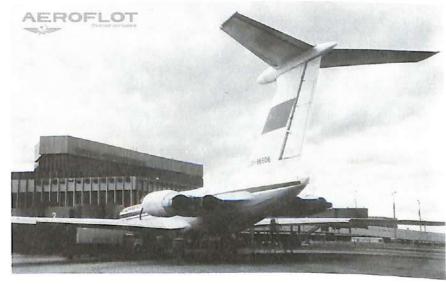
HECTOR CABEZAS, "our man in Frankfurt" works for Aeroflot. He has written a number of letters to me, trying to sort out everything that has been happening as far as he is concerned.

"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 89

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 come over for showing an Aeroflot IL-62 tion, even it at Moscow's Sheremetjevo day. (See Containment. I acquired this card, along with two others, at the AI'91, from the Russians who were able to photograph.

come over for the convention, even if only for one day. (See CAP- TAIN'S LOG 17/3). Of course the threedimensional 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

"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 without the Airbus... still flying the old in Michael Sound in Still Sound in Stil

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 loing 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 Nijiu Novgorod (Gorki) and southward to Oral, Kkarkov, Kiev, Odessa, Batum and Tiflis. In 1929 Dobrolet became Dobroflot (when it absorbed the Ukrainian company Ucvozduchput) 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

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, plane liveries: MAR 91 - Metro Cargo Bellinzona registration as G-ORBY; JUN 91 - AN-12 with Sigi Foyle-Antonov titles; AUG 91, DC-8 wearing joint Air Aeroflot /Armenian Airlines markings, IL-62M in Markings, IL-76TD in Jet Air Cargo livery, AN-AN-124 HeavyLift Volga Dnepr, IL-76MD Aeroflot.

I like the idea of seeing all these airplanes for us wing collectors, there will be more wings to try to collect in the months ahead. I hope

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 lightweight 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 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 is 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 lightweight 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 guite 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

(Charles Quarles photo)



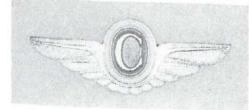
Early Aeroflot stewardess cap badge is overall gold with the propeller and wings centered on a thin dark-blue and white enamel field. Metal prongs are used to mount the badge of the hat or cap.

(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)



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 lightblue 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 between Moscow and New glassy finish to it and 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 on 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.



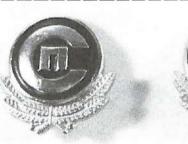
Aeroflot IL-76 in flight on a deep-blue back-ground. A red flag appears on the tail and is quite small.



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 nonflight 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 to tell us that.



This pin shows Aeroflot's nonstop 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.

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 Should be seen to 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 ference avery picture and you'll notice the difference avery picture and you'll not picture and you'll no ference every picture after that. I have noticed the difference in pictures dating back to 1931 and have talked to a fellow collector whose brother was issued a cap badge like mine as late

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 conditions onally 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.)

"Incidently," Jon continues, "the Transcontinental to Wastern River Bases, "the Wastern R nental & 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 There were two extremely similar hat badges.

Yours appears to be the second example; the ear-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 (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

(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 MDCKBA (Moscow) in gold letters. 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 fivesided 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 the feathers are pointed of the ends, the features the face are softer: small differences that make a difference. David says badges like this were issued late at 1956.



for longest continuous use in the industry; what, going on 34 years now?

"Sorry, I can't "Sorry, I can't assist you with your Help! Help!; not my strong suit! take care column and hope you can find the column future and hope you can find a spot in a future for the CRAF pin."

Jon Proctor has a good eye for "CRAF". I was this operation (see CAPTANA also participated in two trips. operation (see CAPTAIN'S LOG 17/4). He flew trips himself 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 CAP-TAIN'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.

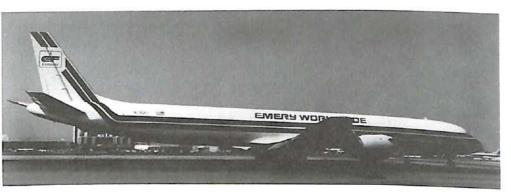
There is a chain link fence along the edge of the parking lot next to the taxiway and you will have to shoot through it, or bring a five-foot ladder!. I use a 70-210mm zoom lens for most of my shots. A 300mm telephoto lens is useful to shoot 737s

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

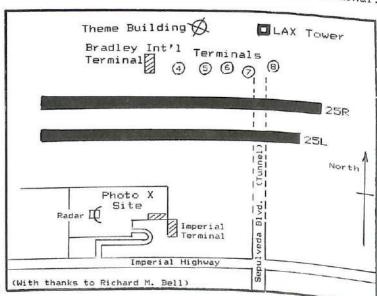
"action shots" if that is your preference. The best light is between 10 a.m. and 3 p.m. This is also the best time to avoid heavy traffic on the streets. The airport is always busy and I can usually shoot four 36-exposure rolls in three hours from this point. To avoid missing any shots while reloading, 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.







TO BOTTOM (all at LAX by Richard M. Bell): USAir MD-B1, N813US, landing on 25L at LAX
DC-8-73F (AF), N792FT taxies past photo spot (see map) DC-8-73F (Ar), N/34F (Ar), NSOSMG at Imperial Air Terminal.



REPORT FROM THE FIELD

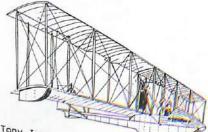
GRAND RAPIDS

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 spared 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 Jan-nus 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 airplane rides from its Ramona amusement park. Four months later, on 01 JAN 14, Jannus would earn his place in history when the established the first scheduled passenger air service in burg and Tampa, in Florida,

By JIM "JET" THOMPSON & JOOP GERRITSMA

also with his Benoist flying boat.

Shortly after World War 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. was unsuccessrul. 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 livery 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 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 lo-Michigan. It was started by local businessman and one-time vaudeville star Art Rosenthal comedian and former vaugeville comedian Tom Swift. They purchased a Canadian-built Curtiss Jenny and made arrangements with Mrs. And made arrangements with ris. 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

Roseswift began operations on 25 AUG 19 when pilot J.L. "Steve" Goodzich 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 speciedition of the Grand Rapids al edition of the Grand Rapids Press newspaper to towns all around its circulation zone. He communities "bombed" the small newspapers with bundles of newspapers.
Aero Club

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

(Michigan)

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 North Research use of the "Old Fair Grounds" for the Kent County Air Port. These fair four These fair grounds were four miles (6 km) from downtown Grand Braid Profiles Grand Rapids and were 140 acres

(56.7 hectares) large. board unanimously approved leasing the land to the aero club live years to develop a public aviation landing field to be used to "further the science of aviation".

Ground-hreaking took place

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

ture airfield.

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

Scheduled

Scheduled air service when ted in the spring of 1920 mpany Roseswift Airplane began operations from Rapids to Ionia with the carpet tiss Jenny. The flights freight passengers and light weeks but it lasted only a few whead the service was too wift doing of its time and Roseswift doing of its time and Roseswift doing tinued in business by such barnstorming and other work.

Four deHavilland DH-4B arm on aircraft landed on the 1d top on the 1d top on the first flight from on the first flight from the Alaeka

on the first flight
York to Alaska.

By 1921 the novelty and closed
had started to wane any pant,
swift Airplane Fred
down for good. Fred
lind, a local hotel owngar to
chased the Roseswift aclust accepted to allow the aero cing
keep operating, but fly in
tivities remained few the company
next couple of years.

ty even discussed the wisdom

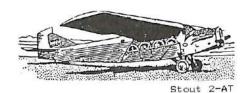
continuing the use of the field as an airport, but on 07 MAY 25 it signed a contract with the Grand Rapids Aviation Society, headed by Pantlind, and leased the field to the aero club for another five years.

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.



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.Ps 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 roundtrip. The service was operated by Stout Air Services under the name Detroit-Grand Rapids Air-line. 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 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 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 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) northeastsouthwest 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

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

Aeronautical The Thompson 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 con-tract called for a route from Pontiac via Bay City and Muske-gon to Chicago, but the Offici-al 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	
1	Read Down		Read Up
5	3 50 ET 4 00 ET 4 30 ET 5 10 ET 5 00 CT	Lv Bay City, Mich Ar Lv Sugnaw, Mich Ar Lv Flint, Mich Ar Lv Lausing, Mich Ar Ar Kalamarree, Mich Lr	12 05 ET 11 55 ET 11 25 ET 10 40 ET 8 55 CT
		PONTIAC TO KALAMAZOO	0 00 01
	3 45 ET	Lv	12 00 ET
	4 05 ET 4 30 ET 5 10 ET 5 40 ET 5 00 CT	Lv Dearborn, Mich Ar Lv Ann Arbor, Mich Ar Lv Jackson, Mich Ar Lv Battle Creek, Mich Ar Ar Kalamazeo, Mich Ly	10 45 ET 10 15 ET
		MUSKEGON TO KALAMAZOO	8 55 CT
	4 05 CT 4 25 CT 5 00 CT	Lv. Muskegen Mich Ar Ar Grand Hapads Mich Lv Ar Kalamazoo Mich Lv	9 55 CT 9 35 CT 8 55 CT
		KALAMAZOO TO CHICAGO	35 61
	5 05 CT 6 25 CT 6 30 CT 7 20 CT	Lv	8 50 CT 8 10 CT 8 05 CT 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 passenpassengers 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 Kayetana 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, 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 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

Ichn B. Kehler, Prevident, Grand Bapida, Mich.
Franklin W. Kohler, Vice-Prevident, Chicago, Ill.
L. Holden, Scoretary, Chicago, Ill.
Edward Barrett, Sapt. of Maintenance, Grand Rapida, Mich.
Lincoln Richards, Traffic Mannger, Milwaukee, Wis.
Vorman Dawson, Ass't. to the Prevident, Grand Hapida, Mich.

MILWAUKEE, WIS.—Frot of Wisconsin Ave.—H. M. Callaban, V. M. French, 34 F. Wisconsin Ave.—H. Daly 2214, MUSKEGON, MICH.—539 W. Weston Ave., Tel. 2-5794, O. S. Tsylor. Terminal, MUSERBON, AUGH.—S39 W. weston Ave., Tel. 2-5794, O.S. Taylor. Terminal, Municipal Ramp, foot of 3d St., 3RAND RAPIDS, MICH.—Grand Rapids Airport, Madison Avenue and Pennell Road, Tel 3-8194, R. W. Williams, Partlind Hotel, Tel, 6-2254.

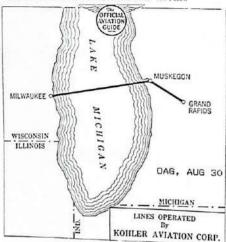


TABLE 35 NEW YORK-GRAND RAPIDS-MILWAUKEE

			100	MILWAUKEE
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4 30 10 4 55 6 05 12	7 00	12 30 L 12 55 L 2 05 A	vGrand Rapids (Apt) Wuskegon	Ar 3 30 7 30 11 25 5 00
12			Chicago & North	V 2 00 6 15 10 05 3 30
	ers may b	e occupie	Milwaukee	5 10 7 50 8 40 11 30

Farra—Milwaukee to Muskagon or Grand Rapids—One Way \$18.00; 30-day Round in \$12.40; one day Round Trip \$130; 10 rides, six months \$150. Express Service—Express Service—Express Service—Express service with local collection and delivery operated. Rates application.

Espiesa Service—Expens service with local collection and delivery operands. Service a spilication can application.

Terminal facilities—In Milwantee bus leaves Public Service Bidg. 30 minutes before plane departure. At Grand Rapids tast service in furnished in either direction when distances and Grand Harvey. Allowing are served through four downtown district, the review a not furnished. Histogran are served through four downtown district, the review a not furnished. Histogran are served through four development of the properties of the propertie

a brief stop at the air field to pick up or discharge passengers. The idea was inspired by the air-rail service started by Transcontinental Air Transport only two months earlier.

Michigan Air Express was established at Grand Rapids by Jack Byrne on 15 JAN 30. It provided scheduled twice-daily provided scheduled twice-daily return freight and passenger service northbound to Big Rapids, Cadillac, Traverse City, Charlevoix, Petoskey and Harbor

A month and a half later, on poined to the new position of

In early 1931 Thompson adopted the name Transamerican Airlines for its airline operations and in about OCT three ex-American Airways Fokker F-XA trimotors were added to the fleet. Thompson and its mail contract (operated by its subsidiary Transamerican) bought by American Airways in Thompson continued to exist as a paper company and sublet its mail contract to American. Following the merger, American and travellers from Grand Rapids had a through route between had a through route between Chicago and Buffalo. American Airways now listed Grand Rapids in its published schedule.

Sometime during the early 1930s a rededication ceremony was held to officially name the airport the Daniel Waters Cas-sard Airport in memory of the only local WW1 flier shot down in combat. But the unofficial, more-commonly used, name was Kent County Airport. Well-known pilots of that time, such as Wiley Post, Jimmy Doolittle and Roscoe Turner, passed through the airport in those years.

The first mailbag to fly across Lake Michigan arrived from Milwaukee aboard a Kohler aircraft on 02 MAR 33. That same year Kohler took over the Michigan Air Express route to Lansing and Detroit. This service had been started in the summer of 1932.

On 09 FEB 34 President F.D. Roosevelt cancelled all civil air mail contracts. It abruptly ended the Transamerican Airlines (American Airways) service through Grand Rapids. The other airline at Grand Rapids, Kohler Aviation, was still flying its route from Detroit to Milwaukee via Lansing, Grand Rapids and Muskegon with its Loening amphibians. But the airline was in poor financial shape and a few months after the cancellation of the air mail contracts, it went bank-

rupt.

After the disastrous four months in which the army flew the mails, the air mail contracts were put out for civil bids again on 01 JUN and a new

4

Milwaukee

Chicago

DAG, MAY 31

NEGE

MI

Muskegon

South Bend

Mishawaka

·Fort Wayne

IND.

Grand

Rapids

Lansin

KOHLER AVIATION CORPORATION THE MILWAUKEE-DETROIT ROUTE

General Offices-Grand Rapids Airport, Grand Rapids, Michigan



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	12 30m 7 45m g 30m	7 4518 2 4018 12 3078 5 0078	Michigan Central & N. Y. Central Ly Detroit (ET)	111		5 20ru 10 30ru 10 45au 8 60au	9 40mm

a-Daily etcept Sundays and holidays.
b-Municipal Air-Marine Terminal at C. & N. W. depot. c-Air Marine terminal, 3925 W. Jefferson Avenue

Company, Pennsylvania Airlines & Transport Company (PALTC) bid Pittshurat (Company (PALTC) bid Pittsburgh (Pennsylvania) route on the Detroit-Milwaukee Rapids with a stop in Grand Sets PALTC had bought the assets the old Pennsylvania Airlines, which which had a mail contract between Washington, p.C. and Cleveland, via Pittsburgh Airlines Akron. Pennsylvania Aiding and was prohibited from bidding and any new restances. any new air mail contracts on 13 APR 34 PALTC was

PALTC met with consideract competition for the contract from a new company,

Toronto o

Hamilton

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R Erie

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Cleveland Cleveland

Transamerican Airlines Corp.

DIVISION OF THOMPSON AERONAUTICAL CORP.

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Asaginaw

Huron o

Pontiac oit

TAC Thru Dassenger Lines

TAC 2L.S. Air Mail and Express

TAC Local Dassenger Fines

TAC Local Dassenger Fines

Indianapolis

TAC Thru Passenger Tines
TAC U.S. Air Mail and Express Tings
TAC Local Passenger Tines pillsburgh

 \mathbb{C} IH

Bay City

Battle Creek Arbor

Jackson

Flimt

Toledo a.

Airlines. Central was formed in Pittsburgh specifically to bid on the old Pennsylvania Air-lines and other mail contracts. It was awarded the Washington Detroit route, which included
the Washington - Cleveland
route formerly held by Pennsylvania Airlines. Central started
service with single-engine Stinsons.

In JUN 34 PALTC bought the assets of bankrupt Kohler Aviation, including the Detroit -Lansing - Grand Rapids - Muskegon - Milwaukee route and the Loenings operating it. Denied a mail contract over the Washington - Detroit route, PALTC operated passenger and express service instead. Its Fords quickly proved more popular with the travelling public than the Central's single-engine Stinsons. On 25 DEC 34 Central replaced its Stinsons therefore also with Fords, leased from American Airlines. PALTC hit back on 08 JAN 35 by placing the much faster Boeing 247 in service. The 247 first operated only between Washington and Detroit, freeing up the Fords. These then replaced the Loenings between Detroit and Milwaukee via Grand Rapids.

Fierce competition between the two airlines caused financial hardships for both and on 01 NOV 36 they merged under the name Pennsylvania-Central Airlines. The merger gave Grand Rapids travellers one-airline



access to the nation's capital. Other expansions to the PCA network also gave the people of Grand Rapids access to Baltimore, Charleston and other destinations.

A new 50 ft (15 m)-wide paved north-south runway was built in 1934 and an east-west paved and two other gravel runways were also added. In 1935 the Furniture Capital Air service of Jack Byrne went out of business.

In JUN 36 Pennsylvania-Central Airlines began flying their new Boeing 247 into Grand Rapids and on 15 JUN 38 the airline started a new route to Chicago. The same year Congress passed the Civil Aeronautics Act. This gave "grandfather" rights to all airlines then in Pennsylnavia-Cenexistence. Detroit-Lansing-Grand Rapids-Muskegon-Milwaukee service, with a branch line from Grand Rapids to Chicago, was one of these grandfathered routes By late 1939 Grand Rapids had 14 flights a day operating

through its airport. Construction of a new administration building began in 1938 and was completed in the fall of 1939. The old terminal, 99



which had been around for 12 years, was torn down. The new building could handle six aircraft at the same time.

1940 brought many changes. On 01 MAR the airport received its formal "traffic controlled airport" designation. In the same year Pennsylvania Central added a new service to Traverse City and in June began replacing the 247s with the new Douglas DC-3. Grand Rapids now was only one of six airports in the country that had scheduled air service going north, east, south and west. The runways were extended in 1939 and 1940 to handle the DC-3 and the lobby in the terminal was enlarged in 1941.

When the United States entered WW2 in DEC 41, air service at Grand Rapids was greatly affected. Pennsylvania-Central dropped its Chicago to Traverse City routes and duced service on all its other routes. The airline was cut back to just five aircraft to operate its entire system. In 1943 airport manager Tom Walsh talked his friend William P. Lear into moving his aircraft instrument company from Piqua, Ohio, to Grand Rapids. Lear, Inc. soon became a fixture at the airport.

In 1944 the army returned many of Pennsylvania-Central's DC-3s and the airline could resume a full pre-war schedule with a fleet of 14 aircraft. The Chicago service was re-instated in JUN 44.

From 23-25 AUG 46 the airport held a large gala to celebrate the 20th anniversary of Bill

Stout's first airline. Stout himself was in attendance and a huge air show was held. That same year PCA started all-cargo air freight service through Grand Rapids.

When the war ended in 1945. Grand Rapids realized the airport's runways had to be exten-ded to accommodate the larger aircraft such as the DC-4 and Constellation. A new master plan was unveiled in November. It called for further expansion of the air field. A new \$600,000 control tower began operating atop the terminal building in SEP 47 and further runway expansion was called for the following year. In OCT 1949 Roscoe Turner brought his airline, Turner Airlines, to the airport with DC-3 service to Cincinnati and Louisville. Turner Airlines was taken over by Lake Central Airlines in SEP 50.

The runway extension finally started in 1951 and was completed the following year, just in time for Capital Airlines (since 1948 the new name for Pennsylvania Central, but already in use in 1947) to bring their DC-4s to Grand Rapids. The first flight arrived on 16 AUG 52 with service to New York and Washington, D.C.. In MAY 53 North Central Airlines added Grand Rapids to its network with DC-3 flights to Michigan's upper peninsula.

A further extension saw the main runway cross 44th Street. was kept open by allowing traffic to cross the runway when it was not in use. Airport personnel would

DC-3 N57131, msn 19040, in Lake Central colors. (Photo via Bill Thompson)



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.



Further terminal expansion took place in 1956 and an opening ceremony was held on 04 JAN tirement of airport manager Tom fered a serious heart attack. fered a serious heart attack in

fered a serious heart attack in the previous summer.

Not long after the opening after the new terminal, the airport commission hired a major decision. They dy the future of the facility: hired a consulting firm to study the future of the facility: keep it at the same location or on. In July the firm to study new location or on. In July the firm to study new location or on. move to an entirely new location. In July the firm recommended to move the airport. Kent tion in JUL 58 and decided to move the airport 5 mi (9.5 km) move the airport 6 mi (9.5 km) move the airport 6 mi (9.5 km) to the east, where more land able. The FAN Gave final approximation was avail-

for future, able. The expansion was available. The FAA gave final appropalation took place on 15 MAY 61.

That same year North Central took current bear North Central took current bear on 15 MAY 61.

Teplaced their DC-3s with Central took current bear on 15 MAY 61.

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That same year North Central to 15 MAY 61.

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Capital Hirlines



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

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 Cason the runway of the new Cascade Airport, so named after the nearby city of Cascade, off the aircraft was Tom Walsh, small ceremony was held to mark the start of construction of the start of construction of the control tower and terminal the control tower and terminal building. Completion was in the fall of 1963 and a dedication NOV. That morning a United Air Lines Viscount and a North Cen-Lines Viscount and a North Central Airlines Convair, each carrying dignitaries, were the carrying dignitaries, were the first commercial airliners to land at the new airport. The dreary skies and dreary feelings. The nation was still in shock over the assassination of President John F. Kennedy the

Later that night the old Daniel Waters Cassard Airport was closed to commercial aviation. At 12.01 2 24 NOV the tion. At 12:01 a.m., 24 NOV the beacon at the new airport began to rotate. At the old airport to rotate. At the old airport United Air Lines crews fired up the engines of the two overout for the first time to out for the final time, to

The new Kent County Airport at Grand Rapids hereat Rapids became operational on 23 NOV 63. This postcard shows the air the about that about that time. To the right of and terminal building a United pc gates, Viscount verminal building a United DC-68 description of the Coll.)
Viscount are standing at the Coll.)
(From the Jim "JET" Thompson

From the Jim "JET" Thompson

(From the Jim "JET" Thompson

ferry them to the new air tower

After they had departed, (who)

operators Donald Risser 1941

operators Donald Risser 1941

had opened the tower of the and James Maentz turnewithinate

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airplanes had also left and land ouildings. The major is got in ning through the area named at named at the Chaffee Boulevard, astronad memory of the local launch who was killed in a launch fire at the Cape Kennedy of Centre.

centre. The Cape Kennedy of The official dedication with the new Kent County of Airport took place the Airport took place the feather that the field that day with a at field that day with a dignitaries, arriving was p.m. A huge air show in celebration.

dignitaries, arrivoluments of the p.m. A huge air show in celebration.

Grand Rapids forward the another giant leap arrival into another giant the agrant the service in the airport. In unated the airport. In unated the airport. In unated the airport in augurithe service in the on that included and it was placed on that included and it was placed on the that included through Grand Rapids air worth through Grand Rapids air worth one of 1906 The month. One of 1906 The Townson the christened that included the christened the christened 737, N9022U, msn 1906 The 1906





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 servive 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

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 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 occupied the former Allegheny ticket counter and 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

mont began serving payton 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 schene, Air-borne Express, Emery and Fed-eral Express maintained ser-

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.

Walsh was in attendance along with many other airport staff from the past. Paul Miller, one of Stout Air Service's original employees in 1926, and Don Heagle, a former Kohler Aviation pilot, were among them.

Today, the airport continues to grow and prosper and no doubt will continue to do so well into the future.

ACKNOWLEDGEMENTS

Information and help in the prepara-tion of this article came from the folloving sources:

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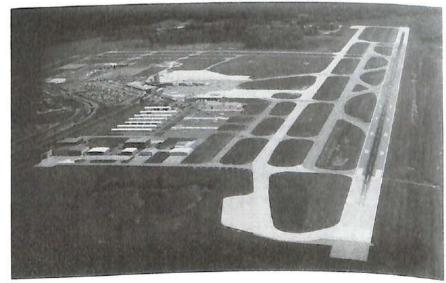
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Crown Publishers, New York, 1971

This Italcards postcard shows a nice aerial view of Kent County In-(Armen C. Aviakian Coll.) ternational Airport as it is today.



AIRLINEMODELING

by GERRY COLE

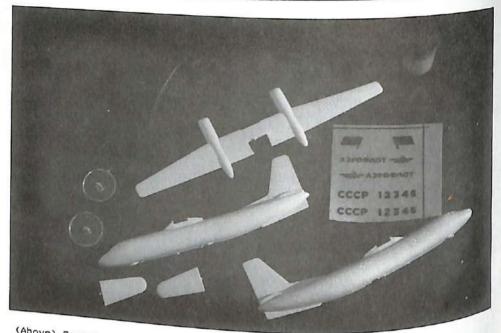
Since this is an Aeroflot issue, it is appropriate to start with a review of an Aeroflot aircraft.

The Soviet Antonov AN-24 kit shown is handled by Airliners America/ATP. It is very close to 1/144 scale (1/153 actually). 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.

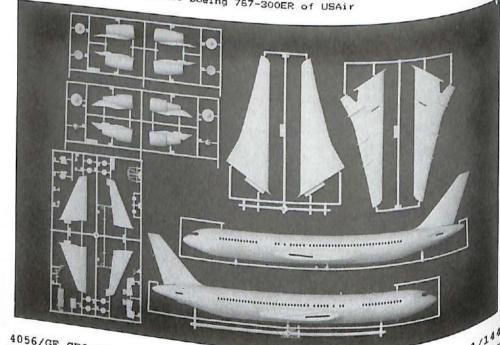
Not available yet, but coming in 1992, is a re-release by ESCI of their excellent 1/72 scale DC-3 with Aeroflot decals. Their new 1/72 scale F-27 is also due for two new color

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 from the fuselage, or about 12 Window spaces. This will not be as simple as it could be, as the 767-300ER has front of the could be the could be the could be the could be c

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



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



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, Rolls Royce engines in my 767 kit are headed for my Heller 1/125 scale A320 kit and Aerocolours Braniff-II decals. That is right, the 1/144 RR engine 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 scale 747-400, using fusterKit terkit or Sasquatch fust tritop conversion. You Tristar from the Cathay Pacific decals
Air New Zealand decals

Back to basics. The instruct tion sheet is the weake is to fit the 767 kit. Step 4 as one dundant, but be sure to to fort ble the nose gear well before side of the fuselage to gluing the two sides pythe main Assemble the engine pythe wing before adding

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.

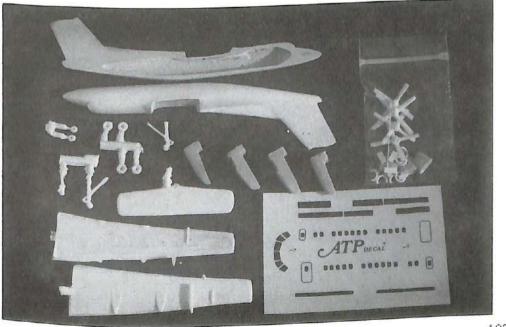
The price of the kit is about \$10 and it is available from

FW-200 reissued Revell GB has re-tooled the 1/72 scale Focke Wulf 200 Condor, 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 Airhus 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

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



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 Airlink (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 rereleased 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 deicer 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

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

instruction sheets. In the cane 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 por-

The Lufthansa Cargo 747 sheets follow the theme started by Aerocolours with the North-West 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

The last of the new sheets provide purple markings for the Hughes Airwest F-27 in the yellow "top banana" scheme in 1/72 and 1/94 scale. The 1/72 scale sheet should be striking on the 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

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 change their position, but have not received a reply.

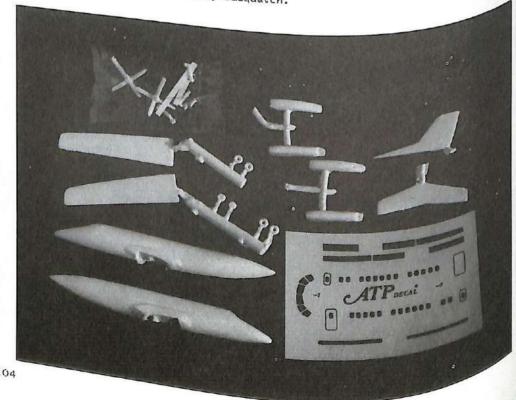
Departure

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 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 work and the balk at using two DC-10 kits to balk at usin make one MD-11 model. Fortunately Dotely Dean Slaybough of Sass quatch Scale Models has agreed to make to make resin MD-11 fuselages from my master. By the time you read this, the conversion parts elage (and perhaps other parts as well) should be available from Sasquatch from Sasquatch, and only be Hasegawa DC-10 kit will the conrequired to required to complete the version.



1/144 scale EMB-120 Brasilia by Sasquatch.



AIRLINE DINNERWARE

by RICHARD W. LUCKIN

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



#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



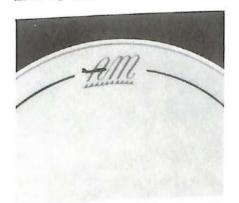
These two pieces are a creamer (#2, above) and a cup (#3), below) and are in the same decoration. Aeroflot china tends to be on the crude side where quality is concerned.



#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.



#5 is not from an airline, but I thought it would be interest-#5 is not from an all. 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.



#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. 105



#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 ar-

ticle appeared in the CAPTAIN'S

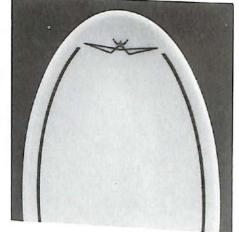
LOG, member ROBERT C. SAINT

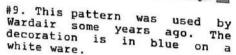
FOURNIER sent me a photo of yet

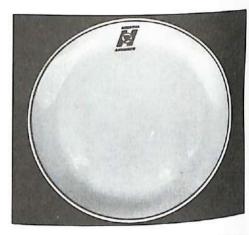
another pattern made by the

company. This piece is used by

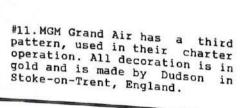
Air Malta.







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





The Convention

By JOOP GERRITSMA -----

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 wer number of by lower number of entries - only 50, by a of about 25 by the of about 25 photographers. As with the contest, there contest, there were no entries in some ries, and others were combined

WHAT IS IT?

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 dis-Continued 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



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 CORPEN-ING of Chicago and a letter from Dr. CHARLES QUARLES of North Carolina referred to the Air Stewardess wing shown as

Dr. Quarles wrote the wing "was included in a 'Let's Pretend Junior Air Stewardess 107



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. Ouarles 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.

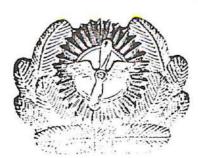




#24. Made of copper with European-type "fold over " lugs on the rear.



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







#30. Gold-colored wing with propeller attached. Pin back,







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



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



#31. Gold thread on a sandcolored background.

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

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

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



In this issue we feature a minuscule selecton 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.





tiki caro

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 520 kms per hour and with automatic pressurisation, the Saab 340 offers flying comfort for regional air travellers including

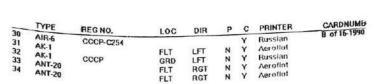
air new zealano link



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







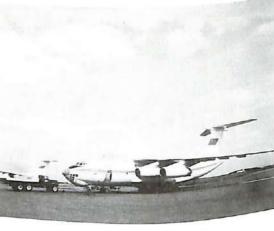




31	7	ANT-20 ANT-9 ANT-9	URSS-309 URSS-309	FLT FLT FLT	RGT RGT RGT	N	Y Y Y	Russian Aeroflot Aeroflot	11
31		An-10		GRD	LFT		Υ	Russian 1969	
4		An-10 An-10	CCCP-04366	GRD	LFT		Y N	Russian Unknown	
4	1	An-10	CCCP-11134	FLT	LFT		Y	Aeroflot	
4		An-10	CCCP-77777	FLT	LFT		Y	Aeroflot	
4		An-10 An-10	CCCP-77777 N/A	GRD	RGT		N	Willmann Uitgave: De Muinck & Co Amsterdam	
4		An-107	IVA	FLT	RGT		Y	Russian	
4		An-10A	2010/2010/51/2010/51	GRD	LFT		Y	Russian	
4		An-10A	CCCP-11107	FLT	LFT	200	Y	Aeroflot	
4		An-10A	CCCP-11172 CCCP-11213	FLT GRD	RGT		Y	Aeroflot World Collector's Cards	1110000 00000
5		An-12	CCCP-11034	GRD	RGT	Y	Y	World Collector's Cards	WCC28 301/500 WCC20 232/500
5		An-12 An-12	CCCP-11118	GRD	LFT	Y	Y	Plane Fotos International	PFI-001
5		An-124	CCCP-11164 CCCP-82002	GRD	RGT	Y	N	German Airborne Postcards No. 20	
5		An-124	CCCP-82005	GRD	RGT	Y	Y	G. Ditchfield Collection FMC 002	
5		An-124 An-124	CCCP-82009	GRD	RGT	Y	Y	JPB Postcards	JPB016
5		An-14	CCCP-82023 CCCP-?????	GRD	LFT RGT	N	Y	Editions P.I. Aeroflut	635
5		An-2	000	FLT	FRT	Y	Ÿ	Aeroflot	
5		An-2		FLT	LFT	Y	Y	Aeroflot	
6		An-2 An-2	CCCP-07758 CCCP-23657	GRD	RGT	N	Y	World Collector's Cards Russian	WCC21 239/500
6		An-2	CCCP-23749	WTR	RGT	Ÿ	Y	Aeroflot	2 of 16-1989
6		An-2	CCCP-31472	GRD	RGT	Y	Y	World Collector's Cards	WCC7 317/500
6		An-2 An-2	CCCP-79654 CCCP-79654	FLT	LFT	N	Y	Aeroflot Aeroflot	11001 317/300
6	6	An-2	CCCP78737	GRD	RGT	Y	Y	World Collector's Cards	W00000
6		An-22	CCP-08830	GRD	LFT	Y	Y	Sirivatana Interprint Co., Ltd. FI ITE-I INF	WCC24 239/500
6		An-22 An-22	CCCP-08834 CCCP-09319	FLT	RGT	Y	Y	EAR Publications	EAH41
7	0	An-22	CCCP-09319	GRD	LFT	Y	Y	Kruger CAP CIVII Aircraft Postcards	
	1	An-22	CCCP-76591	GRD	RGT	Y	N	German V 11 50 A 1/B 372/70	N.67
	2	An-225	-CCCP-????? CCCP-82060	GRD	LFT RGT	Y	Y	Aviaexport	55/14
	4	An-24	CGCF-02000	FLT	RGT	N	Y	Fred Hems Aeroflot	FH10
	5	An-24		FLT	RGT	Y	Y	Aeroflot	
	6	An-24 An-24	CCCP-46700		DOT	N	Y	Russian	4 of 16-1989
	8	An-24	CCCP-46719 CCCP-N11960	FLT	RGT	Y	Y	Aeroflot Aeroflot	4 01 10-1389
	9	An-24RV	CCCP-26175	GRD	LFT	Ÿ	Ý	O.K.C.	1-526
	1	An-26B An-28	CCCP-26205	GRD	LFT	Y	Y	World Collector's Cards	A005
	2	An-28	CCCP-19754	GRD	LFT	Y	Y	Aeroflot Russian	WCCS 296/50
	3	An-30	CCCP-30022	GRD	LFT	Ÿ	N	Unknown	6 of 16-1989
100	5	An-72 An-74	CCCP-12615	122720		H	Y	Russlan	W029
	6	Be-30	CCCP-58642 CCCP-02	GRD	RGT	Y	Y	O.K.C. Praha, Czechoslovaka	16 of 16-1989 A012
	17	Be-30	CCCP-48978	GRD	RGT	Y	N	Aviaexport German	
	18	Be-32 CHAI-1	CCCP-67209	GRD	LFT	Y	Y	World Collector's Cards	2/1
	10	G-1	CCCP-N1351 CCCP291			N	Y	Russian Russian	WCC29 * 75/500 14 of 16-1990
	11	G-2	CCCP-H-170			N	Y	Russian	3 of 16-1990
	12	II-12 II-12	0000 10000	FLT	RGT	Y		Russlan	7 of 16-1990
	14	II-14	CCCP 177237 CCCP-52092	GRD FLT	LFT RGT	Y	N	Unknown	04748-57
	95	11-14	CCCP-52092	FLT	RGT	N	Y	Aeroflot Aeroflot	
	16 17	II-14 II-14	CCCP-52092?	FLT	RGT	Y	Y	Aeroflot	
	98	11-14	CCCP-91483 CCCP-91542	GRD	LFT	Y	Υ	Skyliner	10
	19	11-18	0001-31342	GRD	BCK	N	Y	Russian Russian	19 1 of 16-1989
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	02	11-18		GRD	LFT	Y	Y	Russian	
	03	11-18		GRD	RGT	Y	Y	Russian Russian	13
	04 05	II-18	120212000000000	GRD	RGT	Y	Ÿ	Russlan	
	05 06	11-18	GCCP-74256 GCCP-75311	GRD	RGT	Y	Y	A C5 at Heathrow Supacard	
	07	11-18	GCCP-75435	FLT	RGT	N	Y	MELOHOL	A37
	08	II-18 II-18	CCCP-75471	GRD	RGT	Ÿ		German V 11 50 A I/B 372/70 Plane Fotos International	\$5/3
	10	II-18	CCCP-75518	GRD	LFT	Υ	Y	Aerollot	PFI-003
1	11	11-18	CCCP-75606	GRD	LFT	N	N	Gebr. Spanjesrberg N.V. Rotterdam Russlan	
	12	H-18	CCCP-75668	FLT	RGT	N	Y	Aeroflot	5 of 16-1989
	14	II-18 II-18	CCCP-75686 CCCP-75687	FLT	RGT	Y	N	Gebr. Spanjersberg N.V. Dottor	10-1989
	15	H-18	CCCP-75689	FLT	RGT	N	Y		
	16	11-18	CCCP ?????	GRD	LFT	Y	N	Aerotlot	
	18	II-18	CCCP N5718	FLF	RGT	N	Y	Uitgave: De Muinck & Co Amsterdam Aerollot	
1	119	11-62	CCCP N5718	GRD	RGT	N	Y	Aerollot	
	20	11-62		OND	LIT	Y	Y	Aerollot Pressioto	
	122	II-62 II-62		FLT	FRI	N	Y	Aerollat	
	123	11-62		FLT	LFT	N	γ	Russian	
	124	11-62		FLT	LFT RG1	N	Y	Aerollot	
	125 126	11-62		FLT	RGT	Y	Y	Aerollot	
- 1	127	11-65		FLT	RGT	Y	Y	Aviaexport	
	120	11-62		GRD	LET	Y	Y	Aerollol NRC (Nissen B	
	130	11-62 11-62		GRD	LFT	Y	Y	NBC (Nippon Beauty Card Center) Inc. Verlag Schmorl & von Seeffeld Nach	Janan
	131	11.05	CCCP	GRD	RGT	Y	Y	Aerollol Machi,	Hannover
	132	11-62	CCCP	FLT	RGT	Y		Aerollot	
	133	11-62	CCCP-	FLT					
	135	II-62 II-62	CCCP-	GRD	RGT LFT	Y			
	136	11-62	CCCP-86485	GRD		Ý			
	137	11-62	CCCP-86604 CCCP-86606	FLT	RGT	Y	4	Aeroflot	
		11-62	CCCP-86635	GRD	RGT	Y		Aeroflot	
	38	11.62				N	1 1		
	139	II-62 II-62	CCCP-86654 CCCP-86665	FLT	LFT	N			13 of 16-1989



Самолет иЛ-76Т ∨ Plane IL-76T Самолет АН-28 A Plane AN-28



A3POPAOT Soviet autures



Ленинград. Аэролорт Пулково Leningrad. The Pulkovo airport Самолет ЯН-42 Plane YÁK-42 ∨



141	11-62	CCCP-86671	GRD	BCK	Y	N	German V 11 A 1/B 372/70	\$5/3
142	11-62	CCCP-86676	GRD	LFT	Y	Y	Editions P.I. Paris, France	233
143	II-62 II-62	CCCP-86682 CCCP-86687	FLT	LFT	Y	Y	Avlaexport Tokyo International Airport	
145	11-62	CCP-86704	FLT	LFT	Y	Y	Aeroflot	
146	11-62	CCCP-86704	FLT	LFT	Y	Y	Aeroflot Aeroflot	
147	II-62 II-62	CCCP-77765 CCCP-77777	FLT	RGT	N	Y	Aerollot	
149	11-62	CCCP-77777	GRD	RGT	Y	N	Archief Hugo Hooftman	
150	II-62M	CCCP-86455	GRD	LFT	Y	Y	NBC (Nippon Beauty Color) Inc. Japan NBC Nippon Beauty Company	W709
151 152	II-62M II-62M	CCCP-86455	GRD FLT	LFT RGT	Y	Y	Russlan	***************************************
153	II-62M	CCCP-86661 CCCP-86661	FLT	RGT	N	Y	Russian	
154	II-62M-200	CCCP-76673	GRD	BCK	Y	N	German	1/5
155 156	II-76	CCCP-	FLT	LFT	N	Y	Aeroflot Aeroflot	
157	11-76	CCCP-	FLT	FRT	Y	Ý	Aeroflot	
158	11-76	CCCP-	GRD	LFT	Y	Y	Aeroflot	
159	11-76	CCCP-76520	GRD	LFT	Y	Y	Aeroflot Russian	
161	II-76 II-76T	CCCP-86712	FLT GRD	RGT	N	Y	Aeroflot	
162	II-76T	CCCP-76460	GRD	RGT	Y	Y	Aviation Hobby Shop	AHS51 14 of 16-1989
163	II-76T	CCCP-76500	222		N	Y	Russian	14 01 10-1303
164	II-76TD	CCCP-76520	GRD	LFT	Y	Y	Aeroflot EAH Publications	EAH36
166	11-86	CCCP-76479	FLT	LFT	N	Y	Aeroflot	
167	11-86		FLT	LFT	N	Y	Russian?	
168	II-86 II-86	CCCP-			Y	Y	Aeroflot	
170	II-86	CCCP-	FLT	LFT	N	N	German	2/5
171	II-86	CCCP-	FLT	RGT	N	Y	Aeroflot	
172	11-86	CCCP-	FLT	RGT	N	Y	Aeroflot	
174	II-86	CCCP-	FLT	RGT	7	Y	Russian Planet-Verlag Berlin	Ph 1/89/K
175	11-86	CCCP-850757 CCCP-86000	GRD FLT	RGT	Y	Ÿ	Aeroflot	15 of 16-1989
176	11-86	CCCP-85001			N	Y	Russlan	12 01 10-1303
177 178	11-86 11-86	CCCP 86003	FLT	RGT	Y	Y	Aeroflot Aeroflot	
179	II-86	CCCP-86003 CCCP-86003	FLT	RGT	Y	Y	Aerollol	
180	11-86	CCCP-86003	GRD	LFT	Y	N	Gunler Herrolg	
181	11-86	CCCP-85004	FLT	LFT	Y	Y	Aeroflot	
1113	II-86 II-86	CCCP 86009	GRD	RGT	Y	Y	Aeroflot Aeroflot	0000000000
184	11-86	CCCP 86050 CCCP 86058	FLT GRD	LFT	Y	Ý	Aviation Hobby Shop	AHS53 8443
185 186	11-86	CCCP 06059	GRD	RGT	Y	Y	BUCHairCARD	614
187	II-86 II-86	CCCP 86073	GRD	RGT	Y	Y	Editions P.I. Aeroflot	
188	II-86 Tu-154	CCCP 86080	FLT GRD	TKO RGT	Y	Y	Aeroflot	
189	K-5	CCCP-86009	FLT	RGT	N	Y	Aeroflot	
190	K-5 K-5	CCCP-	FLT	RCT	N	Y	Aeroflot Russian	4 of 16-1990
192	Ka-25K	CCCP N439	CDD	LFT	N	Y	German V 11 50 A 1/B 752/70	\$5/36
193	Ka-26	CCCP 21110	GRD FLT	LFF	Y	Y	Aeroflet	
194	Ka-26		FLT	LFT	Y	Y	Aerollot	
196	Ka-26 Ka-26		GRD	FRT	Y	Y	Aviaexport Aviaexport	
197	Ka-26	CCCP 24395	GRD	LFT	Y	Y	Aeroflot	
198	Ka-26	CCCD-26005	FLT	LFT	Y	Y	Aviaexport Aviaexport	
200	Ka-26 Ka-26	CCCP-26011	GRD	RGT	N	Y	Russian	
201	Ka-26	CCCP-77295 CCCP-77777	FLT	LFT	Y	Y	Aeroflot	
202	Ka-32S	CCCP-31004	FLT	RGT	Y	Y	Aeroflot	
204	L-410 L-410.MU	CCCP-87248	FLT	DOT	N	Y	Aeroflot JPB Postcards	JPB013
205	U-5	CCCP-67219	GRD FLT	RGT	N	Ÿ		Leldvkla
206 207	L1-2		GRD	LFT	Y	Y	Valet Polotines Ir Moksimes Literatures	
208	LI-2 M-17	CCCP-93914	GRD	RGT	Y	Y	World Collector's Cards World Collector's Cards	WCC31 240/500
209	MP-1	CCCP-17103	GRD	RGT	Y	Y	Russlan	10 of 16-1990 10
510	MP-1	CCCP-S-3 CCCP-S-3			Y	Y	Russlan	
511	Manas Airp	ort		-	Y	Y	Aeroflot	
213	MI-10		FLT	RGT	Y	Y	Aeroflot Aviaexport	
214	MI-10	CCCP-04102	FLT	RGT	Ý	Y	Avlaexport	
215	MI-10K	0001-04102	FLT	RGT	N	Y	Russian	
217	MI-10K		FLT	RGT	Y	Y	Aeroflot Aviaexport	
218	MI-10K	CCCP-04121	GRD	FRT	Y	Y	Aeroflot	
219	MI-10K	CCCP-64122	FLT	LFT	N	Y	Aerollot	
221	MI-10K	CCCP-77777	FLT	LFT	Υ	Y	Aeroflot	
555	MI-12		FLT	RGT	H	Y	Russian	
223	MI-12		GRD	LFT	Y	N	German	
225	MI-2		FLT	LFT	Y	Y	Aeroflot German	
556	MI-3	CCCP-15839	FLT	RGT	Y	N	Aeroflot	
227 228	MI-4	CCCP-20635	FLT FLT	FR	Ÿ	Y	Aeroflot	
529	MI-4 MI-4		FLT	LFT	N	Y	Russian Aeroflot	
530	MI-4	CCCP-29027	FLT	LFT	Y	Y	Aeroflot	
531	MI-4	CCCP-31417 CCCP-31420	FLT GRD	LFT	Y	Y	Aeroflot	
533	MI-4 MI-6	CCCP-31420	GRD	LFT	Y	Y	Aeroflot Duesian	ec#1
234	MI-6		FLT	RGT	N	Y	Russlan German V 11 50 A 1/B 372/70	\$5/21
235	MI-6		GRD	FRT	Y	Y	Aviaexport	
237	MI-6	CCCP-	FLT	LFT	Y	Y	Aeroflot Avlaexport	
538	MI-6	CCCP-06174	FLT	LFT	N	Y	n-t	
,239 240	MI-6	CCCP-13322 CCCP-69318	FLT GRD	LFT	Y	Ý	Avia-foto Wyt-Rotterdam	
241	MHB MHB	JOIN -03310	FLT	RGT	N	Y	Aeroflot	
242	MI-8		FLT	RGT	N	Y	Russian Aeroflot	
244	MI-B	CCCP-11052	FLT	RGT	Y	Y	Avlaexport	A117285/VII1967
245	MI-B	CCCP 11052	FLT	LFT	Y	Y	Russlan	1 (10) (2) (10)
246	M-B	CCCP-22298	FLT	LFT	N	Y	Aeroflot Aeroflot	
247	MIBT	CCCP-24680 CCCP-69316	GRD	RGT	Y	Y	Aviaexport	
		03316	FLT	No.		100	111	



Вертолет МИ-10К ^ Helicopter MI-10К

Вертолет НА-32 ✓ Helicopter KA-32



АЭРОФЛОТ



Beproner MV-2 ^ Helicopter MI-2

Beptonet HA-26
V Helicopter KA-26



248	Moscow City							
249 250	Moscow City PR-5	y Air Termin CCCP-N2494			Y		Aerollot Russian	a service and a
251	PS-124	CCCP N760					Russian	2 of 16-1990
252	PS-35	URSS-M131				,	Russian	16 of 16-1990 12 of 16-1990
253	PS-40	CCCP-N2440					/ Russian	11 of 16-1990
254 255	PS-84 PS-89	CCCP-N4117 CCCP-N2141					/ Russian	15 of 16-1990
256	PS-9	CCCP-N160					Russian	13 of 16-1990
257	Po-2	CCCP-?????	FLT	LFT	N		Aerollot	5 of 16-1990
258	Po-2	CCCP-?????	FLT	LFT	N		/ Russian / Russian	
259 260	Po-Z (U-Z) Promo	CCCP 27777	FLT	RGT	N		Russian Aeroflot	7
261	Promo				N		Aeroflot?	
262	Promo				Y		/ Aerollot	
263	Promo				Y		Aerollot	
264 265	Promo Promo				Y		Aeroflot Aeroflot	
599	Pulkovo Alr	port			Ý		Aeroflot	
267	Sch-2	CCCP-	WTR	RGT	N		Russian	8
268	Sch-2	CCCP-KB					Russian	9
269 270	Sch-2	CCCP-KB evo-2 Airport			Y		Russian	9 of 16-1990
271		evo-2 Airport			Ý			
272		evo-2 Airport			Y	1		
273		evo-2 Airport			Y	1		1
274		evo-2 Airport			Y	3		10
275 276		evo-2 Airport evo-2 Airport			Y	,		12
277		evo-2 Airport			Ý	Ý		2
278		evo-2 Airport			Y	4		3
279		evo-2 Airport			Y	Y		4
281		evo-2 Airport evo-2 Airport			Y	Y		5
282		evo-2 Airport			Y	Y		7
283	Sheremety	evo-2 Airport			Ý	Y		8
284	Stal-2	CCCP-?????	FLT	RGT	N	Y		9
285 286	Stal-2 Stal-2	CCCP-N1103				Y	Russian	II AND SELECTION OF THE
287	.Tallinn Airp	URSS-?????	FLT	LFT	N	Y		6 of 16-1990
288	Tallinn Airp				Y	Y		
283	TsAGH1		GRD	LFT	N	Ý	Aeroflot Russian	
290	Tu-104		GRD	FRT	Y	N	German	9
291	Tu-104 Tu-104		GRD	FRT	Y	N	Graphokople H Sander K C D	
293	Tu-104		GRD	LFT	Y	N	Graphokople H. Sander K.G., Berlin N German	113 B 8/62 A 1459
294	Tu-104		GRD	LFT	Y	N	Russian	
295	Tu-104		GRD	LFT	Y	N	Unknown	
296	Tu-104		GRD	LFT	Ý	Ý	CSA Russian	
297 298	Tu-104 Tu-104	***	GRD	RGT	Y	Y	Kruger	
299	Tu-104	CCCP-42400 CCCP-42402	GRD	RGT	Y	Y	Russian	935/22
300	Tu-104	CCCP-42459	GRD GRD	RGT	Y	Y	Aeroflot	D10224029.01.79
301	Tu-104	CCCP-42460	GRD	LFT	Y	N	Verlag W. Friedli, 8306 Bruttisellen	
302 303	Tu-104	CCCP-42450	GRD	LFT	Y	N		3985
304	Tu-104 Tu-104	CCCP-42461	FLT	LFT	Y	Y	Edit. Thill, S.A., Bruxelles Mexichrome Unknown	IRIS B
305	Tu-104	CCCP 42474 CCCP-42493	GRD	LFT	Y	N	Interflug IIV18/6 Ag 721/63	
306	Tu-104	CCCP-42495	FLT	RGT	Y	Y	Executive Aircraft Historians, England	314/13
307	Tu-104	CCCP-4249?	GRD	RGT	И	Y		
30B	Tu-104 Tu-104	CCCP-42477	GRD	RGT	Y	N	Interflug	
310	Tu-104	CCCP-42505	FLT	FRT	Y	N	Aeroflot	
311	Tu-104	CCCP-42517 CCCP-43000	FLT	RGT	N	Y	Interflug IIV18/6 Ag 721/65	24
312	Tu-104	CCCP-75777	22.0		N	Y	Russian Russian	314/2 16
313	Tu-104	CCCP-N5400	GRD	LFT	Y	N	Ultgave: De Mulant &	7 0116 1
314	Tu-104	CCCP-N5400	FLT	LFT	N	Y	Uitgave: De Mulnck & Co Amsterdam Aeroflot ?	7 of 16-1989
316	Tu-104 Tu-104	CCCP N5413	GRD	LFT	N	Y	Russian	
317	Tu-104	CCCP N5413	GRD	LFT	Y	N	ORBIS	
318	Tu-104	CCCP-N5415 L5400	GRD	LFT	Ÿ	N	ORBIS	F38837
319	Tu-104	L5400	FLT	LFT	Y	N	Ultgave: De Muinck & Co Amsterdam 109450 Flug-Foto-Versand P.	F38847
320	Tu-104A Tu-104A	CCCP 42345	GRD	LFT	Y	N	Swissalr Photo A Community Dubendorf.	Postfach a
322	Tu-104A	CCCP-42398	GRD	RGT	Y	N	Gebr. Spanlershera N.V. D.	· ostiacii /
323	Fu-104A	CCCP-7???? CCCP-N543	FLT	LFT	N	Y	Gehr, Spanjersberg N.V. Rotterdam K.: BUCHairCARD	27 K27
324	Tu-104B	CCCP-42400	GRD	RGT	Y	Y	Russian	6623
325	Tu-104B Tu-114	CCCP-42430	FLT	LFT	N	Y	Aeroflot ? Aeroflot ?	
327	Tu-114	200000000000000000000000000000000000000	FLT	LFT	Y	Y	Plane Fotos International	
328	Tu 114		FLT	FGT LFT	N	Y	Aeroflot	PFI-006
329	Tu-114		GRD	FRT	N	Y	Aeroflot	
330	Tu-114		GRD	FRT	Ý	N	German	
332	Tu-114 Tu-114		GRD	LFT	Y	Y	Aeroflot Aeroflot	3/5
133	Tu-114	CCCP-75712	GRD FLT	RGT	Y	N	Ultgave Pomber	
334	Tu-114	CCCP-76461 CCCP-76462	FLT	RGT-		Y	Ultgave: Rembrandt - Amsterdam Aeroflot	
335 336	Tu-114	CCCP-76464	FLT	RGT	N	Y	Aeroflot	
337	Tu-114 Tu-114	CCCP-76471	GRD	RGT	Y	N	Pressioto	
338	Tu-114	CCCP 76.472	GRD		N	Y	German Russian	
339	Tu-114	GGCP-76.40c	FLT	RGT	Y	N	German V 11 50 A 4m	8 of 16-1989
340	Tu-114	CCCP 76490 CCCP N5611	GRD	RGT	Y	N		S5/19
341	Tu-114 Tu-124	CCCP-N5611	GRD	LFI	Y	Y		314440
343	Tu-124	CCCP 45000	GRD	RGT	Y	N	Ortigive Do Made 1	AHS58
344	Tu-124	CCCP 45nnc	GRD	LFT	Y	Y	World Collector's Cards Aeroflot	
345	Tu-124	GCGP:45019	GRD FLT	LFT	Y	N		WCC27 232/500
345	Tu-124	CCCP-45014 CCCP-45025	GRD	LFT	Y	Y	FLIGHT International Photograph Aeroflot	
348	Tu-134		GRD	RGT	Y	N	German	
349	Tu-134 Tu-134		FLT	LFT	N	Y	World Collector's Cards	1/2
350	Tu-134		FLT	RGT	Y	Y	Russian Aeroflot	WCC22 239/500
351	Tu-134		FLT	RGT	Y	Y	Unknown	
352 353	Tu-134		FLT	RGT	Y	Y	Verlan E n	
354	Tu-134 Tu-134		GRD	FRT	N	Y	Verlag E. Baumann, 8403 Winterthur, S Verlag E. Baumann, 8403 Winterthur, S Aerotiot	Witzerland
100000	104		GRD	FRT	H	Ý	Verlag E. Baumann, 8403 Winterthur, 5 Aeroflot Aeroflot	Switzerland 299
			SAD	LFT	Y	Y	Russian	233
							11	2



Самолет АН-2 л Plane AN-2

Самолет ИЛ-86 ∨ Plane IL-86







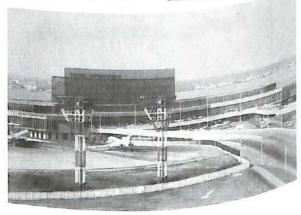
Шереметьево-2.

Грузовой аэровокаал

Sheremetyevo-2. Cargo air terminal

Mocква. Международный аэропорт
Шереметьево-2

Moscow. The Sheremetyevo-2
international airport



355	Tu-134		GRD	LFT	Y	Y	Russian 1980		
356	Tu-134		GRD	RGT	Y	Y	Avlaexport		
357	Tu-134	CCCP-45076	FLT	RGT	Y	Y	Aeroflot Russian	9 0	f 16-1989
358 359	Tu-134 Tu-134	CCCP-65000 CCCP-65011	GRD	LFT	N	Y	Interflug		
360	Tu-134	CCCP-6503B	FLT	LFT	Ÿ	Y	Aeroflot		
361	Tu-134	CCCP-65110	FLT	LFT	Y	Y	Aeroflot		
362	Tu-134	CCCP-65116	FLT	LFT	Y	Y	Aeroflot German		1/3
363 364	Tu-134 Tu-134	CCCP-65646	GRD	LFT	Y	Y	Aeroliot		21.152
365	Tu-134	CCCP-65742 CCCP 65757	GRD	LFT	Y	Ÿ	Antonin Novy		B1452
366	Tu-134	CCCP-65859	FLT	LFT	Y	Y	Aeroflot		
367	Tu-134	CCCP-65868	FLT	LFT	Y	Y	Aeroflot Verlag E. Baumann, 8403 Winterthur, Sv	vttzerland	B73
368 369	Tu-134 Tu-134	CCCP-65955	FLT	RGT	Y	Y	Aeroflot		
370	Tu-134	CCCP-65971 CCCP-77777	FLT	LFT	N	Y	Aeroflot		
371	Tu-134A	000111111	LND	RGT	Y	Y	Avlaexport		T.A.S.051
372	Tu-134A	CCCP 65020	GRD	RGT	Y	Y	Aviation Society, T.A.S. Shop EAH Publications		EAH39
373 374	Tu-134A	CCCP-65045	GRD	RGT	Y	Y	German		2/2
375	Tu-134A	CCCP-65605 CCCP-65919	GRD	RGT	Ý	Y	CADD	onnerie	8859
376	Tu-134A	CCCP-65921	GRD	RGT	Y	Y	Editions P.I38 rue Ste Croix de-la-Bret	of inferre	A7004
377 378	Tu-144		GRD	RGT	Y	Y	Aerotlol Russian		
379	Tu-144 Tu-144	CCCP.	FLT	RGT	N	Y	Aeroflot		
380	Tu-144	CCCP.	GRD	LDG	Y	Ý	Aviaexport		
381	Tu-144	CCCP Ghout	FLT	LFT	N	Y	Aeroflot		
383	Tu-144	CCCP 68001	GRD	LFT	Y	Y	Aviaexport Schmorl & v. Seefeld Nachf., Hannover	Nr.55197() 55197(T)
384	Tu-144 Tu-144	CCCP 6H001	GRD	LFT	Y	Y	Vactor Schmorl & von Seerela Nacina	annover	
385	Tu-144	CCCP 6H001 CCCP 6H001	GRD	RGT	Ÿ	Y	NakladatelstM Pressroto	6/4	
386	Tu-144	CCCP-1/102	FLT	LFT	Y	N	German World Collector's Cards	wcc	25 334/500
387 388	Tu-144	CCCP /7106	GRD	RGT	Y	Y	Aeroflot		
389	Tu-144 Tu-144	CCCP 77108	FLT	RGT	N	Y	Unknown		
390	Tu-154	CCCP 77110	GRD	FRT	Y	Ÿ	Aviaexport		
391	Tu-154	CCCP	GRD	RGT	Y	Y	Aeroflot		
393	Tu-154	CCCP 6:1000	FLT	RGT	N	Y	Russlan Aeroflot		
394	Tu-154 Tu-154	CCCP-65000	FLT	LFT	N	Y	Aviaexport		
395	Tu-154	CCCP-65000 CCCP-65000	FLT	LFT	N	Ÿ	Aviaexport		
336	Tu-154	CCCP-65000	FLT	RGT	N	Y	Russlan Nakladatelstvi Praha PRESSF0T0	\$620	19-3
397	Tu-154	CCCP-65000	GRD	LFT	Y	N	Nakladatelstvi Prana PALOSI		
398	Tu-154	CCCP-65000	LND	LFT	Y	Y	Avlaexport Aeroflot		
100	Tu-154 Tu-154	CCCP-65109	FLT	RGT	Y	Y	flot	\$5/20)
401	Tu-154	CCCP-65774 CCCP-85000	GRD	LFT	Ý	N	German V 11 50 A 1/B 312110	1700 E	
402	Tu-154	CCCP-85007	GRD	RGT	Y	Y	Russian 1974	3/3	
404	Tu-154 Tu-154	CCCP-85021	GRD	LFT	Y	N	German Aeroflot		
405	Tu-154	CCCP-85076	TKO	RGT	Y	Y	Aeroflot		
406	Tu-154	CCCP-85118 CCCP-85118	FLT	RGT	N	Y	Aeroflot Verlag Werner Friedl - Bruttisellen	712	
408	Tu-154	CCCP-85157	FLT	RGT	Y	Y	Verlag Werner Fried - Brother Aeroflot		
409	Tu-154 Tu-154	CCCP-85178	FLT	RGT	N	Y	Russian		
410	Tu-154	CCCP-85192 CCCP-85192	GRD	RGT	Y	Ý	Russian 1984	10 of	16-1989
411	Tu-154	CCCP-85213	dito	11.01	N	Y	Russian		
412	Tu-154	CCCP-85242	GRD	LFT	Y	Y	Aeroflot Aeroflot		
414	Tu-154 Tu-154	CCCP-85399 CCCP-85413	GRD	RGT	Y	Y	Aeroflot		
415	Tu-154	CCCP-85413	GRD	BCK	Ý	Y	Aeroflot		
416	Tu-154	CCCP-85427	FLT	LFT	Y	Y	Aeroflot		
418	Tu-154	CCCP-85441	GRD	LFT	Y	Y	Russian Planets Publishers, Moscow USSR 198	6 11. TASO	123
419	Tu-154 Tu-154	CCCP-85580	GRD	BCK	Y	Y	Aviation Society	1,700	23 0
420	Tu-154	CCCP-85638 CCCP-77775	GRD	RGT	Y	Y	Russlan		
421	Tu-154/Tu-	13	GRD	RGT	Y	y	Russian		
123	Tu-154B Tu-154B		GRD	LFT	Y	Y	Aerofiot	oden 57	
424	Tu-154B-1	CCCP-85103 CCCP-85287	GRD	RGT	Y	Y	Aerofini Aeroprint, Box 13073, 50013 Boras, Sw	4/5	
125	Tu-154M	CCCP-	FLT GRD	RGT	Y	N	German	1 01	6-1990
426	U-2 (Po-2)	CCCP-A1866			110	Y	Russian	MCC.	16-1989 26 241 <i>1</i> 500
428	Yak-18T Yak-18T	CCCP-61869			N	Y	Russian World Collector's Cards	,,,,,	300
429	Yak-24	CCCP-B1446 CCCP-	GRD	RGT	N	Ý	Russian 1980		
430 431	Yak-40	CCCP-	GRD	FRT	Y	Y	Aeroflot	3/1	
432	Yak-40 Yak-40	CCCP-	GRD	RGT	Y	N	German Aerollot	11 of	16-1989
433	Yak-40	CCCP-1965 CCCP-1966	FLT	RGT	N	Y		S269/	
434	Yak-40	CCCP-19661	GRD	LFT	Ÿ	N	Presstoto 869 C.02 / 1230		
435 436	Yak-40 Yak-40	CCCP-1967	FLT	RGT	N	Y	Russian		
137	Yak-40	CCCP-87340	FLT	RGT	Y	Y	41-1	wcc	30 238/500
43A	Yak-40	CCCP-87441 CCCP-87490	GRD	RGT	Y	Ý	World Collector's Cards		
439 440	Yak-40	CCCP-87518	FLT	RGT	Y	Y	Aeroflot		
441	Yak-40 Yak-40	CCCP-87619	FLT	RGT	Y	Y	Aeroflot Aeroflot	9/2	
442	Yak-40	CCCP-87619	FLT	RGT	Y	Y			
444	Yak-40	CCCP 87659 CCCP 87710	GRD FLT	LFT RGT	N	Y	Aeroflot		
145	Yak-40	CCCP 87730	FLT	RGT	Y	Y		S5/7	
446	Yak-40 Yak-40	CCCP-87730	GRD	LFT	Y	N	German V 11 50 A I/D 316	236	
447	Yak-40	CCCP-87731 CCC-P-87777	FLT	LFT RGT	Y	Y	Russian 1976		
148	Yak-42	GCCP-1974	FLT	LFT	N	Y	Aeroflot		
450	Yak-42 Yak-42	CCCP 1974	FLT	LFT	N	Y		12 of	16-1989
451	Yak 42	CCCP 1974 CCCP 19751	FLT	LFT	N	Y	Russian		
452 453	Yak-42	CCCP 42304	GRD	RGT	Y	Y	Russian		
454	Yak-42	CCCP-42306	FLT	LFT	Y	Y			
155	Yak 42 Yak 42	CCCP 42306	FLT	RGT	N	Y			
456	Yak-42	CCCP-42:106 CCCP-42:106	FLT	RGT RGT	Y	Ý	Aeroflot	10000	
457 458	Vak 42	CCCP 42:106 CCCP 42:532	GRD	RGT	Y	Y	Aeroflot	A002	
159	Yak-42	CCOD INC.	GRD	LFT	Y	Y		Δ 073	43.16.VIII
460	Yerevan A	Wrport		DOT	Y	Y	Pueslan		500
	- white b	olar ML4	FLT	RGI	N		113		



Camoner TV-154 A Plane TU-154

Самолет ИЛ-62 ∨ Plane IL-62



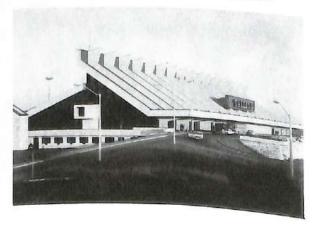
АЭРОФЛОТ



Ереван. Аэропорт Звартноц Yerevan. The Zvartnots airport

Таллинский аэропорт

The Tallinn airport





#7

ASPODAGI.

ン ショ航空

AEROFLOT

アエロフロート

ADDRESS

3300010r

bu DON THOMAS



NEW ISSUES

LEGEND

LEGEND

- seen from above
ai - artist's impr.
bl - seen from below
cc - combi card
co - Continental size
dr - drawing
fl - facing left
fr - facing right
fv - front view
gr - on the arcuse

gr - on the ground ho - head on if - in flight il - in landing

ls - large size lv - long view ml - model mv - multi-view

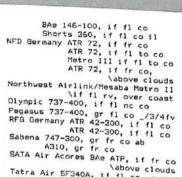
nc - multi-view
nc - new colors
nt - new titles
oc - old colors
ov - oversized
ou - on water
rv - rear view
to - taking off
bb - white beaut

wb - white bord wl - with logo white border

AIRLINE ISSUES

AIRLINE ISSUES

Air New Zealand Link SF340 (Air Air New Zealand Link SF340 (Air New Zealand Link SF340 (Air Seychelles 767-200ER if fl co wl All Nippon 747-400, if fl co wl Drakk'Air Beech Super King Air, European Air Tr. CV-SB0, gr fr co Metro II, gr fl co .3/4rv G1, gr fl co .2ASA 212, gr fl co .2ASA 212, gr fl co .2AN-Chile 767-200ER, if fr co /wl LAN-Chile 767-200ER, if fr co, ... Nose view, wb wl Manx Airl. BAR AIP, if fl co (both above cards; over coast)



Tatra Air SF340A, if fl co, over \Zurich AIRPORT ISSUES

Munich: Lufthansa 747-400, if fr il, at new Munich Airport Toronto, Term.3, mv of interior

With special thanks to Joop Gerritsma, Howard J. Grant, John Horvath, Hubert Jansen, Pratap V. Kriplaney, Joseph Schmitt Jun., Ben Sutherland, Stuart Wines.

CAP CIVIL AIRCRAFT POSTCARDS

109 ATI MD-82

109 ATI MD-82
110 TEA Italy 737-3M8
111 Alisarda BAe 146-200
112 Air Dolomiti DHC-8-311
113 Iberia DC-8-63CF
114 Uni-Air F.27-100
115 Lufthansa 747-430
116 Hercules Airl. Bristol 170
117 AirLanka L-1011-500
118 Pelangi Air DD-228
119 Time Air CV-SB0
120 Markair L-382G Hercules
121 Everts Air Fuel C-46F

121 Everts Air Fuel C-46F 122 COPA Panama 737-204 123 Sterling 757-27B 124 TACA 737-3YO

125 Greenair TU-154M 126 Eurofly DC-9-51



Tatra Air's Cityliner over Zurich

A. .

Saab Cityliner
2 pilots, 1 flight attendant,
33 passengers
cruising speed: 513 km/f
maximum range: 3350 km 513 km/h

EDITIONS PI

748 Canadian A320
749 Air France 747-200
750 COPA Panama 737-200
751 Bahamasair 737-200
752 American Airlines 757-200
753 Avianca 767-200ER
754 TWA MD-P3

753 Avianca 767-200ER 754 TWA MD-83 755 TAN Honduras L-188 756 Air France 747-400 757 Air France 737-300 758 ATO MD-82

FLIGHTDECK

63 Air Hong Kong 747-123F 64 Manx Airl. BAe Jetstream 31

INT'L WORLD AIRLINE PUBLISHING (Collector postcards. All numbers

587 Air Florida DC-9 588 Air Florida DC-9 589 Air California L-188 590 Alaska 727-100

Sep Air California L-188
Sep Air Salifornia L-188
Sep Air Alaska 727-100
Sep Air Alaska 727-100
Sep Air Alaska DC-3
Sep Air California CV-240
Sep American CV-240
Sep American AL.T. L-188
Sep Air Sep Action Commuter DC-3
Sep California Commuter DC-3
Sep State of Onio F-27
Sep California Commuter DC-3
Sep California Commuter DC-3
Sep California Commuter DC-3
Sep State of Onio F-27
Sep California Commuter DC-3
Sep State of Onio F-27
Se



610 Pan Am DC-68
611 PeoplExpress 737
612 Duebecair BAC 1-11
613 Save-A-Connie L-1049H
614 Save-A-Connie L-10496(?)
615 Trans Continental DC-6A
616 Trans Continental DC-64
617 Trans Continental CV-440
618 Interstate L-188

610 Pan Am DC-6B

618 Interstate L-188: 619 Hughes Airwest 727-200 620 Frontier Horizon 727-100 621 United Caravelle 622 Del Airways Beech 623 Eastern Atlantis Jetstream 31 624 Trans Central YS-11

623 Eastern Atlantis Jetstre.
524 Trans Central YS-11
625 Gulf Air 727-100
626 Air Dregon Metro II
627 Alaska CV-240
628 Trans-Canada Viscount
629 Florida Express BAC 1-11
630 Aeropostal DC-9-15
631 Aloha F-27
632 Pan Am 727-100

632 Pan Am 727-100 633 Ozark CV-240 634 Northwest Airlink Shorts 360

635 Western L-749
636 Burlington Express pc-8
637 Ohio University pc-3

STANISLAV TRAPP POSTCARDS

STANISLAV TRAPP POSTCARDS

B Air Caledonie SE-210 Caravelle
10 Aer Lingus BAC 1-11
11 Lufthansa Piper PA-42
12 Syrian Arab IL-76M
13 Dakota Norway DC-3C
14 Safair Lines CV-580
15 Icelandair 757-209ER
16 Australian Airl. Jetstream 1
17 Ansett Air Freight Westwind 1

WORLD AVIATION PRODUCTIONS WORLD AVIATION PRODUCTION

(All card numbers prefixed WAP

85 Bouraq Viscount 843

87 Air Ceylon L-749

88 Pelita Air Fokker 100

89 KLM 737-405

90 Balair MD-81

91 Jesair A310

92 Anglo Cargo 757-23APF

93 EVA Air 767-35ER

WORLD COLLECTOR'S CARDS (All card numbers prefixed WCC-)
B1 LAER SF3400 (All card numbers pro-BI LAER SF340A
B2 El Dorado Columbia DC-8-61CF
B3 Trans International B
B4 Sprint Airlines AN-28
B5 Sadelca Columbia DC-3
B6 Flying Tigers DC-6-62F
B7 La Cumbre DC-6A/C
B8 Zuliana DC-8-54F
B9 Air Aruba EMB-120
90 Equat Air 737-566

90 EByBt Air 737-566 91 CMA 707-3318

91 CMA 707-331B 92 Coral Columbia C-46A 93 ILPO Airlines DC-6BF 94 Latin Carga C-46A 95 Trans Jamaican DC-3 96 SAP NC-3C

97 Tecnofly CV-440 98 Lacol Columbia DC-3C



AEROFLOT

Although Aeroflot may be the largest airline in the world, it has not issued any large number of stickers over the years. Compared to airlines like KLM, Aeroflot's output has been minuscule.

For many years the blue & white oval showing the TU-104 (#1) and the yellow & blue rectangle with red logo and black text (#2) were the only Aeroflot labels, and were quite common. Labels of the 1950s and 1960s pictured the airline's modern jet types - the round one had a red background and blue border and shows the TU-104 jetliner (#3). The vertical rectangular one (#4) was silver, purple and other colors and shows the TU-114. A colorful beach scene with the sun and a Mil MI-4 helicopter overhead advertised the Black Sea resorts (#5). The six-sided label (#6) was half blue and half red with the hammer and sickle logo in gray (or silver?) on a white circle. The most-common Aeroflot label of the 1980s and 1990s is the small blue-on-silver foil label (#7), of which there are several varieties. Aeroflot's baggage information label (BIL) is blue-on-white, with the logo in red (#8). Note the Japanese and Chinese versions of the name at the top. Does this mean the BIL was used only for the Far Eastern services of Aeroflot?

Now that the Communist regime is no longer in charge, we are waiting for a new Aeroflot logo. Of course there may be several new airlines, each with their own logo, as the various republics try to take their own routes and perhaps some parts of Aeroflot.



-0

ADPOUNOT/AFROF

#5



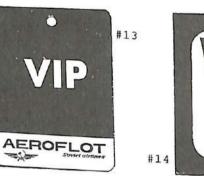
Two cardboard cabin tags of Aeroflot are also shown. #9 is in red & blue on white. Both the front side (#9a) and the reverse (#9b) are shown. The next one (#10), contributed by HECTOR CABEZAS, has the text in dark blue and the pattern in light blue on the front. The reverse has the same light-blue pattern, 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.

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

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-







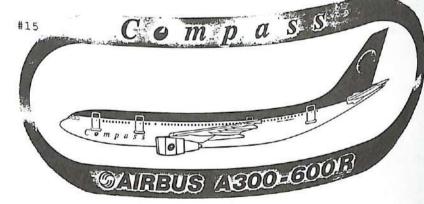


NEW AND OLD

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

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

SU 255



that joined to form Air France. #16

LARRY IBSEN advised of a

French label that was unknown

to me (#16). It was used be-

tween 1919 and 1923 by Compag-

nie Messageries Aeriennes on

the Paris - London route. CMA

was founded by a group of

French aircraft manufacturers,

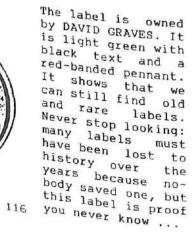
including Brequet, Caudron, Bleriot, Farman and Morane. In

1923 CMA and CGEA (Compagnie

joined to form Air Union, which

in 1933 was one of the airlines

des Grands Express





ED CROWLEY sent in a agent sticker from Air Afrique 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.



NASP BRAZILIAN AIRLINES CIC

Etiquetas para sua Bagagem Endereco Assess Endereço Aspress Deve preenche las colando uma dentro outra fora de cada volume fecha los a chave Cidade City Os artigos validades devem ser transportados e quandados peror Labels for your Baggage Please attach them duly compreted one made and arctiner outside your baggage and took it BRAZILIAN AIRLINES #19 BRAZILIAN AIRLINES fiems of value should be carried or your person

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.



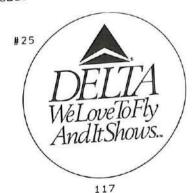
#23





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,



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

Conti	nental
Name	188
Address	
City-Stote-Zip	
Telephone	

From JIM (JET) THOMPSON via Joop Gerritsma came the new Continental BIL (#22). Or is it merely and 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 commemmorating various events in commercial aviation, first flights, or aircraft manufacturing, should write to Michael Rogers Inc., 199 E.Welbourne Ave., Winter Park, PL 32789, USA, for their next airpost 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

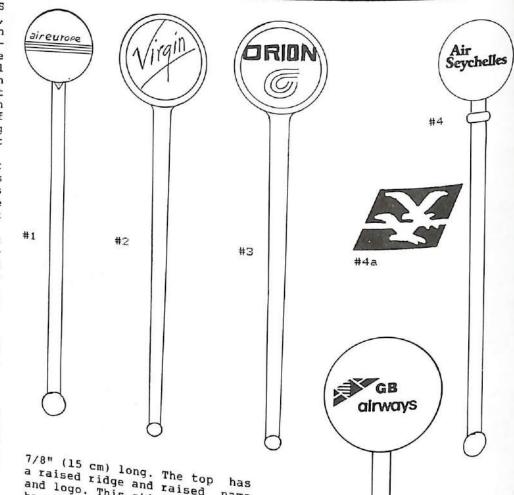
The only sticks he sent me that are not used in this issue, are an Air Cal stick which was shown in the previous issue, and a Transavia stick, which will appear in a future

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 oper-

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



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

Fig. 5. This GB Airways (formerly Gibraltar Airways) 4.5" (11.5 cm) long, has a flat end. It is white and logo and with the hot-stamped (B) dark blue (top line and tri red (bottom line, angle and Airways).

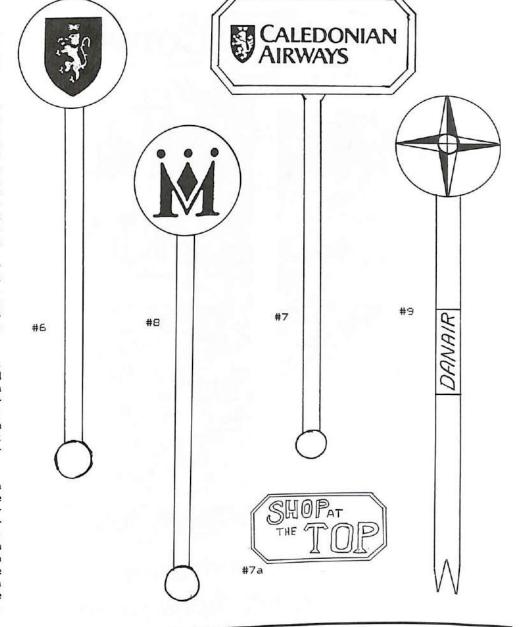
#5

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

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 onesided 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, hotstamped logo.

Fig.9. Dan-Air is also a scheduled and charter airline and flies 727s, 737s, BAC One-elevens and HS 748s. This twosided 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 tecessed area of the shank. The three known colors are white, red and dark blue.



try in each prisonly one en- The Convention try 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 contest, hal Saturday banquet favorite, will be published in our next GRAP . The winner is: G. MAR-GRAF with seven correct answers and four bonus points. He works

Continued from p.106

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 perticipants, 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

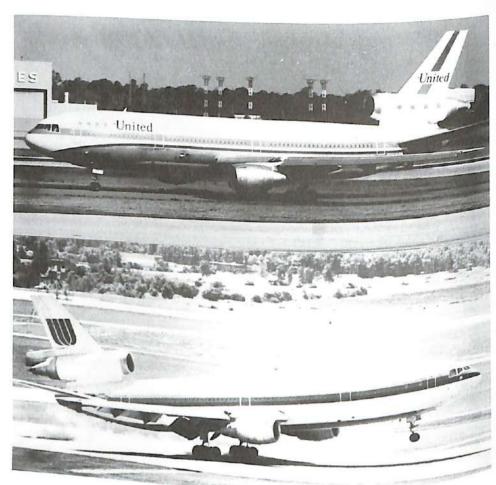
Yves Lelain of Paris, France won the big draw prize at the banquet, a roundticket for two from Los Angeles to Bali, donated by Rod Meyers of Air Indonesia. The second prize was a roundtrip for two from Southern California to Las Vegas, donated by America West, but I did not get the name of the winner.

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

(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

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The expert is retired United Airlines Captain Al Haynes, who was in command when his Denver to Chicago flight

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 model 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 attendance was supposed to. If there were heroes be inside. 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 crash of United and emergency services radio traffic of the minute band his talk with a gripping video tape crash of United and emergency services radio traffic of the minute band his talk with a gripping video tape of the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute band his talk with a gripping with the minute b containing air traffic and emergency services radio traffic of the minutes leading up to and immediately following the not on grim details. A single state of the sing crash of United flight #232 at the Sioux City Gateway Airport. Haynes' hour-long presentation afterward focused that Haynes are accident in which 112 people died, but the accident in the accident in the sioux City Gateway Airport. not on grim details of the accident in which 112 people died, but the efforts that saved 184 lives . . . a team effort Haynes still refers to that afternoon's events as "our arrival in Sioux City." There are, however, few euphemisms terrifying frustrational and howest and however are and howest contract that were

in his direct, matter-of-fact analysis of what happened . . . and how the world can learn from experiences that were "I have serious doubter of 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

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

"As far as I know, no one likes 'standard operating procedure," Haynes said. "Especially pilots. They don't like to deal with the problem. 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

He drew an analogy between transmitting on the same radio frequency during the time of a crisis, and coordinating along, and tried different things to get them to work." 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 resemblence to flight #232: a wide-body jet crash-landing on a closed runway at Gateway Airport with 150 survivors and almost as

"Drills do work, and they pay off," he said, warning his audience to do everything possible to carry that message to many fatalities.

Another warning came when he said that too many people underestimate the intensity of post-traumatic stress and friends and co-workers. 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 short."

"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, shock." He's changed his mind. 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

"That's utter nonsense," Haynes said forcefully. "No one needs it any more than the first responders." To this day, they are immune from the problems. 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

"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

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

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

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

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 ailcrons 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 With about rour seconds to go, and the same, the left wing tipped up, as opposed to the right wing dipping. In those same four seconds, 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

"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 down the runway. We slammed into the runway. We're sliding down the runway on the nosewheel, the left main gear and the right number three engine." Then, the tail broke off. And without the weight, the left wing began to

"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 screaming. Nobody was screaming. 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 gers and 14 gers and 14 gers and 14 gers and 15 gers a 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 contract of every unaccompanied. They all, without question, changed seats so that the flight attendants had one adult next to every

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 Haynest list used what she had learned to calm others around her. And Haynes' list went on.

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 way I could be a said to help me through this trauma, there's no added. 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

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

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-ofwork 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 hotice. 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 Mo-Jave. 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 particpants.) 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

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

By JOOP GERRITSMA ______

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

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 ex-

I don't want to go into cellence. 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 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 colum "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.

The trading floor



ramp tour



TriStar 500 from Germany and 747-409 of China Airlines



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Earthquake Banquet



MC Mike Machat: he made us laugh



Tall buildings shook





"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

19 SEP 92 (Saturday) ATLANTA, GA AIRLNER SHOW, Location to be announced. For details: Bryant Pettit or John Joiner, P.O.Box 634, Clarkston 6A 300021, 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, DRD. Details: Linda Dickerson, 1200 Powder Horn, Algonquin IL 60102, Ph. (708) 854-1152.

31 OCT 92 (Saturday) Airliner show. Details: Linda Levine, 1836 NE 213 HIAMI, FL Lane, Miami, FL 33179, Ph. (305) 935-2922

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

International trade show, Gaststatte Turnhalle Schwanheim, Saarbrucker Str.4, Frankfurt am Main-Schvanhein, 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) Bay Area Airliner Historical Society, Airliner Show, SAN FRANCISCO, CA. Grosvenor Inn at SFO. Gen. adm. \$5 at door. Room t table rates and other details: Ton Dragges at (415)

14 NOV 92 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. Webester (203)629-5270.

21 NOV 92 (Saturday) Airliners International Toronto, Aviation display b Slide show. Christ the King Anglican Church. 475 Rathburn Road (between Renforth Dr and The West Mall (south and The Wes (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 S 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 HW2 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. Ra \$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, 0300-1700 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. Ra \$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, 60B Valley Dr. SE, Vienna, VA 221BO, (703)93B-0175.

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

Airliners International '93 Location: Regency Crystal City Hotel, National Airport. More details will he nublished 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.

In general it is a good idea to check with the show organizers to confire 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) England KT15 1HY (1997)
Price: Approx. \$27
Hardcover, 112 pages, 148 B&W photos, 3
Hardcover, 20 diagrams, maps, plan
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 jetliner in the world to start scheduled commercial passenger service, but that commercial passenger service, but that jetliner in the world to start scheduled to me Britain, back on 02 MAY 52.

This new Ian Allan title, the third in the classic Aircraft Series, tells in the classic Aircraft Series, tells in the classic Aircraft series, tells in the classic and the production and service of the Comet, the production and service of the comet air talks about the triumphs and the It talks about the triumphs and the tragedies before the Comets were grountagedies before the Comets were grounded in 1954, and about what De Havilland ded in 1954, and about what De Havilland ded in 1954, and about what De Havilland ded in make the aircraft rise again to have an extremely successful second cahave an extremely second cahave an extremely second cahave an extremely second cahave an extremely se

The Comet made its second debut in a splendid way: on 04 OCT 58 two Comets (the Mk.4 version) of BOAC started the (the Mx.4 version) of some Started the world's first regular passenger jet ser-vice across the North Atlantic between London and New York, one in each direc-tion and beating PanAm and the Boeing

tion 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

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). as is the case with solution; and Boeing (707).

The entire book is printed on heavy

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 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 the photo of Dan as was done with the the photo or Air Comet 4, G-APDB on the last page

....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 serveral projects that delayed him in finishing the current issue. We will try out 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

as

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ne

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 eral 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 arc half and the contract the solution of the show this year will rate it compared with the solution of the solution o other AI's held over the years. With all the controversy points of the years. troversy going on before we even got there, it will be hard to separate what we are got there, it will be hard to separate what was good about the show and what was actually had the show and lax to and what was actually bad. The Mojava and LAX tours both received high marks from those taking those the There was some complaining from those that took the Mojave tours that they had to wait long periods of time to be some complaining from those that they had to wait long airport are periods of time to be picked up at the airport and was a minor inconvenience considering how great the was a minor inconvenience considering how great the was. The tours/airplane flights that were Cancelled all received low marks. Although the cancelled all received low marks. Although the aircraft that were to appear a cood number of aircraft that were to appear, a good number of the in the DC-2 or the Ford.

Along with the tour problems, from what I have the two contests were not been able to determine, the two contests were not been accustom to at provious conventions. The phot Area with the same professionalism that we have d model contest is the highlight of the convention to display their models and slides An model contest is the highlight of the convention photos. This is especially their models and slides/
crowded airport terminals and on the airplane to crowded airport terminals and on the airplane to them from damage. The log2 convention crowded airport terminals and on the airplane to committee, it seems, took the 1992 convention the way the contests were just so much bother, and it showed in mean it, or do not have them all your advertistion. 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 MEXT issue of the LOG, along with motions previously voted on at earlier conventions. These rules will be available to anyone wishin. to anyone wishing to host a future Al convention.

To end this story on AI 92, I will offer the following as I experienced it, not in any set order. The trading and a set order. The trading area was great, lots of room, you did not feel area was great, lots of room, of post not feel crowded. I obtained a good number of post cards and sticker. 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 form. inconvenient for those that did not drive and did not want to spend as a cash not want to spend \$5.00 for a hamburger! The cash bar/welcome party bar/welcome party on Thursday evening was a BUST! Starting the show on Thursday evening was a waste Starting the show on Friday at 12 noon was a waste of the whole many of the whole wh of the whole morning for those not taking tours. The banquet was a HUGE success! Thanks Mike for great performance of the control of the control of the success. 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 hold a was little to report on Saturday morning of the convention. While the a 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 mortivally be held. meetings do not take long and might even be I had ed during the trading hours. ed during the trading hours. The only news to report is the to report is that renewals have been very sheen the sale of the plastic membership cards have send good. If your interest on the sale of the plastic membership cards have been very good. very good. If your interested in obtaining a renewal \$2.00 to HO and send \$2.00 to HQ and we will be happy to forward a card to you.

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

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

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

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 Carribean 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 appologize 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 (and featured in the last issue of the LOG, photo globe logo, and a 1960's TWA coffee pot (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, 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 this, and agency-type display models pertaining to 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 1/144. Large list of airliner decals, mostly terested in. Prices have been reduced from previous in order to move remaining items. Also looking or reasonably priced Aurora Airliners. Please and advise what you have.

HRISTIAN BRYAN, 36845 208th Ave SE, Auburn, WA 98002 as collectible model airplane kits, books, and emorabilia for sale and/or trade. Specializing in Inliners, also military and aerospace. Please one 29¢ stamp for list. Christian is particuarly iterested 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.

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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 a 2ft x 3ft framed board consisting of (2) Feb 24 a 2ft x 3ft framed board consisting of (3) Feb 24 a 2ft x 3ft framed board consisting of (1) Feb 24 a 2ft x 3ft framed board consisting of Cuba to 1928 postmarked envelope from Santiago DeCuba to 1928 postmarked envelope from San

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. that one of you might have and can share with him. Guido is constructing a Boeing B0314 Clipper flying Guido is now facing constructed in the scale boat. This model is being constructed in the scale boat. The model is being co

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 77036 is looking for a variety of North Central items. This includes models, REAL wings, cabin seritems, ticket folders, schedules, photos and vice items, a "JET CUSTOM CLASS" departure board sign ESPECIALLY a "JET CUSTOM CLASS" departure board sign es well as other departure lounge signage. Also as well as other departure lounge signage. Also as well as other departure lounge signage. Also as well as other departure lounge signage. If 1960, HOU (pre-1969) and a/c interior shots. If 1960), HOU (pre-1969) and a/c interior shots.

DOUG ATKIN, 130 South 400 East, Payson, UT 84651 WANTS: 3 X 5 or approx. size photos of Delta A-310, also photos of Delta/Western aircraft in the various merger colors. Also photos of Hughes Air West 727s and DC-9s, especially the DC-9-10. Also Air West before Hughes. Doug has for sale display model of L-1011 in Lockheed colors, travel agency type on wood stand. This is a large model, the fuselage being 21 inches long and each wing is 9 inches long. Model obtained from Lockheed executive and is in excellent condition. If interested, make offer. Buyer will have to pay shipping charges.

WILLIAM GAWCHIK, 88 Clarendon Avenue, Yonkers, NY 10701 is buying kiddie wings, pins, badges, patches, etc., from Western, Northeast, Pan Am, Panagra, Hawaiian, North Central and ????? Send photocopy and price information to the address above.

CRAIG PUTT, P.O. Box 29052, Halifax Shopping Center, Halifax, NS B3L 4T8, Canada has for sale post cards airlines/aircraft worldwide. Write for a free list to the address above.

DAVID LEE WILCOX, 465 Ashley Lane, Roanoke, TX 76262 is looking for the following on BEA, BOAC, Air UK, British Midland/Dan Air(ticket folders, magazines, postcards, promotional labels, safety Cards, and postcards, promotional labels, safety cards, and other additional merger material). Dave has various defunct U.S. dirline items for trade or will buy from you. Please send list to above address.

RICK ARANHA, 8028 NW 28th Place, Sunrise, FL 33322 is looking for Ozark Airlines DC-3 decals in 1/48 trade for anything from Bahamas Airways, Mackey answered.

RICK ARANHA, 8028 NW 28th Place, Sunrise, FL 33322 trade for Ozark Airlines DC-3 decals in 1/48 for Airlines and Flying Service to buy or answered.

DON WITT, 10828 Balboa Drive, Sun City, AZ 85351 wants nilet wings and hat brace from lake Cent DON WITT, 10828 Balboa Drive, Sun City, AZ 85351 wants pilot wings and hat brass from: Lake Central Air Lines (1950's); Pan American (1950's); Eastern Needs a OAG from mid-1950's. Don is looking for pitcher aircraft manuals, silver coffee pot, cream any of the above and price required.

KEN W. TAYLOR, R.R. 7, Calgary, Alberta T2P 2G7
CANADA has a number of international wings for sale.
list is to large for listing in this section of the your a wing collector you do not want to Log. If your a wing collector you do not want to canadian Mounted Police uniform parts and badges write for listing in this section of the additional information.

BOB FELD, P.O. Box 416, Cypress, CA 90630 is looking uniforms with insignia. Please send description time or write to the above address.

BOB FELD, P.O. Box 416, Cypress, CA 90630 is looking uniforms with insignia. Please send description time or write to the above address.

CRAIG PUTT, P.O. Box 29052, Halifax Shopping Collectors of airliner aircraft like to address. Craig trades incraft

J. F. McDONALD, 1316 NE 113th, Portland, OR 97220 wants original photos or photo-postcards of PAA as well as aircraft from South Seas, Australia, New Zealand, England, France and Holland of the time period 1010 than 10001 period 1910 thru 1930's. Please send photo copies and price to the address above. Thank you.

JOHN D. SHEPARDSON, 10132 Amity Ct., Riverside, CA 92503 (non-Society member) is seeking information on a braclet that he recently discovered. This is a gold colored to the recently discovered. a gold colored braclet having etched into it the outline of the design of the aircraft Lindbergh used to fly form the design of the aircraft Lindbergh has used to fly from NY to Paris. The design also has two "lucky" horseshoes and the lettering at the bottom of the aircraft "Spirit of St. Louis." If you have any information between the bracket, please you have any information about this braclet, please contact Mm. St. contact Mr. Shepardson at the above address or call 714-359-3045 (2) 714-359-3845 (Calif. time please!)

JACK RODERICK, 1540 Millview Drive, Batavia, IL 60510 has "BOOKS FOR SALE" has "BOOKS FOR SALE" Birth of an Industry-\$75.00 Anvil of the Gods-\$15.00 The Airport Book-\$15.00 Delta, History of an Airline-S35.00 Flight Overseas-S12.00 Tiger on a Leash-S9.00 U.S. Civil Aircraft Vol 1 thru 4-S42.00 per volume Aircraft in Profile Vol thru 5-S35.00 per volume. If interested in any of the above, please contact Mr. Dedonick at the above address. L1011 Tristar & the Lockheed Story-\$13.00 Delta, History of an Airport Book Delta, Delta, History of an Airport Book Delta, Delt the above, please contact Mr. Roderick at the above address.

BILL CALLAHAN, 541 Glen Street, Glens Falls, NY 12801 is looking to buy at least 5 North American editions of the OAG from between the North American editions and Please. of the OAG from between the years 1951 through and the se write indication Please write indicating what you have available and the price you are asking. Bill can also be reached at 518-798-4588. at 518-798-4588.

JIM FRETWELL, 1405 Seagrape Circle, Ft Lauderdale, Fl. 33326 has for sale CAB/NTSB aircraft accident reports, copies from the 195015 NTSB aircraft accident selections. copies from the 1950's through the 1970's, lists selected fleet lists selected fleet lists, timetables, registry SASE from the 1970's and much more. Please send for the complex and much more.

ANNE MALM, IASHM, Hesekilleg. 19, S-231 53 Tre11eborg, Sweden. Anne is the President of the International for Airline Stewardess Historic Museum and is looking stewardess uniforms and wings/insignia for her aritish stewardess Historic Museum and is looking own collection. Particularly interested in older wings. and Commonwealth stewardess cap badges and jacket wings. Please write additional please with a distribution of the stewards and please write additional please with a distribution of the stewards and please write additional wings. Please write advising what you have.

DALE HARTLAUB, 5005 S. Hayes Avenue, Sandusky, Tri44870 is interested exclusively with the Ford the
Motor which was used by many airlines during any
period 1926-1932. He would like to hear from aircraft
other Society members interested in the same pilia
as well as from those that might have memorabilithe
of this aircraft and airlines. Please wring price. of this aircraft and airlines. Please write price.

BON JOYCE.

DON JOYCE, 1511 NW 85 Way, Pembroke Pines, FL 37071 and Port Town is looking for To

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period \$10.95 and pandling

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. 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 cruice line items especially any interested in any cruise line items especially any items from the following: Royal Carribean 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 appologize 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 duction is a "housecleaning" auction with LOW or NO reserves. Please send SASE for a bid list. Please mark your envelope "AVIATION" on the front. mark your envelope "AVIATION" on the front.

RANDY AUBLE, 7303 Hiner Lane, Indianapolis, IN 46219 KANDY 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 (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 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 Stratary Christian Photographs oliner). Needed are original photographs, picture postcards, histories, route maps, timetables, magapostcards, nistories, roads maps, timetables, maga-Zines, 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 (ST.

JIM W. ERNST, 13065 Sky Park has list of airliner Sale, Also

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 proto-type 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.

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The Pan of the Fairchild FC-2 Landing West Indian Aerial Express. If your interested in this very interesting of Pan Am history, please Contact Mr. West Indian Aerial Express. If your interested in this very interest; piece of Pan Am history, please CORtact Mr. 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 Vecheldo GUIDO ROHDE, Konrad-Adenauer-Ring 4a, W-3303 Vecheldo for information on his current model is constructing a Boeing and Can share with and will some of rivet day and will some of constructing a Boeing BO314 with anything and will some of constructing and can share with anything of rivet day and constructing and constructing anything of construction
> MICHEL MUSKAL 376 OCEAN AVENUE APT 409 REVERE, MA 02151

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PETER WOLFF, P.O. Box 617971, Chicago, IL 60661 is a new collector looking for airline china, particulary 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

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

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

AIRLINE KIDDIE WING identification guide now available. 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 In mint condition, while in truth, the models are in offered with altered decals. If you have run into other collectors or dealers please advise Society other collectors or dealers, please advise Society HQ. We need to get to the bottom of this problem

Society member Duane Howard has reported some pro-Society member Duane Howard has reported some pro-blems 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. 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 the collector. 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.



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Compact size.

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(FLIGHT EXCHANGED continued)

MARK HARRINGTON, 500 E. Harwood, #4015, Euless, TX 76039 is looking for the following back issues of AIRLINERS 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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Daron Worldwide Trading carries the largest selection of airline models. Models range from the Constellation and DC-3 to the 747-400 and MD-11. Prices range from \$5.00 for a 1:600 scale B737-300 to \$237.00 for a 1:100 scale B747-400.

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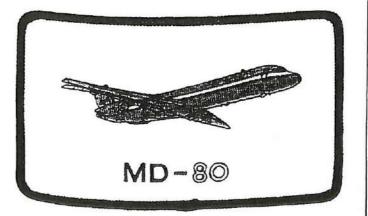
Mail: c/o Riouwstraat 55 - 1521 SC Wormerveer - Netherlands Fax +31-75-218717



"Keep in touch with the Dutch"

NEW PATCH AVAILABLE

American Airlines MD-80 patch. Not a reproduction or copy! AA wanted 100 and we did 200 so collectors could have some originals. Patch has red border and red "MD" with grey aircraft. Measures 3" x 5"; Send \$5.00 plus SASE. (This is the only airline item we currently have.) Send to: PROGRESSIVE SPECIALTIES, 144 Cloister Drive, Peachtree City, GA 30269-1440.



AIRLINES

NEW VIDEO

NEW VIDEO

NEW VIDEO

FIRST VIDEO OF A NEW SERIES JUST COM-PLETED. THIS VIDEO CONTAINS 2 HOURS OF TRAFFIC FROM BOSTON'S LOGAN AIRPORT. EXCELLENT ITEM FOR YOUR COLLECTION AS SOME OF THE AIRCRAFT IN THE VIDEO WILL NOT BE AROUND FOR MUCH LONGER.

SELLING PRICE IS \$20.00 PLUS SHIPPING CHARGES.

SEND YOUR NAME AND ADDRESS TO THE ADDRESS BELOW FOR ADDITIONAL INFOR-MARTION REGARDING THIS NEW VIDEO RELEASE.

> MICHEL MOSKAL 376 OCEAN AVENUE APT 409 REVERE. MA 02151

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NEW CARDS FOR THE COLLECTOR

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

> IAWP Company 140 W. Possum Road Springfield, OH 45506

VIDEO REVIEW

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

Following the historial 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 our 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 duced and each one gets better. On the tall 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

FLIGHT EXCHANGE (continued)

FRED CHAN, P.O. Box 473, Burtonsville, MD 20866 wants to buy airline ale in a carriers to buy airline playing cards issued by U.S. carriers before 1970 and before 1970 and non-U.S. carriers, especially those based in South American based in South America and Africa. Fred has for trade: wings (Britannia Aria and Africa. wings (Britannia, Asiana and Africa. Fred has followings (China Airlines and Malta), kiddie wings (China Airlines and North American airlines) and many swizzle sticks. swizzle sticks. Please send a xerox copy of the mint, of the cards you have available, their condition (mint, sealed, good or poor 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 or 200, USAir F-100 and is particularly looking for a 1/164 scale model of ALM Astallians MD-82, NY 1/164 scale model of ALM Antillean Airlines MD-82, customized by Del of ALM Antillean Airlines chould a customized by Pacific Miniatures for ALM. Should any one have quality displayment for ALM. Should any kind, one have quality display models for sale of any kind, please wirte. Of particular interest are models man by Pacific Miniatures or any other foreign model manufacturer. Prefers to any other foreign anthony ufacturer. Prefers to buy and not trade. Anthony also collects other also collects other items from KLM, ALM and USAir. Please drop a line or call 718-886-6009. All responses will be promotely 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.

- \$18.00 1. AMERICAN AIRLINES (1987 Edition) 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; 168 pages 750 photos and illustrations.
- CAPITAL AIRLINES \$16.00 History from 1927-1961; 88 pages, Fleet list 1945-1961; 300 photos and illustrations.
- 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) History of EA and predecessors, 1920'2-1980's; 96 pages 220 photos and illustrations.
- TRANS WORLD AIRLINES \$18.00 History from 1925 to 1987; 136 pages with over 600 photos and illustrations.
- UNITED AIR LINES \$18.00 History of UA and predecessors 1920's to 1992. 104 pages, 475 photos and illustrations.
- 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:

- Braniff (1981 edition)
- 2. Braniff (1928-1965 edition, printed in 1986)
- 3. Braniff (1965-1986)
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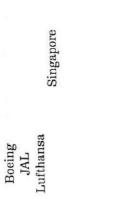
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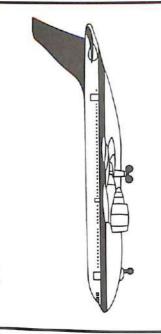
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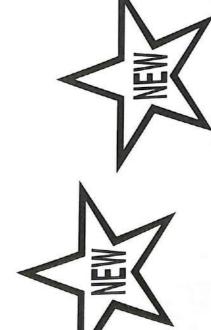
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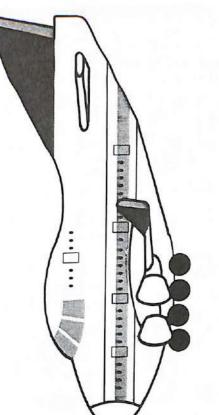
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