



**Martin**  
AIRCRAFT

Builders of "Dependable" Aircraft Since 1909

# CAPTAIN'S LOG



**IN THIS ISSUE:**  
we take a look at the Martinliners, which, if it hadn't been for bad luck, would have been big competitors for the Convair.

N170A, msn 9163 "The Pennsylvania" was a Model 2-0-2 (2-0-2B after modifications) that was in service with Allegheny Airlines for 11 years. (Allegheny photo, Gerritsma Collection)

Also:

AI '92  
trivia quiz

Deruluft

Mojave

Book reviews  
Safety Cards  
Postcards  
Schedules  
Swizzle sticks  
Wings  
Models  
Photos  
Stickers





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

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

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

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**THE FLIGHT EXCHANGE**

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

**CONTRIBUTIONS ARE WELCOME**

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

**DEADLINES AND PUBLICATION DATES**

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

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



This Dave Campbell shot of Boeing 727-81, D-AHLM, msn 18919/163 climbing away seconds after rotation, won first place in the color slide contest at the Airliners International Convention 1992 in Orange County, California in June. The aircraft was leased by Air Aruba from Hapaq Lloyd Flug of Germany for the its service from Oranjestad on Aruba to New York. Our congratulations to Dave!

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# TAKE-OFF TALK

It is mid-October as I am typing this and I have nearly recovered from the disastrous summer of 1992 that left me with so little spare time to work on the CAPTAIN'S LOG. And while this issue is also a little later than it should have been, I am closing in on the normal schedule.

I have heard some grumbling by WAHS members in the wake of the late publication of the previous issue. A couple has even threatened to cancel their WAHS memberships over it.

While I cannot stop these people from doing so, I do wish to remind them of one important fact:

This publication - and indeed the entire World Airline Historical Society - is purely a hobby undertaking by some 16 individuals and for which no one receives a remuneration. In fact, it is costing all of us money out of our own pockets because we gather at our own expense the memorabilia and other items for our own collections, then share them with you, the WAHS members, through these pages. All membership funds and the small advertising revenue are going straight back into the publication of this magazine and the running of the WAHS. Furthermore, Paul Collins, most of your editors and myself are all having full time jobs five days a week, jobs that have nothing to do with what we do for the CAPTAIN'S LOG. Oh, sure, I would love it if the WAHS were big and financially healthy enough to enable Paul Collins to pay me the same annual salary my present employer is paying me (plus benefits, of course), so I could devote my efforts full-time to this magazine instead. Alas, until we have "a few" more members, this will not happen. Without those full-time jobs we are holding down, we would not be able to bring you this magazine because we would have no income to pursue our own hobby interests and share the results with you.

I have only one thing to say to those whiners who have threatened to quit the WAHS because the June issue was more than two months late. Either:

1 - Offer some help if you want a guarantee the CAPTAIN'S LOG is published on time every time. You could do so by contributing well-researched articles, to save your editors time. If your talents or interests do not include writing you could give Paul Collins a call. I am positive he can think of a few things you could do for the good of the society.

You could also, without asking any of us for permission, go out among your friends and recruit a few new members for the WAHS.

OR:

2 - If you are not willing to help out and prefer to complain instead, please leave, so we do not have to listen to you.

Fortunately, the WAHS has

many, many members who appreciate our efforts. Their numbers by far outweigh those of the whiners.

I regularly receive letters from readers who congratulate me and the other editors with and thank us for our efforts. I do not always have the time to respond to these letters, but believe me, every one of them is a ray of sunshine and is another reason why we continue to do this with and for you.

In the past few months I have also received a handful of contributions from readers. Thank you very much! They are gratefully received and I'll start using them beginning with the next issue. I always welcome articles with photographs about airlines and airliners and their histories while the other editors gladly receive material pertaining to their specific fields of interest. Just turn to the inside cover page to see who to contact about what.

## In this issue:

Now what's in this issue? Most of your editors are present again. In alphabetical order, they are Stan Baumwald with a fresh batch of kiddie wings, George Cearley has schedules pertaining to operations by the Martin 2-0-2 and 4-0-4, Gerry Cole brings news about some old and new models, Bill Demarest presents news of recent postcards, Richard Fedorco shows airliner photographs from far and wide, Dick Koran has a guest column by Charlie Dolan and a collection of his own wings, Dick Luckin shows the airline dinnerware pieces he acquired at the convention, Robert Marshall shows safety cards for the Martin 2-0-2 and 4-0-4, Al Tasca has more swizzle sticks again, Ken Taylor has another bag full of puzzling pieces and Don Thomas shows many new (and some old) stickers.

I am running a history of the Martin 2-0-2 and 4-0-4 that has been in the editorial "must wait" pile for a couple of years. Also included is the history of Deruluft, the "other" Soviet airline (a joint German-Soviet venture actually) before World War 2. It too had to wait for this issue because the Aeroflot article in the previous issue was much longer than I had first anticipated. Finally, I made good on my promise for a story and photographs about Mojave.

## THE REAL WINNER OF THE GOETHE TROPHY

Phil Brooks alerted us to the fact he was NOT the winner of the "Name the Plane" contest at the AI 92 (CAPTAIN'S LOG, JUNE 92, p.119).

Ed Goethe was the winner of the contest this year. He is the brother of Paul Goethe, after whom the Paul Goethe Trophy for the winner of this contest, was named.

"I thought Ed's winning was very appropriate," writes Phil.

So do I, and I apologize for the error.

142 Joop Gerritsma.

Well, that's it folks. Paul promised in the previous issue we'd be publishing two more issues this year (including this one) and I am going to do my utmost to make it come true. I expect to have the December issue ready by the middle of that month and it should be out in mid-January. The intention is to send the AI'93 (Washington, D.C.) registration information with it.

Here's hoping that all your weather will be CAVU and your flights VFR.

*Joop*



The second Martin 2-0-2, NX93002, at Baltimore. It was later converted to the unpressurized 4-0-4 prototype. (Glenn L. Martin photo)

# AIRCRAFT PROFILE

by JOOP GERRITSMAN

THE LOOK-ALIKE 2-0-2 AND 240 CAME FROM OPPOSITE SIDES OF THE AMERICAN CONTINENT AND THEY WERE FIERCE RIVALS AT FIRST. BUT THE MARTIN 2-0-2 FROM BALTIMORE ON THE EAST COAST MET WITH MISFORTUNE AND DISASTER, WHILE THE CONVAIR 240 FROM SAN DIEGO ON THE WEST COAST RAPIDLY WENT ON TO BECOME A WORLD SUCCESS AND THE PROGENITOR OF A LINE OF EQUALLY-SUCCESSFUL DESCENDANTS

## the MARTINLINERS

In November 1945, the Glenn L. Martin Company of Baltimore, Maryland, announced plans for its twin-engine Model 2-0-2 airliner for 36 passengers, intended as a DC-3 replacement on short and medium-length routes.

Martin did not have a big name as a builder of commercial airplanes. Before World War 2 it had built only the three successful M-130 China Clippers for Pan American's trans-Pacific services. Its larger M-156 Martin Clipper lost out to the Boeing 314 and only one prototype was built. But the company had gained a great deal of experience building modern aircraft on a large scale when it completed more than 5,000 B-26 Marauder bombers during WW.2.

### The 2-0-2

Martin's 2-0-2 came as the airlines needed modern aircraft of all types to meet the expected large demand for air travel now that the war was over.

Pennsylvania-Central Airlines was the first and ordered 35, with deliveries to start in early 1947. However, the airline ran into financial problems in 1946/47 and the order was cancelled. Northwest Airlines had ordered 10

(later increased to 25) and would now receive the first production aircraft instead. Colonial Airlines ordered 20, LAN Chile and LAV of Venezuela placed orders for four each (the LAV order was later reduced to two). Cruzeiro do Sul of Brazil said it wanted (but never ordered) 10. Eastern Air Lines would have liked 50, but said it preferred a pressurized aircraft.

Braniff, Chicago & Southern and Delta also showed interest, together with a host of smaller airlines.

But American Airlines was the big prize Martin was hoping for. A large order was expected since American had had much influence in the final design of the 2-0-2. Its engineers had worked closely with Martin on the project. It came therefore as a big blow for Martin when American ordered 100 Convair 240s from Convair San Diego in California instead. The fact American reduced its order later to 75 when the anticipated large increase in travel did not materialize, did nothing to reduce Martin's disappointment.

Even without an order by American, Martin received orders for 155 2-0-2s.

The first 2-0-2 made its maiden flight on 21



NOV 46 under command of company test pilot O.E. "Pat" Tibbs. This was four months before the first flight of the CV-240. But it ended rather inauspiciously when the port undercarriage failed to lock down and the aircraft was damaged during the landing.

Type certificate flights for the Civil Aeronautics Administration began on 12 MAY 47 and Northwest Orient Airlines (the new operating name for Northwest Airlines) received its first aircraft, NX93037, for crew training on 02 AUG. The CAA approved the 2-0-2 for airline service on 13 AUG and Northwest began scheduled services on 15 NOV, more than half a year before American could reply with the CV-240. The first 2-0-2 for LAN Chile was delivered on 11 NOV 47. Despite losing the American Airlines order, things were looking up for Martin.

But something went horribly wrong. On 29 AUG 48 Northwest's NC93044 lost its outer port wing when flying in turbulence near Winona, Minnesota. All on board perished in the ensuing crash. Investigation found the break-up was caused by fatigue cracks in the wing spar where the outer wing joined the center section. During the type certification test flights, the CAA had found the 2-0-2 laterally unstable and demanded a fix before issuing the type certificate. A big dorsal fin and a larger horizontal stabilizer were fitted, but the biggest change was an increase in the dihedral of the wing. Martin did this by inserting a step-shaped wedge at the bottom of the wing spars where the outer wings joined the center section. It eliminated the need to modify the wing center section, the fuselage-wing joint, the engine mountings and the main undercarriage. But it created a - fatal - flaw.

The first production aircraft was already flying and most of the next 30 aircraft were in an advanced stage of production. All had to be modified, causing long delays in deliveries.

Inspection of the crashed aircraft and of other 2-0-2s in the Northwest fleet, showed miniscule fatigue cracks had developed in the corner of one of the wedge steps. The 2-0-2 was grounded and all were sent back to Martin for wing strengthening. Northwest was forced to return its DC-3s to service until late 1948, when the Martins began arriving back from the manufacturer.

Then, four more Northwest 2-0-2s crashed during the 10 months from 07 MAR 50 to 16 JAN 51. After the fourth crash, a never-explained fatal dive of N93054 near Reardon, Washington, Northwest decided to dispose of the Martins. It also cancelled its order for 40 of the pressurized 3-0-3 version.

Transocean Airlines bought four of the remaining 20 Northeast Martins and leased another 11. The other five were bought by California Central Airlines. Nine of the 2-0-2s leased by Transocean were sold to Pioneer Airlines in 1952 after their leases expired. Pioneer traded in three DC-3s and four DC-4s to Northwest for the Martins. One leased 2-0-2 had crashed in Transocean service and the last one was later sold by Northwest to Southwest Airlines.

Transocean operated its own four 2-0-2s under contract to Northwest to start scheduled services in Japan for the new Japan Air Lines in 1951/52. The airline may also have sent one of their leased aircraft to Japan following the



The first Martin 2-0-2 prototype, NX93001, still with the original vertical tail without the large dorsal fin. It was later modified at the 3-0-3 prototype.

(Glenn L. Martin photo via Bill Thompson)



NX93037 in original Northwest livery, on a test flight before delivery to the airline. It was lost in a crash near Almelund, Minnesota, after the starboard propeller reversed in flight.

(Glenn L. Martin photo via Bill Thompson)



N93051 shows the red-tail livery of Northwest's 2-0-2 fleet. The aircraft also was with Transocean, Pioneer and Allegheny before traded in to Fairchild-Hiller.

(Photo via Bill Thompson)



A different version of Northwest's red tail is shown on NC93046. Is this the only NW 2-0-2 with this tail livery? The aircraft has the name "Topliner North Star" under the cockpit.

(Photo via Bill Thompson)

crash of one of its own quartet.

Another of the Transocean four ended its life in a rather peculiar way. NC93061 was written off in a hangar fire at San Francisco on 30 DEC 55. The fuselage and wing center section, which had remained physically intact, were then mounted on barrels and were floated out into the lagoon off the U.S. Coast Guard Air Station at SFO as a ditching trainer.

Pioneer operated the 2-0-2 on scheduled services out of Love Field, Dallas, Texas and California Central flew theirs on routes linking Los Angeles with San Diego, Burbank, Oakland, San Francisco and the Naval Ordnance Test Center at Inyokern.

Since then, the former Northwest Martins have changed hands many times. Even TWA acquired five of them around 1960.

Transocean's remaining three were sold in late 1952. California Central went bankrupt in 1954 and Pioneer was taken over by Continental in 1955. In both cases, the Martins were sold.

Southwest Airlines was a subsequent 2-0-2 operator. It acquired seven from Transocean, California Central and Pioneer, and operated them on services from San Francisco and Los Angeles. The airline was renamed Pacific Airlines in March 1958 and in 1959/60 traded in its remaining five 2-0-2s to TWA as part-payment for nine 4-0-4s.

Allegheny Airlines assembled a fleet of 10 Martins in the mid-1950s. The airline called them the 2-0-2B and operated them as the "Martin Executive" for many years.

#### The 2-0-2A

In March 1950, Martin announced the sale of 35 pressurized 4-0-4s to Eastern Air Lines and 30 to TWA. The problems with the 2-0-2 had been solved and the company seemed back on track in its battle with Convair for a share of the post-WW2 medium airliner market. This feeling was reinforced when Eastern increased its order to 60 and TWA added another 15, plus one additional aircraft for the personal use of its principal shareholder, Howard Hughes.

But TWA wanted a new short-range aircraft for its major services out of Kansas City and St. Louis sooner than the certification process for the 4-0-4 would permit. The airline convinced Martin to build 12 strengthened 2-0-2s for lease to TWA as interim aircraft.

Seating 36 passengers, they were known as the 2-0-2A and had heavier wing and fuselage structures but were not pressurized. Since the 2-0-2A was essentially identical to the 2-0-2, they required only a supplemental type certificate, rather than a new one, and could be delivered and placed into service quickly. The second 2-0-2 prototype was modified to become the 2-0-2A prototype and the supplemental certificate was issued on 10 JUL 50. The first production 2-0-2A was delivered to TWA on 14 JUL 50 and scheduled service with what the airline called the "Martin Skyliner" began on 01 September. They remained in service until 1958-1959 and were used mainly on services east of the Mississippi River.

RIGHT, SECOND FROM BOTTOM:

The first 2-0-2A for TWA, N93201. The covers for the wingflap hinges under the wing form a characteristic recognition feature. (Photo via Bill Thompson)

RIGHT BOTTOM:

Lone Star Airlines was one of the beneficiaries when TWA disposed of its 2-0-2A fleet. N93207 was at Love Field, Dallas on 03 APR 60. (Photo by Bill Thompson)



Martin 2-0-2, N92049 operated by Transocean Airlines for Japan Airlines on behalf of Northwest Airlines in the early 1950s.

(Japan Air Lines photo)



Martin 2-0-2, N93056 was one of a number operated by Pioneer Airlines in Texas. She was seen here at Love Field, Dallas on 12 NOV 55.

(Bill Thompson photo)



This 2-0-2, N93041, was owned by Delta Leasing Corp. when it was photographed at Meacham Field, Ft. Worth, Texas, on 18 MAR 64.

(Bill Thompson photo)





## The 3-0-3 and 3-0-4

United Air Lines had also been offered the 2-0-2 by Martin, but it wanted a pressurized aircraft for its many western routes crossing the Rocky Mountains. Working with Martin, the airline spent \$1 million of its own money on the development of the pressurized 3-0-3 and ordered 50. Northwest, whose own engineers had argued against the 2-0-2 in favor of a pressurized aircraft, ordered 40 3-0-3s. It seems Martin had persuaded Northwest to buy the 2-0-2 first to get production started.

Other orders for the 3-0-3 came from Braniff (12) and Pan American (seven).

Martin planned two prototypes of the 3-0-3 and rebuilt the first prototype of the 2-0-2, NX93002, into the first 3-0-3. It first flew on 03 JUL 47 as NX93162.

The second 3-0-3 did never fly and no official records survive. Some sources say this second 3-0-3 may have been the rebuilt third 2-0-2, NX93003, which had been retained by Martin and the fate of which is not known. In any case, it was never completed and never flew.

The 3-0-3 project was abandoned in 1948 when



Southeast Airlines was another operator of ex-TWA 2-0-2As. This photo of N93205 was taken at Miami in JUL 72. (DDM photo on Aviation World postcard)

United and Northwest cancelled their orders after the crashes of the NW 2-0-2s. In the case of United, financial problems are also said to have played a role in the cancellation. Both 3-0-3s were scrapped.

There also was a 3-0-4 project. Some sources say it was an all-cargo version of the 3-0-3 and others call it a propjet version. The project in either form did not get off the drawing board.



N40401 was the first 4-0-4 for TWA. It was delivered on 19 FEB 52 and later flew with Piedmont Airlines (TWA photo)

## The 4-0-4

The 4-0-4 resulted from a demand by Eastern and TWA for an aircraft with fuselage pressurization, a longer range and greater payload and Martin stretched the 2-0-2 fuselage by 39 in (99.1 cm) to accommodate a maximum of 50 passengers.

The second 2-0-2 prototype was again rebuilt, this time as prototype for the 4-0-4, with the heavier structure, engines and fuselage stretch of the latter, but without the cabin pressurization. The first flight was on 21 OCT 50.

Deliveries started on 21 OCT 51 to Eastern and on 9 NOV to TWA. Eastern inaugurated multi-stop "Silver Falcon" services in JAN 52 on routes along the east-coast and in the Great Lakes states. TWA's 4-0-4 "Starliners" entered similar service on 15 JAN 52, first on routes out of New York, Washington D.C. and Jacksonville in Florida. Other services in the east, midwest and south followed as more aircraft were delivered.

During their first few years in service, the TWA fleet suffered seven incidents in which the

landing gear retracted during landing or on the runway. None of these incidents resulted in a write-off and once the landing gears had been strengthened, the aircraft performed reliably and relatively trouble-free for the carrier for 10 years. There is no record of Eastern 4-0-4s having suffered the same problems.

TWA started disposing of its remaining 11 2-0-2As in April 1958 and its 37 remaining 4-0-4s in February 1959. All but two had gone by mid-February 1962 and the last one left in December 1962. Seventeen 4-0-4s went to Piedmont Airlines and nine to Pacific Airlines in California. Pacific, by the way, traded in to TWA its remaining five 2-0-2s as part-payment for the 4-0-4s. The other 4-0-4s were scattered in smaller numbers among other airlines.

Eastern sold off the first 4-0-4 in July 1960 and most left during 1961 and 1962. Mohawk, operating in the Great Lakes states and New England, bought 15. Southern out of Atlanta, Georgia took 13 and acquired another dozen later. ASA International took five. They were the biggest direct-purchasers. Most of the other 22 went to aircraft dealer Charlotte Aircraft in

1962, including the final nine, turned over on 31 DEC 62. All were dispersed among several smaller airlines. Piedmont also acquired a few ex-Eastern aircraft, but sold them again soon to standardize on ex-TWA models.

Piedmont, incidently, had the largest fleet of Martinliners after Eastern and TWA. It had 36, either owned or leased.

Another major 4-0-4 operator was Ozark Airlines of St. Louis. It acquired all 15 Mohawk aircraft in 1964 and sold its four CV-240 to Mohawk in part-payment.

In the mid-1970s, most surviving Martinliners had ended up either in Florida or in California. In Florida, sizable fleets were operated by Naples Airlines-PBA (10), Marco Island Airways (seven) and Florida Airlines (six) well into the 1980s. Over in California, Pacific Airlines (formerly Southwest) offered 4-0-4 service until 1968.

## Foreign service

The Martinliners have remained fairly unknown outside the United States, because few ever left the country. Only six new 2-0-2s were sold new in South America. Several second- or even third- and fourth-hand 4-0-4s ended their lives in Central- and South America and the Caribbean doing ad-hoc freight and other irregular work after they had been disposed of by their American owners.

Transocean's 202s staged through Hawaii on their way to and from Japan for the Northwest contract with Japan Air Lines and a few corporate 4-0-4s are known to have visited Europe.

This writer has found no evidence the wheels of any Martinliner ever touched a runway in Africa and Australia/New Zealand.

Some 4-0-4s have seen use as crop sprayers in their later years. At least four 4-0-4s were used by music bands for their tours. Danny Davis and the Nashville Brass toured the U.S. in an ex-TWA aircraft through most of the 1970s and the rock group the Doobie Brothers used at least three different machines. Several travel clubs have also used Martins.

Today only a few Martinliners survive. Fortunately, two are destined for long-term preservation. The Save-A-Connie group of Kansas City, MO, bought Msn 14142 in 1990 and is restoring it so it may join the Super Constellation "Star of America" on the air show circuit. This Martin lastly served with Systems International Airways and is ex-Southern N145S and before that Eastern N451A.

Co-incidentally, the other 4-0-4 being preserved, is Msn 14141 and is also ex-Southern (N149S) and ex-Eastern (N450A). It is owned by the Mid-Atlantic Air Museum and has been externally restored in Eastern colors. Work is now under way to restore the interior to airline standards before the aircraft also goes on the air show circuit.



ABOVE: Eastern's 4-0-4s had a bare-metal crown when delivered, as shown on N440A, the first for the airline. RIGHT: They acquired the white top in 1950/61, as shown on N447A.



Piedmont Airlines' 4-0-4, N40450 was an ex-TWA aircraft, as were 32 of the 36 it operated. PI also bought the 4-0-4 prototype for parts. (AeroGen postcard)



N145S, a 4-0-4 last operated by Systems International Airways, is being restored by Save-A-Connie of Kansas City, MO. (Terry Anderson photo)

## Technical features

The Martin 2-0-2 was designed with a special American Airlines requirement in mind. American wanted an aircraft that could be landed only by using rudder movements alone to bring it down the ILS (instrument landing system) glide path. However, this resulted in a very unstable aircraft with a wing dihedral of only three degrees. We have seen earlier what the resulted





Ozark operated a fleet of ex-Eastern 4-0-4s, including N467M (Ozark photo)

was of this change.

The 2-0-2 and 4-0-4 both had the same all-metal semi-monocoque circular fuselage of 9 ft (2.74 m) diameter. Cabin length for the 2-0-2 was 15.44 m and height 2 m. Maximum seating in the 2-0-2 was 40, but Northwest operated them with 36 seats to supplement the small (281 cu.ft - 7.96 cu m) freight hold. TWA operated its 2-0-2A also with 36 seats and they had a 346 cu ft (9.8 cu m) freight hold. The 4-0-4 had maximum seating for 50, but most aircraft were operated with 44-46 seats.

The fuselage framework consisted of 24ST Dural, covered with stressed-skin Alclad. The floors and bulkheads were of honeycomb material to reduce weight.

A (then) unique feature was the ventral door with integral stairs under the tail. This was developed especially for Pennsylvania-Central. It was retained even after PCA dropped its order and was incorporated as standard equipment on all aircraft. There also was a door in the left forward fuselage.

The tapered cantilever wing had two spars and contained bladder fuel cells. Overwing and underwing refuelling points contributed to quick turn-arounds on the ground.

The wings had large double-slotted flaps and were fitted with a hot-air de-icing system, as were the tailplanes. The wing flaps were mechanically linked to operation of the horizontal stabilizer to compensate for trim changes when the flaps were lowered.

The landing gear had double main wheels and a single nosewheel.

The engines drove four-bladed Hydromatic reversible fully-feathering propellers.

A constant frustration for pilots, especially with the aircraft on the ground, were the small cockpit windows of the 2-0-2. Their size was increased somewhat in the 2-0-2A and 4-0-4.

#### Recognition features

There are several distinct recognition features to tell the Martins from the Convairs:

- The Martins have a single nosewheel, the Convairs have twin wheels.
- The engine nacelles of the Martin have air scoops on top and bottom. The Convair nacelles

don't have these.

- The Martin's dorsal fin extends much farther forward than that of the Convair.

- The horizontal tail of the Martin has a marked dihedral. That of the Convair doesn't.

- There are five prominent covers for the wingflap hinges on the bottom of each wing on the Martin. The Convair wing doesn't have these.

- On final approach, the Martin has a marked nose-down angle. The Convair tends to have a much flatter approach.

- Do not go by the ventral passenger door alone. Several Convairs have been fitted with such a door later.

- The fuselage stretch of 39 in (99.1 cm) is only external difference between the 2-0-2 and the 4-0-4.

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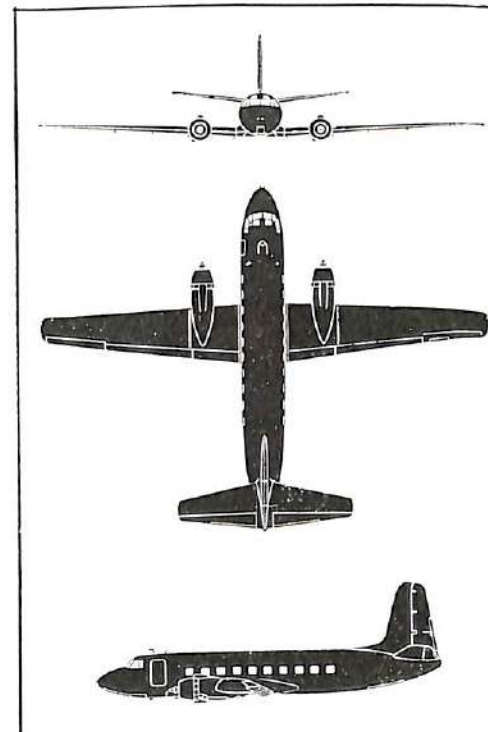
#### DIMENSIONS & PERFORMANCES

ALSO INCLUDED ARE CORRESPONDING FIGURES FOR THE CV-240 AND CV-340, THE DIRECT COMPETITORS OF THE 2-0-2 AND 4-0-4 RESPECTIVELY.

	2-0-2	4-0-4	CV-240	CV-340
First flight	21NOV46	21OCT50	16MAR47	05OCT51
Wing span ft/in	91/3.5	91/3.5	91/9	105/4
m	28.44	28.44	27.97	32.11
Wing area sqft	864	864	817	920
m <sup>2</sup>	80.27	80.27	75.9	85.47
Length ft/in	71/4	74/7	74/8	79/2
M	21.74	22.73	22.76	24.13
Height ft/in	28/5.5	28/5.5	26/11	28/2
m	8.57	8.57	8.20	8.59
Max speed mph	306	312	347	314
km/h	492	502	558	505
Econ sp mph	248	280	245	270
cr. speed km/h	399	451	394	434
at altitude ft	10,000	18,000	16,500	18,000
m	3,050	5,486	4,977	5,486
Range miles	1,560	1,080	1,030	1,875
km	2,510	1,738	1,658	3,017
Empty wt lbs	24,649	29,126	27,600	31,609
kg	11,180	13,312	12,520	14,338
Engines	2xP&W R-2800 of 2,400 hp			
No. of crew	2	2	3	3
No. of pass	36	40	40	44
No. built	31(1)	101(2)	176(3)	209(4)

- (1) Plus 2 prototypes, + 1 static test airframe, + 1 not completed, + 12 2-0-2A  
 (2) Plus 2 for U.S. Coast Guard  
 (3) Plus 414 for the USAF  
 (4) Plus 102 for the USAF

THREE-VIEWS OF THE MARTIN 2-0-2 IN ITS PROTOTYPE CONFIGURATION, WITH THE NARROW VERTICAL TAIL (below) AND OF THE MARTIN 4-0-4 (below, right). THE FRONT VIEWS IN PARTICULAR, BUT THE SIDE VIEWS AS WELL, ILLUSTRATE THE MINIMAL WING DIHEDRAL OF THE 2-0-2 COMPARED TO THE DIHEDRAL OF THE WINGS OUTBOARD OF THE ENGINES ON THE 4-0-4. ALSO NOTICE THAT THE TWO "EYEBROW" COCKPIT WINDOWS OF THE 2-0-2 (VISIBLE IN THE TOP VIEW) ARE NOT PRESENT ON THE 4-0-4.



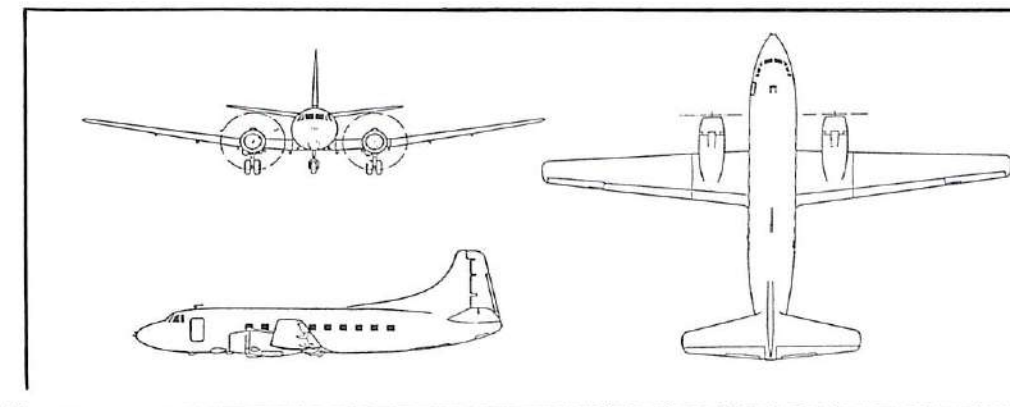
N1-285 (ex-Eastern) was operated by Aerolineas Dominicanas when photographed at San Juan, PR on 02 SEP 77. (Joop Gerritsma Collection)



N3336 "Lumber Lady 1", seen at Meacham Field, Ft. Worth, TX on 22 JAN 61, was owned by the Houston Lumber Company as an executive transport. The aircraft is ex-TWA. Ventral passenger door is clearly visible. (Bill Thompson photo)



N259S is an ex-Eastern 4-0-4 operated by Ocean Airways during 1980 as N259S. (Marion Pyles Collection on an International Airline World Publishing postcard)













**40 Passenger ALLEGHENY "EXECUTIVES" are here**

ALLEGHENY AIRLINES

READ DOWN

ALL FLIGHTS DAILY EXCEPT AS NOTED  
DC-3 EQUIPMENT EXCEPT AS NOTED

FLIGHT	DAY	DEPART	ARRIVE	FLIGHT	DAY	DEPART	ARRIVE
WASHINGTON, D.C.	EDT	5:40	5:40	101	Except Sat	5:40	5:40
Hagerstown, Md.	Lv	6:17	6:17	103	Sun Only	6:17	6:17
Cumberland, Md.	Lv	6:48	6:48	145	Except Sat	6:48	6:48
Johnstown, Pa.	Lv	7:08	7:08	105	Except Sat	7:08	7:08
HUNTINGTON ASHLAND	EDT	2:07	7:42	503	Except Sat	2:07	7:42
Parkersburg Marietta	EST	2:52	8:18				
Wheeling, W. Va.	EDT	3:27	8:49				
PITTSBURGH, PA.	Lv	4:46	7:43				
PITTSBURGH, PA.	Lv	12:15	8:35				
Franklin Oil City, Pa.	Lv	12:49	9:09				
Bradford, Pa. Olean, N.Y.	Lv	1:19	9:32				
Jameson, N.Y.	Lv	1:49					
BUFFALO NIAGARA FALLS, N.Y.	EDT						

READ DOWN EASTBOUND READ DOWN

ALL FLIGHTS DAILY EXCEPT AS NOTED  
DC-3 EQUIPMENT EXCEPT AS NOTED

FLIGHT	DAY	DEPART	ARRIVE	FLIGHT	DAY	DEPART	ARRIVE
600	Ex. Sun.	8:30	10:10	78	Ex. Sat.	8:45	10:10
76	Ex. Sun.	9:12	10:10	14	Ex. Sat.	10:57	11:22
12	Ex. Sat. & Sun.	9:45	10:10				
10	Ex. Sat. & Sun.	10:20	10:10				
602	Ex. Sat. & Sun.	10:55	10:10				
604	Ex. Sat. & Sun.	11:35	10:10				
800	Ex. Sat. & Sun.	12:00	10:10				
702	Ex. Sat. & Sun.	12:30	10:10				
360	Ex. Sat. & Sun.	1:00	10:10				
704	Ex. Sat. & Sun.	1:30	10:10				
CLEVELAND, Ohio	EDT	4:30	5:05	736	Except Sat	5:05	5:05
Erie, Pa.	Lv	5:17	5:52	308	Except Sat	5:52	5:52
Jameson, N.Y.	Lv	5:49	6:24	308	Except Sat	6:24	6:24
Franklin Oil City	Lv	6:13	6:48	308	Except Sat	6:48	6:48
Bradford, Pa. Olean, N.Y.	Lv	6:48	6:48				
PITTSBURGH, Pa.	Lv	5:15	6:10	308	Except Sat	6:10	6:10
Johnstown, Pa.	Lv	7:00	7:20	308	Except Sat	7:20	7:20
Altoona, Pa.	Lv	7:22	7:20				
Clearfield Philipsburg	Lv	7:24	7:22				
State College Bellefonte, Pa.	Lv	7:57	7:55				
Lock Haven, Pa.	Lv	8:03	7:55				
WILLIAMSPORT, Pa.	Lv	8:39	8:12				
WILLIAMSPORT, Pa.	Lv	8:46	8:51				
Harrisburg, Pa.	Lv	8:07	8:09				
Harrisburg, Pa.	Lv	8:29	8:29				
Lancaster, Pa.	Lv	8:43	8:43				
Wilmington, Pa.	Lv	9:00	9:00				
PHILADELPHIA, Pa. Camden, N.J.	Lv	9:05	9:05				
PHILADELPHIA, Pa. Camden, N.J.	Lv	9:28	9:28				
ATLANTIC CITY Ocean City, N.J.	Lv	9:04	9:04				
Cape May Wildwood, N.J.	Lv	9:04	9:04				
Trenton, N.J.	Lv	9:27	9:27				
Scranton Wilkes-Barre, Pa.	Lv	7:21	8:38				
NEW YORK NEWARK	EDT	7:47	9:18				

**ALLEGHENY**  
Airline of the Executives

READ DOWN WEST and SOUTHBOUND

ALL FLIGHTS DAILY EXCEPT AS NOTED  
DC-3 EQUIPMENT EXCEPT AS NOTED

FLIGHT	DAY	DEPART	ARRIVE	FLIGHT	DAY	DEPART	ARRIVE
NEW YORK NEWARK	EDT	3:45	2:55	501	Except Sat. & Sun.	3:45	2:55
Scranton Wilkes-Barre, Pa.	Lv	4:26	3:46	603	Except Sat. & Sun.	4:26	3:46
Williamsport, Pa.	Lv	4:46	4:27				
Lock Haven, Pa.	Lv	5:05	4:46				
Harrisburg, Pa.	Lv	5:15	5:08				
Harrisburg, Pa.	Lv	5:15	5:10				
Clearfield Philipsburg	Lv	5:56	5:08				
State College Bellefonte	Lv	6:25	5:10				
Altoona, Pa.	Lv	6:45	5:59				
Johnstown, Pa.	Lv	1:00					
PITTSBURGH, PA.	Lv	1:24					
PITTSBURGH, PA.	Lv	1:24					
Wheeling, W. Va.	EDT	1:04					
Parkersburg Marietta	EST	1:45					
HUNTINGTON ASHLAND	EST	1:45					

Allegheny Airlines, Inc., introduced Martin 202's on its routes in Summer 1955. The 40-passenger aircraft were christened "Executives" by Allegheny. Flights above are effective August 1, 1955. Martin flights are indicated by solid square symbol.

SYSTEM TIMETABLE, EFFECTIVE SEPT. 1, 11, 25, 1961

**fly MOHAWK**  
The SPECIALIST Airline

**NEW SERVICE TO 8 CITIES**

ALBANY BURLINGTON  
GLENS FALLS WELLES  
MULLAND SARANAC LAKE PLACID  
WATKINSVILLE

MOHAWK Operates 45% on Specialized Service  
(Comes to Northern New York and Vermont)

October 29, 1961

**fly Southern Aristocrats**  
MARTIN 404s

NOW ENJOY  
• MORE COMFORT  
• MORE SPEED  
• MORE CONVENIENCE

ROUTE OF THE Aristocrats

EQUIPMENT FLIGHT NUMBER FREQUENCY (All Flights Daily, Except as Noted)

FLIGHT	DAY	DEPART	ARRIVE	FLIGHT	DAY	DEPART	ARRIVE
ATLANTA	(40)	EST	Lv	11:30	11:30	ATL	11:30
BRISTOL KINGSPORT	(30)	EST	Lv	1:38	1:38	ATL	1:38
JOHNSON CITY (1st Class)	(30)	EST	Lv	3:05	3:05	ATL	3:05
WOLFSTOWN	(30)	EST	Lv	4:45	4:45	ATL	4:45
KEYSERVILLE	(30)	EST	Lv	6:15	6:15	ATL	6:15
BRANDSVILLE	(30)	EST	Lv	7:45	7:45	ATL	7:45
CHARLOTTE	(30)	EST	Lv	9:15	9:15	ATL	9:15
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CHARLOTTE</							





# SAFETY CARDS

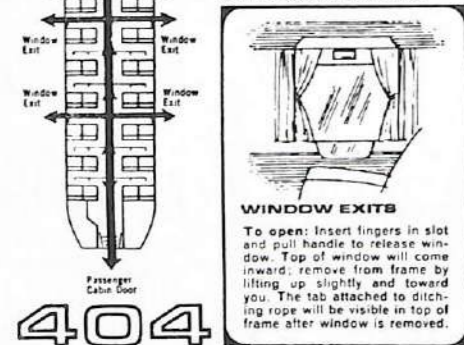
©1992 Robert Neal Marshall  
some materials submitted by Pat McCollam



MARTIN 404



**TO OUR PASSENGERS**—We want you to know about certain safety features of the Martin 404 aircraft. It is extremely unlikely that you will ever need to leave the aircraft through emergency exits, but as a precaution we want you to be familiar with the following information. Please read this information carefully, and familiarize yourself with the location of all exits.



**WINDOW EXITS**  
To open: Insert fingers in slot and pull handle to release window. Top of window will come inward; remove from frame by lifting up slightly and toward you. The tab attached to ditching rope will be visible in top of frame after window is removed.

**FORWARD CARGO DOOR**  
To open: Turn red handle in direction shown by arrow on door and push door outward.

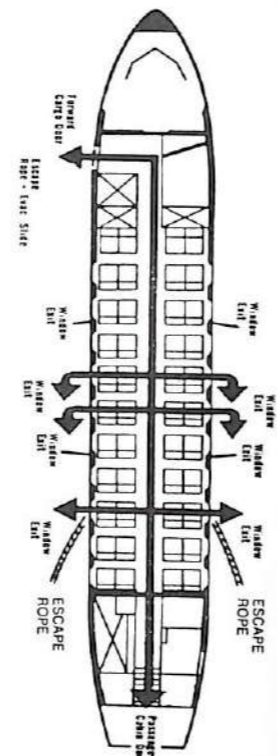
**EMERGENCY EVACUATION CHUTE**  
(Located on forward cargo door)  
To operate: Pull metal pin to release flaps of cover holding chute. Then attach colored metal fasteners to correspondingly colored clips on door frame. Throw chute out door. Two passengers climb down chute to ground, stretch out and hold chute to evacuate other passengers. To slide down chute properly, jump and sit.

LIFE VESTS ARE UNDER EACH SEAT IN THE EVENT OF AN EMERGENCY WATER LANDING.  
PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT. REGULATIONS PROHIBIT THE USE OF ANY AM OR FM RADIO OR TV RECEIVERS IN FLIGHT.

"The world's most advanced twin-engine airliner" was how Eastern Airlines referred to its Silver Falcon Martin 404 Fleet in its heyday. Primarily intended as a replacement for the lesser capacity DC-3, the Martin 202 and then the pressurized Martin 404 was used widely in domestic service with Trans World Airlines and Eastern Air Lines. The Martin 404 was considered by many to be a great plane for passengers. Typical capacity of



forty passengers was offered in a ten row layout of four seats across with a center aisle. Unusual when compared to comparable airliners of the 1950's, is the rear loading ramp that allowed passengers to board up the tail. Today, one may get images of the seldom used rear boarding stairs on the popular Boeing 727 series. The Martin 404 provided six window exits and two door exits for the passenger.



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

As with the Convair 220,440, 580 series, four window exits were over the wings with the remaining two window exits (one on each side) aft of the wings with an escape rope. The forward cargo door offered an evacuation chute in older aircraft, to be replaced by an inflatable slide in later years.



MECHANISM LOCATED ON LEFT REAR WALL—NEAR RAMP

Of course, if useable, the main passenger stairs could be lowered and used for quick egress. The variety of Safety Cards for the Martin 404 seems rather limited. Card design was fairly simple with few airlines even illustrating how the aft main passenger door was opened. A later life operator of the 404, Meridian, illustrates tail ramp operating

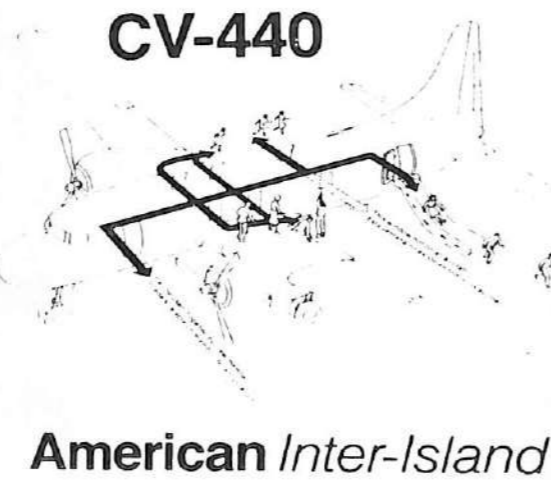
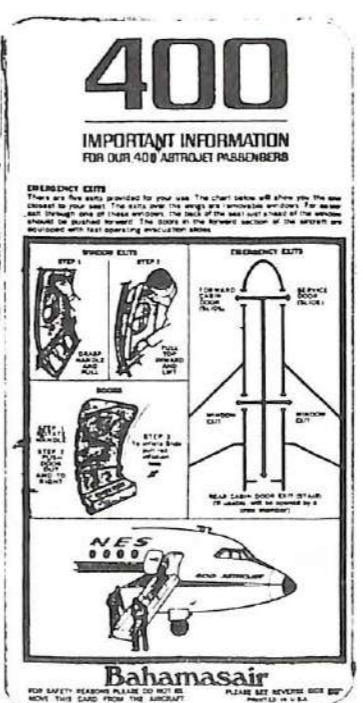
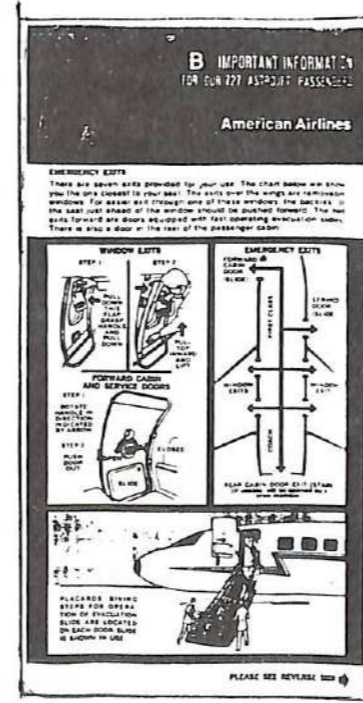
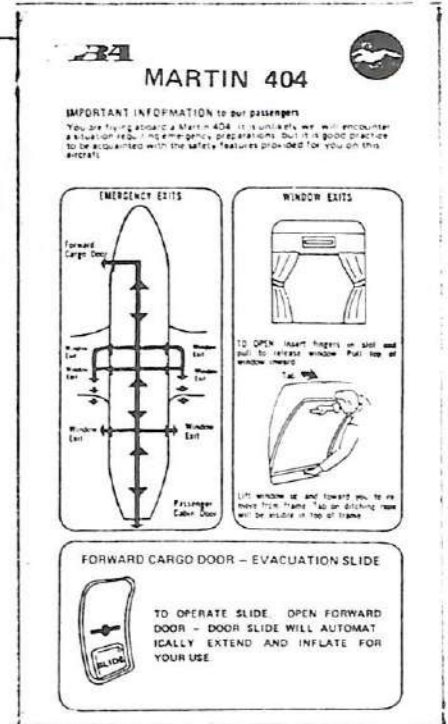
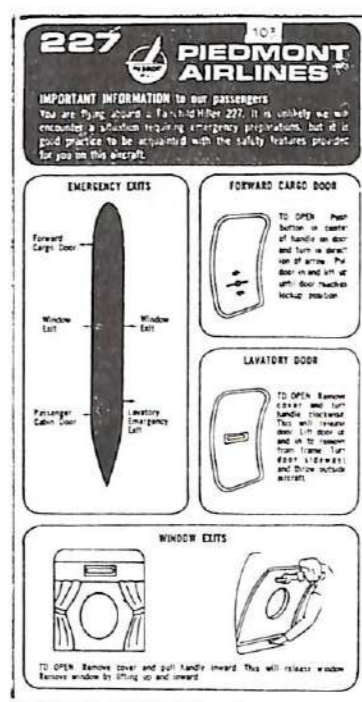


instructions. It is interesting to note that the tail ramp was also used as a tail stand which prevented the aircraft from tilting back on its tail in high winds.

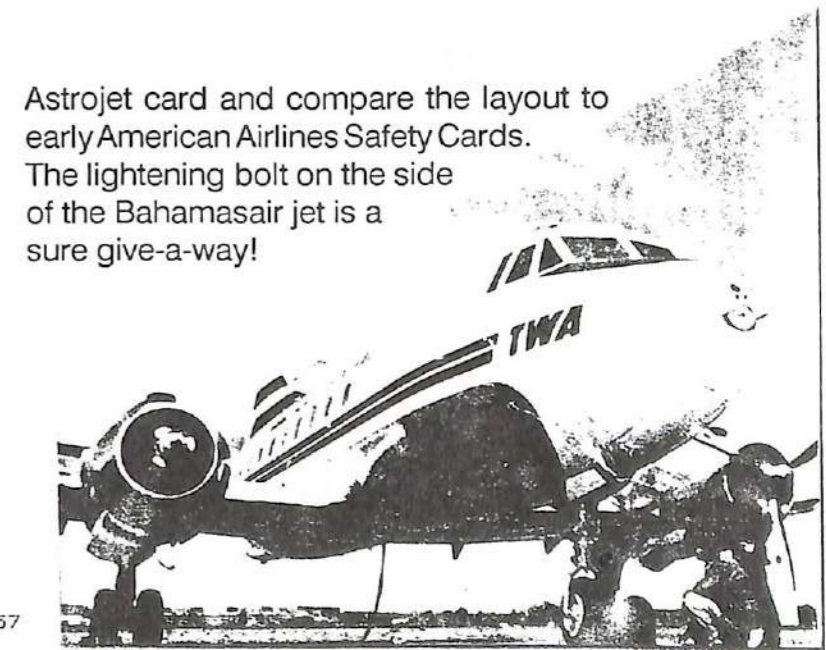
The 404 rear boarding ramp also facilitated remote airport operations where a separate passenger loading stair was not easily available nor required.

In the early 1960's most of the Trans World fleet of 404's went to Piedmont Airlines where they served until 1970. Although I could not include a sample of an actual Piedmont 404 card, you will note that a sample PBA 404 card has the same art work as a Piedmont FH-227 from generally the same period.

No doubt, as happens in many cases, as one airline purchases an aircraft from another airline and original graphics are used for the safety instruction cards with little modification. Thankfully, this may be one of the few ways we can see what some safety cards looked like from major airlines when few actual examples are available. Note the Bahamasair 400

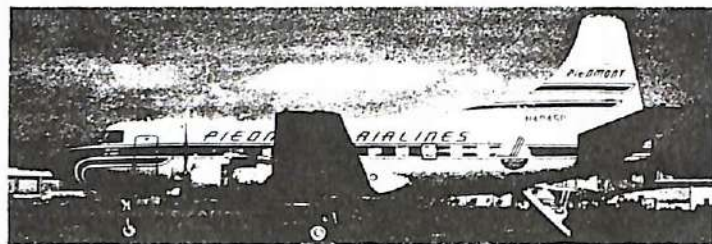


American Inter-Island CV-440

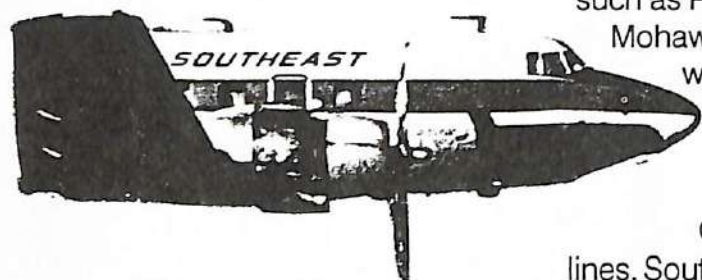


Astrojet card and compare the layout to early American Airlines Safety Cards. The lightning bolt on the side of the Bahamasair jet is a sure give-away!



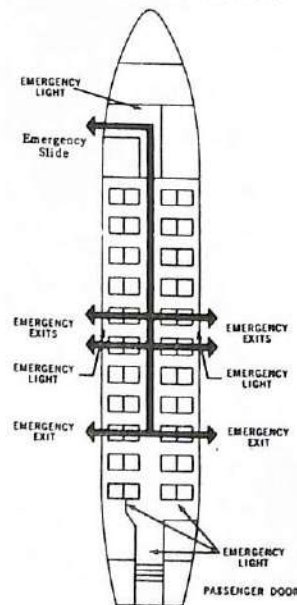


As the late fifties and early sixties provided new fast jet airliners, the Martin's were phased out of use from the larger carriers and replaced by the larger Connies, DC-6's, and DC-7's, that were now no longer needed on long haul. Electra and Viscount prop jets plus the new pure jets took over where the larger props used to fly. History repeated itself and the Martins once again became the replacement aircraft for DC-3's. The Martin 404 went into service with the smaller growing regional carriers such as Piedmont, Ozark,

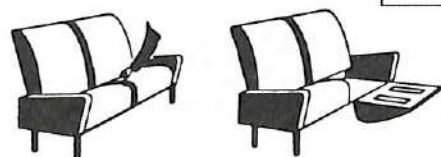


Mohawk, Southwest Airways (not the Texas based carrier) which soon after became Pacific Airlines. Southern Airways operated the 404 right up to November, 1977. By the late 1960's and into the 1970's regional carriers again passed the torch to smaller local airlines, charters and flying clubs such as Air Travelers Club, Fiesta-Air, Nevada Air, Marco Island Airways and Southeast Airlines. PBA operated the 404's both in Florida and in New England as well as Florida Airlines a/k/a Air south which operated the 404's along with the venerable DC-3's.

### FIESTA-AIR EMERGENCY EXITS



#### FLOTATION CUSHIONS



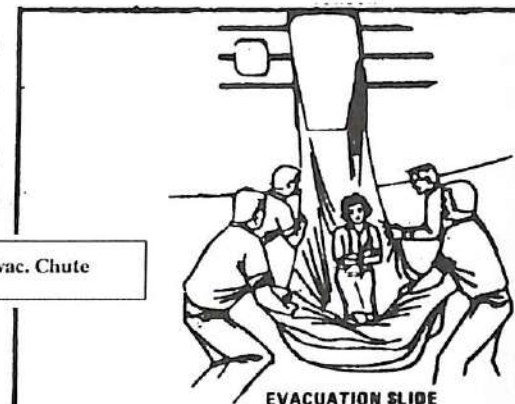
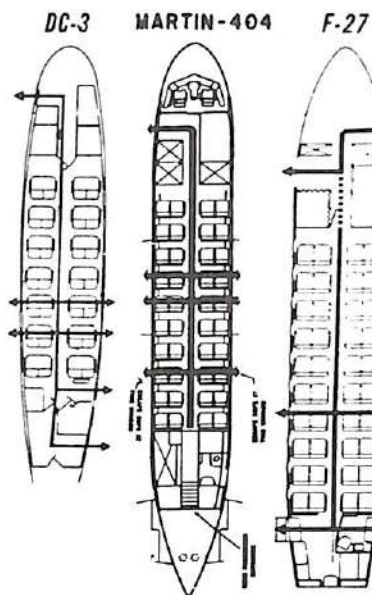
1. LIFT UP AT REAR OF CUSHION.
2. PUSH DOWN ON FRONT TO UNHOOK.
3. USE STRAPS FOR HOLDING.

THE CUSHION YOU ARE SEATED ON WILL FLOAT. IN WATER LANDING REMOVE YOUR CUSHION AS SHOWN IN DIAGRAM AND TAKE IT WITH YOU IN LEAVING THE AIRCRAFT.

PBA/Piedmont Flotation Inst.

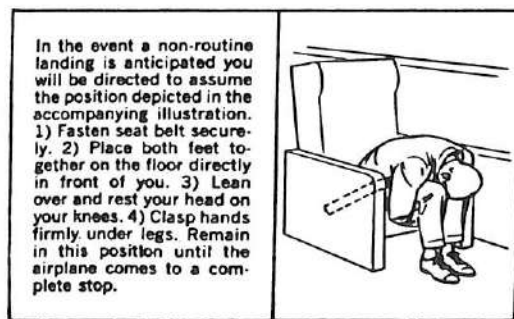
The Martin 202 career was relatively limited compared to that of the Martin 404. It seems that the 404 surpassed the 202 due to its advanced features, helping it to better survive the years. It is very difficult to locate safety cards for 202 although, no doubt, several example must exist.

### OP-65 OZARK AIRCRAFT EMERGENCY EXITS



#### TO OPERATE

Remove slide from storage area. Pull lanyard to open. Attach colored fasteners to corresponding colored clips at top of door and on floor. Throw slide out door. Using slide as a rope, two passengers slide to ground, stretch and hold slide to evacuate passengers.



In the event a non-routine landing is anticipated you will be directed to assume the position depicted in the accompanying illustration. 1) Fasten seat belt securely. 2) Place both feet together on the floor directly in front of you. 3) Lean over and rest your head on your knees. 4) Clasp hands firmly under legs. Remain in this position until the airplane comes to a complete stop.

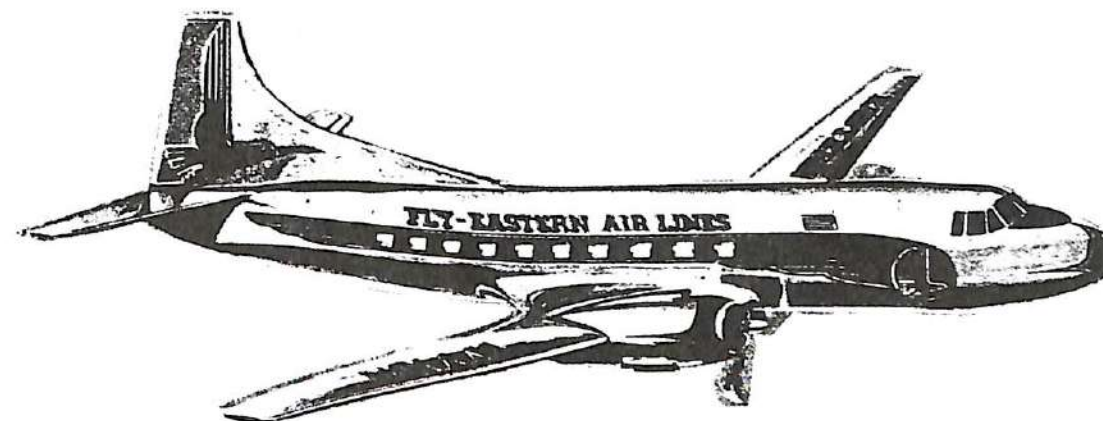
Nevada Air Brace Position

### MARTIN 404 NAPLES AIRLINES

AIR TRAVELERS CLUB, INC.



A special interest group is presently involved in renovating a Martin 404 to full working order and has repainted the aircraft in the original Eastern Silver Falcon livery. As I understand it, the group is currently seeking an example of an original Eastern Martin 404 safety card to reproduce and place in the seat backs. Anyone with further information is welcome to contact the WAHS and we will pass on the information if still required.



### NEVADA AIRLINES, INC.

Marco Island Airways, Inc.

MARTIN 404

EVACUATION PROCEDURES

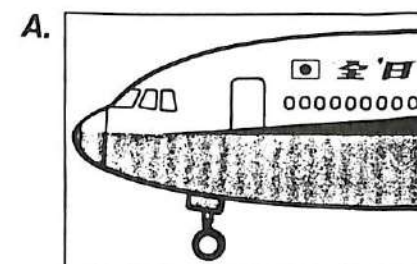


MARTIN 404

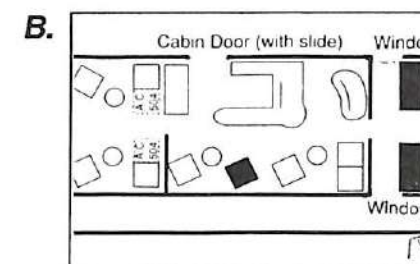
EVACUATION PROCEDURES

### Collector's Quiz

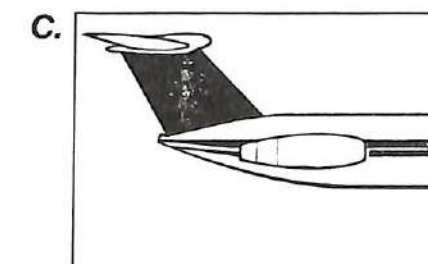
How many aircraft types and airlines can you identify for the following safety card excerpts?



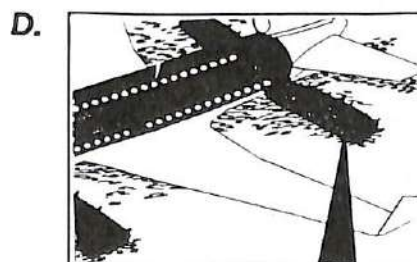
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



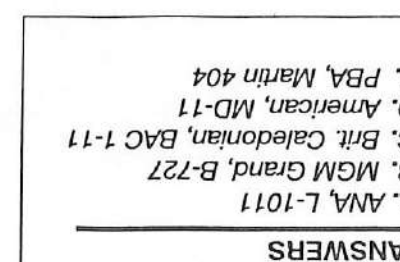
Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



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

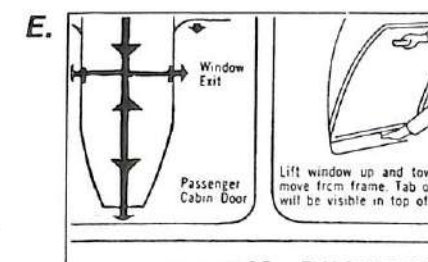


Airline: \_\_\_\_\_  
Aircraft: \_\_\_\_\_



- A. ANA L-1011
- B. MGM Grand, B-727
- C. Brit. Caledonian, BAC 1-11
- D. American, MD-11
- E. PBA, Martin 404

ANSWERS



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



# MOJAVE

PARKING LOT FOR UNEMPLOYED AIRLINERS

BY JOOP GERRITSMAN

At first sight, the 737 in "Braniff Mk.2" colors doesn't look out of place standing at the end of a row of 18 US Air BAE 146s, across from several America West 747s, near a fleet of Continental 727s and 737s and a single Delta DC-9-32.

But look again: this is no ordinary airport ramp with airliners departing and arriving with scheduled regularity.

For starters, one has to be careful not to raise the anger of the rattlesnakes when walking about. And watch the dry and hard sagebrush that grows everywhere. Its thorns can really hurt your legs and feet if you are not careful. Also, the ramp is not made of concrete, but consists of trampled-down desert floor.

But above all, there are no passengers, crews, baggage trains or any of the other trappings of an operational commercial airport.

This is Mojave Airport, 95 mi (153 km) north of Los Angeles near the intersection of Interstates 14 and 58, not far from Edwards Air Force Base. It is a giant parking lot for unemployed airliners whose owners either can't find enough passengers to fill their fleet, or who have already gone bankrupt.

When the AI 92 committee offered a photo tour of Mojave as part of this year's convention, I was quick to sign up. I have long wanted to visit a place like Mojave. But when I finally got there, I could not help but feel very sad at seeing all those aircraft, their cockpit and cabin windows covered with aluminum foil to keep the sun's heat and light out, the intakes and tail pipes of their engines covered, other openings sealed with tape to keep the fine desert sand out. Airliners, I believe, should be in the air, transporting people and cargo, and earning money for their owners. Yet, many of the 156 aircraft parked at Mojave at the time of my visit on 26 JUN, are destined never to fly again. They will be stripped bit by bit as a source of cheap spare parts for aircraft still



LONG-TIME MOJAVE RESIDENT CV-990 OB-R-765 (N990AB) OF PERUVIAN CARRIER AP5A. (All photos by JOOP GERRITSMAN)



DC-9-31 N8925E WAS DELIVERED NEW TO EASTERN AIR LINES IN MAY 67. WHEN THE AIRLINE COLLAPSED, THE AIRCRAFT WENT TO MIDWAY AIRLINES. IT WAS FLOWN TO MOJAVE AFTER MIDWAY'S DEMISE. THE EASTERN TITLES ARE STILL OUTLINED IN THE ALUMINUM SKIN UNDER THE MIDWAY TITLES.



ONE OF 18 USAIR BAe146s IN FULL LIVERY BUT WITHOUT TITLES, WAITING FOR A BUYER.

in service. Already, many of the Pan American 727s and Eastern DC-9s were missing engines, rudders, wing flaps and other parts vital to flight. Most of the Midway DC-9s were still intact, but for how long?

Not only U.S. airlines park their aircraft here when they have no work for them. Not far away stand seven British Airways TriStars. Two KLM 747s, one still showing red Garuda colors under the blue KLM paint, were also waiting for better times. There were the hulks of two former Israeli Air Force 707s, a 727 from South America and of course AP5A (Panama) CV-990, OB-R-765 (N990AB), a long-time resident. A JAT Yugoslavia DC-10 was expected later the day of my visit to join a nameless DC-10 already there.

Nameless is a characteristic many of these aircraft share. Their owners are naturally not very keen on having the traveling public know they have airliners standing in the desert. So, the airline titles have been painted over and only airline enthusiasts can tell by the liveries whose aircraft are parked here.

Not all aircraft at Mojave are here because their owners have gone bankrupt. Some have been replaced by more modern equipment, such as the BA TriStars whose work has been taken over by 757s. They are awaiting sale to a new owner ... if one ever comes. At a fee of \$500 a month, parking them in the dry desert is much cheaper than leaving them at an operational airport. The extremely dry climate at Mojave also preserves the aircraft much better than the salty air at say LAX or JFK.

Other aircraft are here because they did not fit into the fleet make-up of the surviving airline after a merger. Such is the case with the US Air BAE 146s, once owned by PSA. Other aircraft are owned by the large leasing companies such as GATX-Booth and Guinness Peat Aviation. Their leases have expired and there were no other airlines eagerly waiting to lease them. Some are owned by the aircraft manufacturers and were not yet paid for when their operators went bankrupt ... again, Mojave is the place to keep them.

Not all aircraft at Mojave are doomed never to fly again. Three brand new Air Canada 747-



YS-11 N4206V IS ONE OF THE FEW PROPLINERS STORED AT MOJAVE.



ANOTHER PROPLINER IS DOUGLAS C-133B CARGOMASTER N136AR. IT STILL HAS THE (FADED) MAC (MILITARY AIRLIFT COMMAND) FIN FLASH AND LAST SERVED IN ALASKA.



JACK CONROY USED DAKOTA N235A FOR HIS TURBO-THREE CONVERSION.



EASTERN 727-225, N8829E, IS MISSING ITS PORT ENGINE ALREADY, A FIRST STEP TO CANNIBALIZATION FOR SPARE PARTS.



400s were "rescued" in APR 92, when the airline put them into service following a re-alignment of its fleet. One of the KLM 747s has also left since my visit to the airport. The last few United DC-8-73 were flown to Mojave after they had been replaced by more-modern aircraft. There is a good possibility they will be converted to cargo aircraft and enter service with one of the specialized cargo operators in the U.S. or elsewhere. Rumor had it at least some of the USAir BAE 146 may join one or another of the USAir Express carriers.

Mojave Airport was built in 1942 as a Marine Air Station and its three runways date back to those days. Now those runways, the longest being 9,700 ft (3,000 m) long, are ideal for the wide-bodies and other jetliners using them.

The 16 former TWA CV-880s have probably more than any other aircraft, come to symbolize what Mojave is all about. They were withdrawn from service in the late 1970s, were sold to American Jet Industries and were flown to Mojave waiting for resale ... a resale that never came because the airlines preferred the DC-8 and 707 - even second-hand ones - over the fuel-thirsty CV-880s. They were the first fleet of airliners to be parked here and are still just standing here, their once bright-red TWA livery long since faded. There is no demand anymore for the few remaining spare parts that could still be salvaged and it probably won't be long before they end up under the wrecker's torch, to be melted down and turned into beer cans and tea kettles.

Mojave did not begin to develop into the huge storage facility it is today until the collapse of Eastern Air Lines in JAN 91. Suddenly there was a demand for cheap parking and safe storage of many of the airline's 170-strong fleet, especially its DC-9s and 727s. They were getting on in years and did not find ready buyers like the L-1011s and A 300s. Soon the two unused runways were full and personnel of airport manager Civilian Flight Test Centre (our host for the AI 92 tour) began to level large tracts of the 3,000 acre (1,214 ha) of desert that make up the airport. It was none to soon, because not long after, Midway DC-9s and Pan American 727s started to arrive in large



737-247 STARTED LIFE WITH WESTERN AIRLINES AND WAS WITH BRANIFF "Mk.2" WHEN IT WAS SENT TO MOJAVE.



THIS FORMER FORMER ISRAELI AIR FORCE 707-131 (N194CA or N196CA) IS ONE OF THREE AND ALMOST LITERALLY RESTS ON THE SCRAP HEAP.

numbers.

It's a sad but true fact that the only branch of the airline industry that is doing well at the moment, is the one looking after airliners for which there is no employ. And Mojave is not the only such facility in the Southern U.S. Some 35 miles (55 km) west of Tucson, Arizona, lies Marana, now known as Pinal Air Park. In the 1970s it was a secret base for the Central Intelligence Agency. Today it is home to nearly 100 grounded airliners, including several Pan Am 747-100s, Air Canada L-1011s and Eastern 727s. Other aircraft are parked at smaller fields across the southern USA.

Airline analysts forecast the number of grounded airliners will only grow. Many of them will of course be the 20-year-old technological dinosaurs nobody wants. In the next several years the leases of

many of these older 727s, 737s, DC-9s and other types come up and there won't be any customers to sign new leases. Many will end up at Mojave, Marana and similar airports where they will be stripped of usable parts to keep other aircraft in the air. What remains will be melted down.

The next time you hoist that can of beer to your mouth or pour hot water on your tea or coffee, stop a moment and reflect about the fact you may be holding a unique piece of airline memorabilia in your hand.

The author thanks Dan Sabovich and Bob Houghton of Civilian Flight Test Centre for hosting the WAHS and the AI 92. Thanks also to Hary B. Westgate of La Verne, CA, for providing much of the information used in this article.



## AI 92 TRIVIA QUIZ

Following is the AI 92 trivia quiz which was traditionally held during the closing banquet of the Airliners International Convention in July.

Check your skills and see how well you do.

1. Which of the following jet aircraft (including prototypes) had the smallest number of airframes produced?  
 (A) Concorde (D) deHavilland Comet 1  
 (B) Convair 990 (E) VFW 614  
 (C) Dassault Mercure

2. You have just landed at Lunji International Airport aboard a European-registered DC-10. What city have you landed in?

(A) Abidjan, Ivory Coast (D) Luanda, Angola  
 (B) Freetown, Sierra Leone (E) Sal, Cape Verde Islands  
 (C) Colombo, Sri Lanka

3. Four of the five airlines listed below ordered the Boeing 747 but never took delivery of the aircraft. Which airline NEVER ordered the Boeing 747?

(A) Overseas National Airlines  
 (B) Alaska Airlines (D) Lybian Arab Airlines  
 (C) Universal Airlines (E) Western Airlines

4. It is the evening of 13 JAN 69 at Los Angeles International Airport. One of the following events has just occurred. Which has happened?

(A) A United 727-22 has disappeared moments after take-off  
 (B) A National 727-35 has made a belly landing,  
 (C) A Swift Aire Nord 262 has landed on nearby Manhattan Beach  
 (D) A hijacked Pan Am 707-321B has returned safely to LAX  
 (E) A SAS DC-8-62 has ditched in the Pacific Ocean while on final approach.

BONUS: Less than one week later another one of the above events occurred. Name it.



DELTA TRISTAR 1 N719DA AT MONTREAL, 10 MAY 77. JOOP GERRITSMAN COLLECTION

5. How many different airlines took delivery of the L-1011 TriStar DIRECTLY from Lockheed?  
 (A) 15 (C) 19 (E) 24  
 (B) 17 (D) 21

6. As of 01 JAN 92, which of the following aircraft types had the largest number of active airframes?

(A) B-707 (C) BAC 1-11 (E) F-28  
 (B) DC-8 (D) L-1011

7. From 1970 to 1991, Pan Am operated over 50 different 747s. Which of the following Clipper names was never applied to a Pan Am 747?

(A) Clipper Bostonian (D) Clipper Neptune's Car  
 (B) Clipper Fortune (E) Clipper Witch of the Waves  
 (C) Clipper Invincible.



DID THE BAC 1-11 HAVE MORE ACTIVE AIRFRAMES IN SERVICE AS OF 01 JAN 92 THAN THE 707, DC-8, L-1011 or F-28? (SHOWN ARE BAC 1-11/204AF N1128J OF USAIR, WITH HUSHKITS, AT ALBANY, NY, 16 JUL 86 and F-28-4000 N206P OF PIEDMONT LANDING AT BUFFALO, NY ON 01 OCT 88) BOTH PHOTOS BY JOOP GERRITSMAN.



8. If you were to fly a KV (airline) BEC (aircraft type) from ELS (origin) to UTT (destination), what continent would you be on?

(A) Africa (C) Australia (E) South America  
 (B) Asia (D) Europe

9. On 30 NOV 80 a TWA 707-131B was damaged on landing at San Francisco. The remains of this aircraft can still be seen today at SFO (it is used for fire training). What is the registration of the aircraft?

(A) N781TW (C) N791TW (E) N18710  
 (B) N787TW (D) N794TW

10. In the month of January, 1975, which of the following aircraft did NOT fly a scheduled operation between London and Frankfurt?

(A) East African VC-10 (D) Pakistan DC-10  
 (B) Iran Air 707 (E) Qantas 707  
 (C) Iraqi Airways 707

The following are tie-breakers:

#1. How many operators currently (01 JUN 92) use the Boeing 740-400?  
 #2. As of 01 JAN 92, how many 707s remained in passenger or cargo service?  
 #2a. How many 720s?

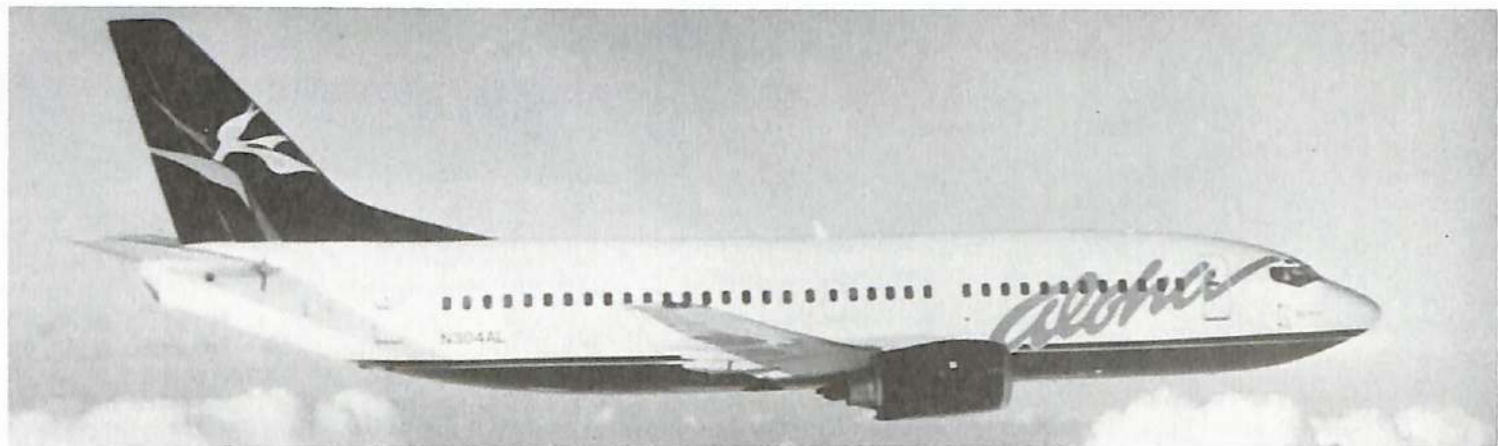
ANSWERS:  
 1-C (11), 2-B, 3-A (Had only second-hand 747s)  
 4-E, 4(bonus)-A, 5-B, 6-B (257), 7-C (Was on a 727), 8-A (Beech 18 of Transkei, from East London to Umtata, South Africa), 9-D, 10-E.  
 TIE-BREAKERS: #1-24 including Japanese govt., #2-188, #2a-10.

The winner, with seven correct answers and the bonus question correct, was G. MARKGRAF, who works for McDonnell Douglas at Long Beach. His prize was a model of an AirJet 747-400 and a plaque. Our congratulations!



# WINGS & THINGS

by RICHARD KORAN



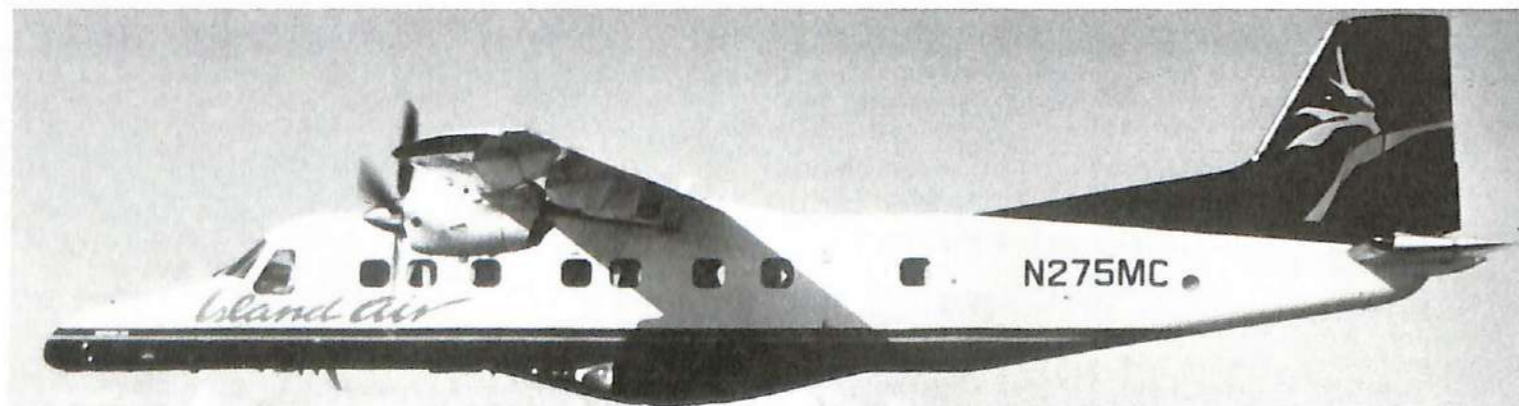
In late JUN 92, Aloha Airlines introduced the newest addition to its fleet. The Boeing 737-300QC features the carrier's new livery - a smart, professional look with an Island flavor. Anchored by a colorful Bird of Paradise and em-

My annual Hawaiian paralysis continues from year to year, it seems. It is tough to get back to work, too. Sand continues to filter through my socks even though I have been back on the mainland for almost a month now. The Korans flew on one of American's finest DC-10s from O'Hair Airport (ORD, that is) to Honolulu (HNL) for more than a month's stay on Oahu. I am still wondering why we left - must have been AA calling!

We stayed with our friends in Aiea for almost two weeks before moving out to Sunset Beach for our turn at "Paradise". All had a great time. For many of the kids with us, this would be some kind of reckoning when it was time to leave. Most of them would be going to college on the mainland and a few tears were shed when it was time for the final "alohas" until we meet again.

Helping me through my momentary state of re-

Aloha Island Air also welcomed the new Dornier DO-228 to its inter-island commuter fleet. Aloha Island Air provides daily service to nine destinations, including exclusive service to Prince-



blazoned with a 9-ft high signature, Alohas's new look also features a royal-blue belly highlighted with a single orange stripe and a royal-blue vertical tail. The -300QC can be converted from all-passenger to all-freight configuration.

turning to "reality", my vacation correspondent, Charlie Dolan, did a yeoman's job writing the main part of this column. I am sure you will enjoy his musings as much as I did. My thanks to Charlie, the Earthquake Kid, for his time and energies ... I guess I owe the Dolan's at least one pineapple! Maybe two!

**Charlie Dolan:**

Please remain seated, with your seat belts fastened, until the southern part of California has come to a complete stop at the gate (or anywhere else for that matter!)

Up until 0500 on Sunday morning, June 28, 1992, my wife and I were having a grand time at the second WAHS convention I have attended, and the first for my wife. I attended AI'91 in Orlando, had a wonderful time and was looking forward to Orange County for a year. The icing was put on the cake by Mr. Crandall of American Air-

ville, Kauai, Hana, Maui and Kamuela on the Big Island. Both new Aloha Island Air aircraft carry the new look, including the large Bird of Paradise. (Both photos: Aloha Airlines)

lines, who declared a "fare war", making it possible to bring my wife, Karen, along for the same costs as if I'd been solo. I did a sales job.

Sure, there will be lots of hangar talk, and yes, there will be many dusty models, wings, china (the new stuff is okay, bright and shiny) but we'll get to see the west coast, the Queen Mary and the Spruce Goose and generally have a great time." It worked. By 1015 on June 25, we were in an American MD-80 heading from BWI to ORD and the Adventure of AI'92.

When we deplaned at ORD, I spotted Dick Koran near the gate and the "Captain" advised us that the "Admiral" was awaiting us at the Club on the second floor. Our chariot was running late and this afforded a chance for the wives to meet and for the collectors to check the wing and badge trading stock early.

The ride from ORD to SNA was on a Boeing 757 and was very smooth, but the ground below seemed so ... brown as we headed west. The captain got on the speaker as we passed over Palm Springs and there was not a lot more vegetation than we had seen for several hours. Ah well, a minor detail.

We collected our gear, walked a long way to the hotel van stop and made it to the Hyatt Regency Irvine by late afternoon. Before too long I had met several acquaintances from AI'91, Karen and Diane Koran were getting along swimmingly, we'd gotten word that 'the Russians are here' and I was feeling smug. The last trip I had planned, did not go well. I had discovered a "deal" on a cruise. However, the ship broke down and then a wildcat strike hit Bermuda. That "vacation from hell" established a reputation which I had finally broken ... Right!

After checking in, freshening up and meeting downstairs, the collectors started swapping lies and brass and the ladies started swapping stories about the collectors. We formed a party in the piano bar and the convention began. Some (many) complaints were heard about the late opening of the hall and the inability to set up tables. Diane Koran had to take the Russians under her wing to assist in the location of three errant boxes (the trading stock!!!) and we had to decide where to eat.

Everything seemed to work its way out, but we erred when ordering dinner. It was discovered the Russian rendezvous was set for Thursday night. As soon as I knocked on their door and was invited in, Vladimir Mischustin said "Charlie", bent to his suitcase, pulled out and offered a sausage, proudly stating "Evidencel". The "contrabandistas" had succeeded once again! More Eastern European sausage was going to have to be destroyed under customs (my) supervision washed down by vodka.

This year's party was larger than the initial Orlando exercise in detente. Joining the original participants were John Oliver of the U.K., Valentine Omajnikov's wife from Mississauga, Ontario, and Pedro Muniz from Miami joining the

Mid-Pacific Airlines, a Nihon YS-11 operator in the Hawaiian Islands, quit in 1988 after a short lifetime. However, it re-established itself as a small-parcel and cargo carrier in Lafayette, Indiana and still operates the YS-11. The wing has frosted surfaces that appear lighter than the actual shiny gold surfaces, which are somewhat darker.



Aloha Airlines, formerly Trans-Pacific Airlines, was founded in 1946 and changed their name to Aloha Airlines in 1958. The airline flies to Kauai, Oahu, Lanai, Maui and the big island, Hawaii. Aloha's wing is reminiscent of the U.S. Navy pilot wing in design. It has a circular center with blue enamel around the edge and a blue enamel Bird of Paradise in the center. "Aloha Airlines" appears in gold on the blue circular circumference.



Aloha Island Air is a subsidiary of a Hawaiian-based aviation group that owns and operated Aloha Airlines. This wing is a Balfour product and was in use for some time. California Wing Specialties now produces the current Aloha Island Air wing. The wing is gold with a black background and gold lettering and design logo.



Hawaiian Air was founded as Inter Island Airways in 1929. It changed its name to Hawaiian Airlines in 1941. With flights to the mainland as well, the airline also operates to Tahiti, American Samoa, Western Samoa, the Kingdom of Tonga and the Cook Islands.



Discovery Airways attempted to crack the inter-island market in Hawaii in 1960 but lasted only a few months. The airline was forced to quit on the foreign ownership issue, according to Aviation Week. The wing is a California Wing Specialties product in an all-gold finish.





fold. Missing the festivities were Ken and Beth Taylor, Karen Dolan and Diane Koran. All partygoers had a grand time, including the hotel security staff who passed me and John Oliver at 0300 hours on their way to Oleg's room to suggest that the party wind down shortly.

Friday was tourist day as the Korans, Dolans and Beth Taylor headed north to visit the Queen (Mary). I have spent many hours in the engine rooms of ships, but none have been as large as that of the Queen. As we strolled the deck, it was obvious that during the fifties and early sixties, this had to be the way to get from one side of the Atlantic Ocean to the other in style. I know that Dick is partial to the Boeing 377, but the Queen Mary has three fireplaces!

We got back to the Hyatt in time to take advantage of early trades and get a feel for the hall. Lots of brass changed hands and all the traders seemed satisfied. All seemed to be going very well.

There were several problems which were attributed to "Murphy's Law". The hotel was removed from tourist areas and quick-food vendors, several tours had to be cancelled due to mechanical gremlins and the group rates were higher than advertised specials.

Saturday was left for swapping by the guys and shopping for the girls. After breakfast, the men headed for the trading floor and the ladies went to the mall. Lots of trades, sales and purchases were mulled over and finalized and by late afternoon everyone was ready for a swim. After a trip to the pool area, the group repaired to our respective rooms and got ready for the banquet. Just before the hall opened, the ladies from the West presented special packages to the Russian guests for their wives in the Moscow area.

The dinner was good, the quiz challenging and the photos in the "Name the Plane" game unmerciful. (Yes, I am short enough to get under a Belfast.) Several references were made to Mr. Murphy and his law books and we all hoped that the WAHS would be able to beat him on appeal. We had no idea when the jury would return. But Murphy was soon forgotten as Capt. Al Haynes of UAL grabbed and kept our attention with his tale of trial and survival in the skies near and on the ground at Sioux City. His words of training, procedure and communication would be brought to bear on many listeners within a few hours.

We listened, applauded, got autographs, moaned over contest answers and said goodbyes that night in preparation for the return east the following morning.

The jury for our appeal to Murphy's Law came in at 0500 Sunday. It was an interesting concept in wake-up calls. I think I was fully awake within the first several seconds of the quake. I had felt a very minor quake years ago, in Montreal, but it was over before I fully realized what was happening. This was different. I shook Karen, said "Earthquake" and foolishly said, to no one in particular, "I hope this lasts a few more seconds. If not, she'll think I've been to visit the Russians again." Of all wishes to be answered, it had to be that one!

Karen woke up, said EARTHQUAKE!! and we both sprang into ... relative inaction. What to do? Haynes' talk immediately sprang to mind. What is the procedure? Well, fire is covered on the back of the room door. Use the stairs, no elevators,



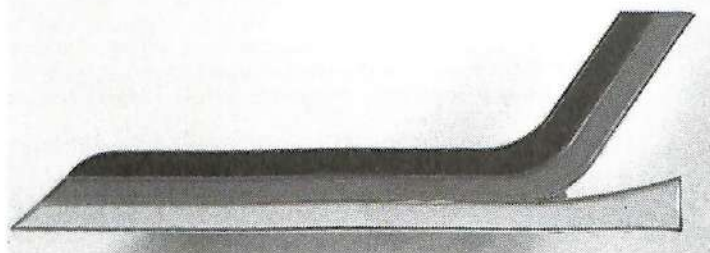
An American Airlines passenger service badge worn by Hillary Browne Coffman in 1966 when she was working in the Detroit area after leaving her AA stewardess position for a job on the ground.



Atlantic Coast Airlines serves United's Washington Dulles hub. ACA was formed in 1989. I acquired this wing from the crew member who was wearing it. His wife, an American Airlines F/A, thought it would be nice if her husband would accommodate my request. Nice, eh? This is an overall silver wing with fine detail.



Express One, a Dallas-based carrier, is a supplemental airline and provides freight services under contract. On-demand cargo and passenger charters are also operated. The wing has an overall yellow-gold appearance.



Air Inuit wing, acquired at Montreal one afternoon on a turn-around. The crew gave me a tour of their airplane and I was blessed with the captain's wing. Air Inuit is a Canadian regional operating services in Northern Quebec. Destinations include Akulivik, Aupaluk, Inukjuaq, Kangiqsualuj, Quaqtaq, Salluit and others. The carrier is owned by the Inuit, the aboriginal people of the region. The wing badge is brown, orange and yellow from top to bottom. Nice catch!

keep low, no talking, all that we learned in grammar school. After the talk, we all knew how many doors to count to the fire stairs. I guess the California Chamber of Commerce felt that out of sight, out of mind was the best policy for earthquake procedures. Trying to fake a calm I did not really feel, I said that it might be best to take a page from tornado warnings and stand under a door frame. In the next 35049 seconds (the longest seconds in recent memory) I held on to my wife and the door frame and made promises I'll never be able to keep. (I think I have already broken the ones about being nice to my supervisors and speaking kindly about being nice to politicians.)

As I listened to the wall creak, I mentioned several times that we were indeed fully aware that an earthquake had occurred and that it could stop at any time and we'd be happy. Suffice to say that it did not cease on our cue. When the movement did stop, we knew we'd felt the big one!

I went to the window, a bit timidly, and was amazed to see that just about everything outside seemed normal. Traffic was light (normal I guess for 0503 on a Sunday morning) and there was no obvious damage to surrounding buildings. Karen's knees were still a bit wobbly, so I hit the stairs heading for the lobby to establish communications with locals. She got back into bed and tuned in CNN to find what the extent of the damage had been.

As I got to the desk, I was informed that my guess had been correct. Halls and balconies were not advised and due to flying glass, it was not recommended to wait outside the building. It was while I was in the lobby that I heard that those on the upper floors had gotten a much rougher ride than we on the third floor. Their lamps were toppled to the floor and the water had sloshed from the commodes in the bathrooms.

By 0800, just about everyone was fully packed and making travel plans. As the man for whom the airport was named, might have said, it was "time to saddle up and head out of town". The Dolan, Taylor and Koran group was sitting outside on the patio, getting ready to breakfast brunch when quake number two decided to punctuate the morning and reinforce the decision to depart quickly. At the first hint of the second tremor, I started my camcorder and I have several seconds of tape showing our party leaving the table and other conventioners leaving the building. An interesting scene shows the moment in which I realize that I am the closest person to the building and the camera is placed on the table as I beat a hasty exit toward the pool.

The second quake was a tad weaker than the first, but still called a quake rather than an aftershock. Final preparations were made for departure, including Dick Koran returning to his room for a quick shave. I don't know about the rest of you, but there was no way I was going to put a sharp blade near my neck when the earth was jazz-band dancing. Talk of the table was that it was the St. Andreas Fault. I really do not care who was responsible, I didn't like it one bit. Some of us parted ways at the hotel, others at the airport. We agreed that in the future, expressions such as "Hey man, what's shaking?" would be avoided at all costs.

As our 757 headed east, it passed through a cloud layer. At the same time that the seat belt sign came on, my wife and I looked at each other and remarked that the sound and movement felt very familiar. Had we experienced "land chop" in



The Boeing Company's pilot wing acquired by John Whitehead. He asked me to place it in the column for all to see. This wing is overall gold and a fine specimen indeed. Great catch, John!



Aero Costa Rica was another wing I was looking for to add to my collection. I am always on a "hunt" at MIA and this time I found the chief pilot of ACR in the cockpit and he gave me his chief pilot's wing right off his shirt! The wing is gold with a white center. Three bars in blue, green and red lie over a gold oval. The name of the airline appears in gold below the logo.



Zuliana de Aviacion C.A. wing badge from the crew members while at the gate at Miami International. It was presented by Edgar J. Valles D. when I was in the cockpit. The crew was based at Maracaibo, Venezuela and the wing is overall gold with three stars and "ZULIANA" in red.



Airlines of Tasmania was featured in John Wegg's *Airliners* magazine, summer 1992, to complement the wings of the same name. I sure would like to take the controls of one of those "old birds" for a while. Anyway, the wings are gold with a triangle center of blue, blue-green and green in the logo.



Orange County or had the aircraft suffered a sky shake? About 20 minutes out, the senior flight attendant came on the speaker and said she hoped we all had a good sense of humor. It seems that in the excitement of the moment, the drinking water had not been placed on the aircraft. There would be no coffee and no handwashing on the way to Chicago. And contrary to the TV commercial, "Commandante" does not return to the point of departure when he runs out of Columbian coffee.

So, there it is, gang, AI'92. Next year the convention is in Washington, D.C., and who knows what kind of adventure that town can show us? It will be only 35 minutes from my home. I wonder if I can talk my wife into going to the convention with me?

Hello, this is Dick Koran again:

When we arrived at Honolulu's International Airport, I was one of the first to notice the new livery of Aloha Airlines aircraft while taxiing to the gate.

"Anchored" by a colorful Bird of Paradise and emblazoned with a nine-foot high stylized signature, Aloha's modern new look adorns the latest addition to the fleet. The airplane features a royal blue belly, highlighted with a single orange stripe. The pearl-white fuselage provides a crisp background for the word 'Aloha' boldly scripted in quava orange. A multi-colored Bird of Paradise blooms on the blue tail of the airplane," says the news release mailed to me by Gus Whitcomb, manager of public relations for Aloha Airlines.

Aloha Airlines will fly their new Dornier DO-228 aircraft in the same modern look as the jets for scheduled inter island service for Hawaii's largest commuter.

Aloha has added the 737-300QC to their fleet of jets and it is this aircraft that carries the new livery, "Aloha's bold new look". Aloha's PR department says "The -300QC will provide Aloha with additional passenger and freight capacity." The aircraft features first class and coach seating, but can be converted from an all-passenger configuration to an all-freight situation within an hour.

Named 'Mataio Kekuanooa' in honor of the former governor of Oahu and father of Kamehameha IV, Kamehameha V and Princess Ruth Keelikolani, Aloha's 737-300QC entered revenue service the week of 28 JUN 92.

The 31 AUG 92 issue of Aviation Week magazine carried articles dealing with the possibility of United Airlines coming into the islands and more or less take over the air carrier business in the future. An interesting article indeed. United operates about a third of the capacity between Hawaii and the mainland and if they decide to fly inter-island, they may have a hold on the state's airline business. A fourth of United's business comes from Japan, too.

Aloha's president, A. Maurice Myers, expressed "a high level of concern that if (United) also fly inter-island, they will have a potential stranglehold on the state," says Aviation Week.

Myers also pointed out that two carriers have foundered while attempting to crack the inter-island market. Mid Pacific Airlines, a Nihon YS-11 operator, quit in 1988 after a short lifetime, and Discovery Airways lasted only a few months in 1980. While Discovery, operating British Aerospace 146-200s, was forced to quit on the foreign ownership issue, its load factors



Hamburg Airlines is a German regional carrier and flies to various cities, such as Amsterdam, Berlin, Brussels, Dresden, Leipzig and Rotterdam. Hamburg was founded in 1988 and continues to grow. This Type 1 wing is dark blue in the center with white "bars" intersecting a white aircraft shape. The name Hamburg appears at the bottom of this gold wing.



The current Hamburg Airlines wing, Type 2, has the same shape as Type 1, but it is all-white on the blue center and the wing is overall gold.



This LET Aeronautical Works wing was given to me by the father of a friend I have been writing to for several months. The wing is gold thread on a black background. It was his father's "reserve" wing and is worn by test pilots of LET, as well as by pilots of LET Air, a Czechoslovak company for non-scheduled air transport.



Gold F27 Friendship Association wing from Dave Prins at the 1992 convention. With an overall gold finish, the center has a red-white-blue F-27 in a climbing attitude, centered on a globe "F27 Friendship Association" text appears on the black band around the center.

never exceeded 25% and thus it was 'doomed economically', Myers said."

Among the wings included in this issue of the CAPTAIN'S LOG, I have used those of Aloha Airlines, Aloha Island Air, Hawaiian Airlines, Mid Pacific Airlines and Discovery Airways. Other wings and badges acquired either at the convention or from the airlines themselves are also presented here.

Aloha!



An old Russian aviation badge given to me by good friend and Aeroflot captain Oleg Basilovich Xarotonov at AI92. From the top down, it shows red and blue flags at the upper left, a red flag at the upper right, and a bronze airplane surmounting a copper-colored globe. The Soviet Union is in the center, with the letters СССР (SSSR in our alphabet). There are leaves on each side of the globe and "1000000 Klm" (1,000,000 km) in gold on a red banner at the bottom. The letters at the bottom of the globe are "GWF" in our alphabet, and stand for "Grazdansij Wozdusnyj Flot" (the official name for Aeroflot) or "Civil Air Fleet".



American Airlines "Discover California" patch given me by Hillary Browne Coffman when we were in Hawaii. The Coffmans are preparing to return to the mainland and Hillary was cleaning "things" out and putting them in a box for me to take home. By the way, we "discovered California" at 0458, didn't we?



Finnaviation operates a domestic network of flights weekly, serving Helsinki and regional towns. Services are also operated for Finnair. The company also operates night mail services, air taxi flights and does aircraft maintenance. Finnaviation was formed in 1950 as Lentuhoolto, later known as Wihuri Finnwings. The present name was adopted when Wihuri was reorganized and merged with OY Nordair AB in 1970, and started operations in that year. The wing badge is gold overall with gold "fa" on a blue field.



Ron Davies, curator of air transport at the Smithsonian's National Air and Space Museum in Washington, D.C., points out an error in the Aeroflot story in the JUN 92 issue of the CAPTAIN'S LOG.

The error, Ron writes, "is the alleged change of name from Dobrolet to Dobroflot" (p.73, bottom of 3rd column).

"This never happened. It appears to have been the result of mistranslation or misinterpretation (probably mis-reading the cyrillic) by journalists of a bygone age.

"I found the mistake when consulting with some historians from Moscow who have been helping me with my own book; and Vadim Suvarov drew my attention specifically to it. Dobrolet simply became part of the new organization that quickly became named Aeroflot."

Ron also writes: "I must offer special commendation - if that doesn't sound too patroni-

zing - to you personally for the lead story. Having battled with information-gathering for about 40 years in the direction of Moscow, I know just how difficult it is to put it all together."

Thanks, Ron, for alerting me to this Dobrolet /Dobroflot issue, it has long been a mystery to me where the name Dobroflot came from!

(Ron Davies, well-known airline historian and author of many books that are must-have references for every serious student of airline history, has almost completed a book on Aeroflot exactly on the lines of his Pan Am, Delta, and Lufthansa books in the series "An Airline and its Aircraft". It will have 200 photographs (some unearthed in Moscow and never seen in the west, if in the Soviet Union itself), 30 Mike Machat profile drawings, 40 maps and a wealth of information. The book should be published early in the next year.

-JG)



# AIRLINE PROFILE

by JOOP GERRITSM



ON 30 APR 22, THE FOKKER F.III, RR 1 BECAME THE FIRST DERULUFT AIRCRAFT TO LAND AT MOSCOW'S CHODYNIA AIRPORT (ALSO SPELLED KHODYNKA). THE SECOND F.III, RR 3, ARRIVED THE FOLLOWING EVENING FROM GERMANY. (ALL PHOTOS IN THIS HISTORY ARE FROM THE LUFTHANSA ARCHIVES)

# ДЕРУЛУФТ

Deruluf (DEUTSCH RUSSISCHE LUFTVERKEHRS A.G.) WAS FOUNDED ON 11 NOV 21 AS A 50-50 JOINT VENTURE BETWEEN THE SOVIET GOVERNMENT AND AERO UNION A.G. OF GERMANY THROUGH ITS AIRLINE SUBSIDIARY DEUTSCHE LUFT REEDEREI. THE FLEET WAS TO BE REGISTERED IN THE SOVIET UNION (RR) AND IN GERMANY (D-). THE PLAN WAS TO ESTABLISH A SERVICE BETWEEN MOSCOW AND BERLIN. SINCE BERLIN WAS ALREADY BEING SERVED BY A NUMBER OF EARLY AIRLINES FROM BOTH GERMANY AND OTHER EUROPEAN COUNTRIES, FAST CONNECTIONS WERE POSSIBLE WITH OTHER NATIONAL CAPITALS IN EUROPE. A FIVE-YEAR CONCESSION FOR THE 745 MI (1,200 KM) ROUTE BETWEEN MOSCOW AND KONIGSBERG (KALLININGRAD) IN EAST PRUSSIA WAS GRANTED ON 17 DEC AND DERULUFT BEGAN TWICE-WEEKLY, MAIL-ONLY SERVICES VIA SMOLENSK (SOUTHWEST OF MOSCOW) AND KAUNUS (KOVNO), THE LATTER IN LITHUANIA, ON 01 MAY 22 WITH THE FIRST TWO OF 10 FOKKER F.III 5-PASSENGER CABIN 'LIMOUSINE' AIRCRAFT IT HAD ORDERED. CARRIAGE OF PASSENGERS BEGAN SOON AFTER, BUT FOR THE TIME BEING, THEY AND THE MAIL STILL HAD TO TAKE THE TRAIN FOR THE FINAL 375 MI (600 KM) FROM KONIGSBERG TO BERLIN. KAUNUS, ALTHOUGH A DESIGNATED STOP ON THE SERVICE, OFTEN HAD TO BE OVERFLOWN BECAUSE OF THE POOR CONDITION OF THE AIRPORT. THIS MADE THE SMOLENSK-KONIGSBERG SECTOR OF 510 MI (820 KM) ONE OF THE LONGEST NON-STOP SCHEDULED AIRLINE SERVICES IN THE WORLD AT THE TIME.

OPERATIONS WERE HALTED ON 01 NOV BECAUSE OF THE WINTER. MORE THAN 100 SCHEDULED AND ABOUT 90

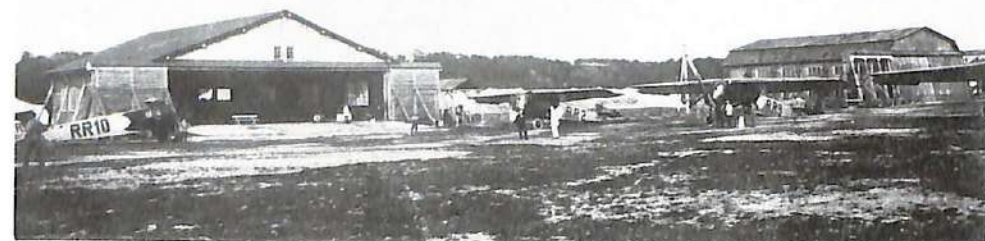
SPECIAL FLIGHTS HAD BEEN MADE AND 300 PASSENGERS, 2,000 POUNDS (900 KG) OF MAIL AND 40,000 POUNDS (18,100 KG) OF CARGO HAD BEEN CARRIED.

SCHEDULED SERVICE RESUMED ON 01 MAY 23 WITH A FREQUENCY OF THREE RETURN FLIGHTS A WEEK. THIS WAS INCREASED TO FOUR TIMES A WEEK WITH THE 1924 FLYING SEASON AND DAILY SERVICE (EXCEPT SUNDAYS) BEGAN ON 01 JUL 24. THE SERVICE WAS ADVERTISED AS PART OF A MOSCOW-LONDON ROUTE VIA BERLIN, WITH PASSENGERS TRAVELLING THE KONIGSBERG-BERLIN SECTOR BY TRAIN DURING THE NIGHT.

## Air link completed

AIR SERVICE OVER THE ENTIRE MOSCOW-BERLIN ROUTE STARTED ON 15 JUN 25, WHEN DEUTSCHER AERO LLOYD (SUCCESSOR TO THE DEUTSCHE LUFT REEDEREI) AND DERULUFT BEGAN REGULAR SERVICE FROM BERLIN TO GDANSK (DANZIG) AND KONIGSBERG, ALSO WITH THE FOKKER F.III. DLR ALSO USED THE F.III ON THE SERVICE.

FOUR DERULUFT FOKKER F.IIIs ARE SEEN AT CHODYNIA AIRPORT, MOSCOW, RR 2, RR 9 AND RR 10. THIS PHOTO WAS TAKEN IN JUL 22 OR LATER SINCE RR 10 WAS DELIVERED IN THAT MONTH.



AEROFLOT AND ITS PREDECESSOR DOBROLET WERE NOT THE ONLY AIRLINES OPERATING IN THE FORMER SOVIET UNION BEFORE WORLD WAR 2.

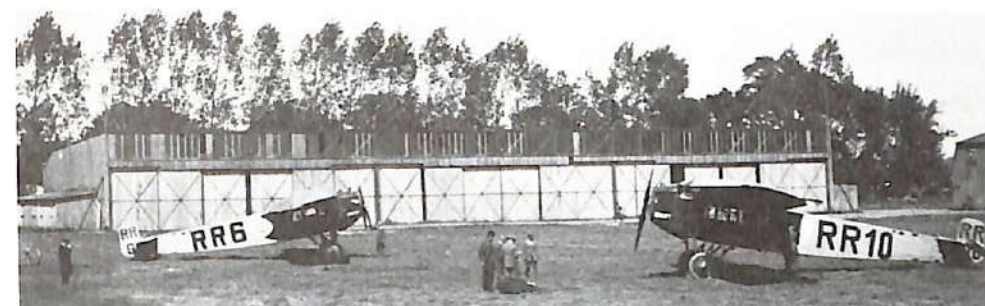
THERE ALSO WAS DERULUFT A JOINT VENTURE BETWEEN RUSSIA AND GERMANY. ITS PRIMARY TASK WAS TO LINK MOSCOW WITH BERLIN AND THROUGH THERE WITH THE REST OF EUROPE.

We took a look AT AEROFLOT in the previous issue of the CAPTAIN'S LOG. This time we review DERULUFT the country's international carrier in the 1920s & '30s

Back then, train travel from Moscow to Berlin took 65 hours. The air-rail service took 22 hours and the full air service was made in 15 hours, of which seven to eight hours were actual flying time.

During the winter of 1922-23 Deruluf made several special flights between Moscow and Khar'kov in the south, but no regular service was established.

Deruluf continued to improve its service. It completed its first 500,000 km (310,700 mi) in scheduled service in JUN 24 without a major accident. Several of its pilots had flown more than 100,000 km (62,140 mi) and a number of passengers had made more than 50 trips on the airline. However, the perfect safety record did not continue. On 08 OCT 24 pilot Otto Steeger was killed when the wing of his Fokker struck a tree and the aircraft hit the ground. Steeger had run into heavy fog and had gone lower and lower, to keep navigation



FOKKER F.IIIs AT KAUNUS (KOVNO) IN LITHUANIA. THIS WAS A STOP ON THE KONIGSBERG-MOSCOW SERVICE ... BUT HAD TO BE OVERFLOWN REGULARLY BECAUSE OF THE POOR CONDITION OF THE FIELD.

landmarks in sight. But when the fog reached down to the ground, he turned back toward Moscow. That is when the accident took place. The only other occupant on board, a mechanic, was not injured and survived. The Fokker was repaired and by the end of 1926, all 10 F.IIIs were still in service, five years after the start of operations, a remarkable achievement in those days. Deruluf moved its main maintenance base from Konigsberg to Moscow in 1925 and had started to gradually replace its German pilots with Russians.

As mentioned above, the entire distance between Berlin and Moscow was covered by airplane beginning on 15 JUN 25. On 07 AUG 25 Deruluf completed one million km (621,300 mi) in the air. That year scheduled services achieved a 95% regularity and there were only four accidents, none fatal. One was caused by engine failure, another by a snowstorm and two by poor airport conditions.

On 06 JAN 26 Deutsche Luft Hansa was founded by the amalgamation of several German airlines, including Deutscher Aero Lloyd, and the 50% shares in Deruluf were transferred to Luft Hansa.

In July and August, 1926, Deruluf operated a regular Moscow - Khar'kov service under contract to the Ukrainian airline Ukrvozdukhput.



DERULUFT BAGGAGE LABEL, ABOUT 1928, AFTER LENINGRAD HAD BEEN ADDED TO THE NETWORK. (Don Thomas Coll.)

**DERULUFT**  
DEUTSCH-RUSSISCHE  
LUFTVERKEHRS-GESELLSCHAFT  
MITGLIED  
DER INTERNATIONAL AIR TRAFFIC ASSOCIATION

Telegramm-Adresse: Deruluf  
Fernsprecher: Berlin A 7 Dönhoff 5630-39  
Königsberg I. Pr. Schloßteich 37000-01

Bank-Konten:  
Berliner Handelsgesellschaft, Berlin, Behrenstraße 32/33  
Dresdener Bank, Berlin, Behrenstraße 68  
Deutsche Bank u. Disconto-Gesellschaft, Bln., Mauerstr. 35/39  
Deutsche Bank u. Disconto-Gesellschaft, Fil. Königsberg I. Pr.  
Dresdener Bank, Filiale Königsberg I. Pr.  
Postcheck-Konto: Berlin Nummer 32496

The five-year concession for the Moscow-Konigsberg service expired at the end of the 1926 season and was renewed for another five years, continuing the Deruluf monopoly on the route. With the opening of the flying season on 02 MAY 27 the airline took delivery of the first of eight Dornier Merkurs for 8-10 passengers and five of the Fokkers were sold to Ukrvozdukhput. Three more followed in 1928 as more Merkurs joined Deruluf fleet and the ninth Fokker went in 1930 (one had crashed in Deruluf service in 1928).

From 18 JUL 27 Veliky Luki replaced Smolensk as en-route stop. A company brochure of this year said Deruluf carried more mail in 1927 than any other airline in Europe.

A five-year economic plan drawn up by the Soviet government in 1928 saw the formation of the state airline Aeroflot when Dobrolet absorbed Ukrvozdukhput. The new company quickly expanded its network, but it did not stray into Deruluf territory.

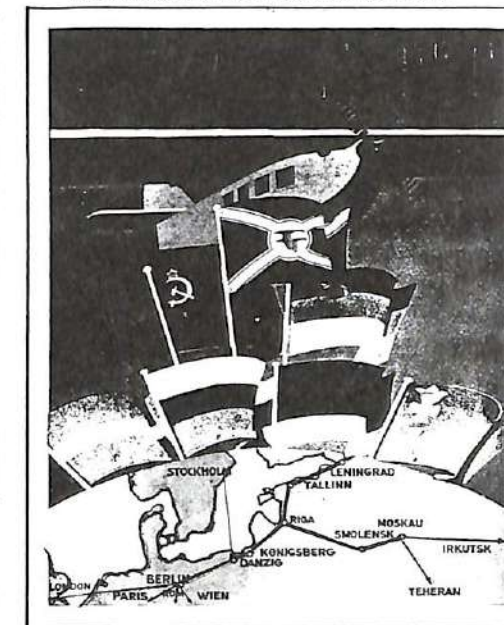
Deruluf began service from Riga in Latvia to Leningrad via Talinn (Reval) in Estonia on 07 JUN 28. This service was extended southeast from Riga via

**DERULUFT**  
BERLIN  
via Danzig-Königsberg  
**MOSKAU**  
1. MAI 1927

**BERLIN W 8, MAUERSTR. 63**  
FERNRUUF: ZENTRUM 8039, 5800  
Auskunft und Flugscheine im  
Luftreisebüro Deutsche Luft Hansa, Berlin W 8, Mauerstr. 63  
FERNRUUF: ZENTRUM 1288

Deruluf ist laut Beschluß der Jatakonferenz,  
Wien 1927, für U. d. S. S. R. Generalvertreter der  
Ad Astra Aero (Schweiz)  
Aero O. V. (Frankreich)  
Aerona (Estland)  
A. B. Aeroflot (Schweden)  
Air Union (Frankreich)  
Alpine (Schweiz)  
Cicna (Frankreich)  
Dét. Danske Luftfartsselskab (Dänemark)  
Deutsche Luft Hansa (Deutschland)  
Imperial Airways Ltd. (England)  
Königsberger Luftverkehrsges. (Holland)  
Luftverkehr (Frankreich)  
Lufthansa (Frankreich)  
Österreichische Luftverkehrsges. A. G. (Österreich)  
Türkische Luft-Liniengesellschaft (Türkei)  
Sakaba (Belgien)  
Türkische Luft-Liniengesellschaft (Belgien)  
Magyarische Luftverkehrsges. A. G. (Ungarn)

LEFT and ABOVE: TWO HAND BILLS OR POSTERS ISSUED BY DERULUFT TO ADVERTISE THEIR SERVICES. THE ONE ON THE LEFT IS UNDATED, BUT APPEARS TO BE FROM THE EARLIEST YEARS. IT DOESN'T SHOW ANY ROUTES OR SCHEDULES. THE BILL OR POSTER ABOVE IS DATED 01 MAY 27 AND SHOWS DERULUFT WAS THE REPRESENTATIVE IN THE SOVIET UNION OF 18 AIRLINES FROM 14 EUROPEAN COUNTRIES (INCL. 4 FROM FRANCE ALONE).



THIS DERULUFT BAGGAGE LABEL POSES A QUESTION: IT SHOWS TALINN AND LENINGRAD AS PART OF THE NETWORK AND MAY HAVE BEEN ISSUED TO MARK THE START OF THE SERVICE TO THOSE TWO CITIES ON 07 JUN 28. IT ALSO SHOWS SMOLENSK AS A DESTINATION, BUT THAT CITY WAS REPLACED BY VELIKYE LUKI AS A STOP ONE YEAR BEFORE BECAUSE OF THE POOR CONDITION OF ITS AIRPORT. THIS LABEL MAY BE PROOF THAT SERVICE TO SMOLENSK HAD BEEN RESUMED AFTER AIRPORT IMPROVEMENTS WERE MADE. HOWEVER, A MAP ON THE DERULUFT TIME TABLE OF 1933 (see next page) STILL SHOWS SERVICE TO VELIKYE LUKI, NOT TO SMOLENSK. (Don Thomas Collection)



Tilsit in 1930 to meet the main line at Königsberg.

Traffic volumes in 1928 were 2,500 passengers, nearly 61,700 lbs (28,000 kg) mail and 108,700 lbs (49,300 kg) freight, but volumes dropped sharply in 1929. The passenger load factor that year on the Riga-Leningrad route was only 23% and on the Moscow-Berlin route only 40%. Volumes recovered in 1930 to near the 1928 figures and a Sunday service to Berlin was added that year.

Scheduled night operations between Königsberg and Berlin with Merkurs were made possible in 1930 thanks to the installation of radio in the aircraft.

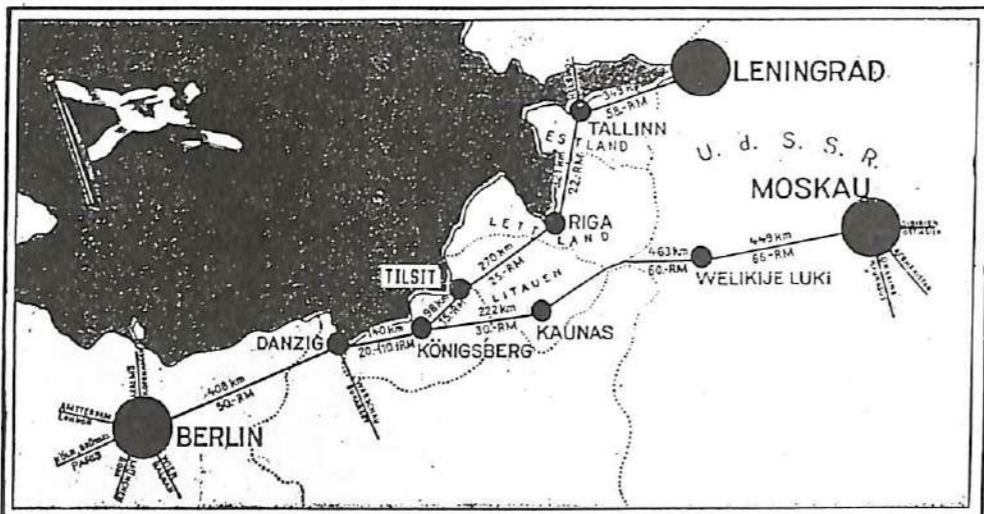
Further fleet modernization took place in 1929 when Deruluft chartered two 4-passenger Junkers F-13 from Luft Hansa for the Riga - Leningrad service and later bought a third. The larger (6 passengers) Merkurs continued to operate on the Berlin route.

#### Trimotor safety

Three-engine safety came to Soviet air transport in 1932 when Deruluft leased two 10-passenger, trimotor Rohrbach Roland aircraft from Luft Hansa and two 9-passenger Russian-built ANT-9 (a design by Andrei Tupolev) to replace the single-engine Merkur and F-13 fleet. Three of the Merkurs were sold to the new Aeroflot. One more Roland joined in 1933 and four more ANT-9 in 1933-35.



DERULUFT OPERATED A TOTAL OF 16 DORNIER MERKUR II AIRCRAFT FOR 8 PASSENGERS. THEY REPLACED THE SMALLER FOKKER F.111s BEGINNING IN 1927. RR 30 IS PICTURED AT THE KÖNIGSBERG AIRPORT AND JUDGING BY THE WELL-DRESSED OFFICIALS PRESENT, PROBABLY ON 02 MAY 27, WHEN THE MOSCOW - KÖNIGSBERG SERVICE WAS EXTENDED TO BERLIN. THE ROUTE PLATE ON THE AIRCRAFT BEHIND THE ENGINE READS "BERLIN Königsberg-Riga MOSKAU". THE AIRCRAFT TO THE LEFT, D-1079, IS ANOTHER DERULUFT MERKUR II. BOTH WERE EX-LUFT HANSA AIRCRAFT.



THIS MAP FROM THE 1933 TIMETABLE SHOWS VELIKYE LUKI AS PART OF THE NETWORK. THE CITY TOOK THE PLACE OF SHOLENSK AS A STOP IN 1927 BECAUSE OF THE POOR CONDITION OF THE AIRPORT AT THE LATTER CITY. (Don Thomas Collection)

**DERULUFT**  
DEUTSCH-RUSSISCHE LUFTVERKEHRS-GESSELLSCHAFT  
SOMMER-HERBST 1933

**DERULUFT**

DERULUFT TIME TABLES (L TO R): SUMMER/FALL 1933, 1934, SUMMER/FALL 1935 AND 01 MAY-03 OCT 36. (Don Thomas Coll.)

BERLIN-MOSCOW  
BERLIN-PARIS-LONDON

MOSCOW-LONDON  
MOSCOW-PARIS  
MOSCOW-BERLIN

**DERULUFT**  
SUMMER-AUTUMN 1935

**DERULUFT**

Time Table

BERLIN  
MOSCOW  
LENINGRAD  
1/5-3/10 1936

With the improvement in equipment, Deruluft could for the first time continue to operate during the winter in 1934. The aircraft were equipped with skis for this purpose, but services were still halted in the month of April, when the snow and ice was melting and neither wheels nor skis could support the aircraft.

The faster trimotors also enabled Deruluft to offer same-day connections from Moscow and Leningrad to other European cities, such as London, Paris, Amsterdam and Copenhagen (via Berlin and by other airlines - Deruluft itself only operated the two routes mentioned). A Junkers JU-52/3m trimotor for 17 passengers was bought in late 1934. It crashed on the last day of JAN 35, but four more were bought and continued in service until 1937. The last of the single-engine aircraft, an F 13 used on the Leningrad service, was sold to Aeroflot in AUG 36, leaving Deruluft with a trimotor fleet of eight aircraft: four ANT-9 and four JU-52/3m, leased from Aeroflot and Lufthansa respectively.

However, the end of Deruluft was near. The Soviets were becoming more and more suspicious of the politics of Nazi-Germany and its leader, Adolf Hitler. When the air service agreement expired on 31 DEC 36, the Soviets declined to renew it. Service was still kept going to 01 APR 37, but after that date the ANT-9s were handed back over to Aeroflot and the JU 52/3ms were returned to Lufthansa. The formal end came on 31 AUG 37 when Deruluft was dissolved.

#### Sources:

- Andersson, Lennart: DERULUFT, Air Pictorial, Profile Books, Ascot, Berks, England, NOV, DEC 88.
- Davies, R.E.G.: A HISTORY OF THE WORLD'S AIRLINES, Oxford University Press, London, 1964.
- MacDonald, Hugh: AEROFLOT - SOVIET AIR TRANSPORT SINCE 1923, Putnam & Co., London, England 1975.
- Stroud, John: EUROPEAN TRANSPORT AIRCRAFT SINCE 1910, Putnam & Co., London, England, 1966.
- Wachtel, Joachim: LUFTHANSA HISTORY, Lufthansa German Airlines, 1975.



THE TUPOLEV ANT-9 TRIMOTOR WAS THE FIRST MODERN (FOR ITS DAY) SOVIET-BUILT AIRLINER. URSS-D308, SHOWN AT KÖNIGSBERG, WAS ONE OF SEVEN DIFFERENT ONES KNOWN TO HAVE OPERATED WITH DERULUFT. THE AIRLINE INTRODUCED THEM ON THE BERLIN-MOSCOW SERVICE IN THE SUMMER OF 1932 AND ON THE KÖNIGSBERG-LENINGRAD SERVICE TWO YEARS LATER. THE NAME DERULUFT APPEARS IN LARGE CYRILLIC LETTERS UNDER THE CABIN WINDOWS. TWO ANT-9 WERE STILL IN SERVICE WHEN THE AIRLINE CEASED OPERATIONS ON 01 APR 37.



DERULUFT ACQUIRED ITS FIRST JUNKERS JU 52/3M TRIMOTOR IN 1934. IT CRASHED IN JAN 35, BUT THE AIRLINE ACQUIRED FOUR MORE LATER THAT YEAR. D-AXES, SHOWN HERE ON SKIS AT MOSCOW, CARRIES THE NAME DERULUFT IN SMALL LETTERS ON THE FORWARD FUSELAGE AND THE INDIVIDUAL AIRCRAFT NAME "KONDOR" IN EVEN SMALLER LETTERS BELOW IT. ALL FOUR AIRCRAFT SURVIVED TO 01 APR 37 AND WERE RETURNED TO LUFTHANSA WHEN DERULUFT CEASED OPERATIONS.

ANOTHER DERULUFT JU 52/3M. THE NAME "FLAMINGO" ON THE NOSE BEHIND THE ENGINE IDENTIFIES THIS AIRCRAFT AS D-ADAL, DELIVERED IN MAY 35. IT IS SEEN HERE IN 1936, UNLOADING MAIL AND EXPRESS AT THE AIRPORT OF RIGA IN LATVIA, A STOP ON THE KÖNIGSBERG-LENINGRAD SERVICE. NOTICE THE COTTAGE-STYLE TERMINAL BUILDING AND THE HAND-PULLED CART USED TO TRANSPORT THE MAIL AND EXPRESS. A RAIL LINE PASSES RIGHT BEHIND THE TERMINAL.





# STICKER CHATTER

by DON THOMAS

Well, the Airliners International '92 convention in Orange County was a success, as usual, with frantic buying, selling and trading going on for three days. The table-holders get-together on Thursday night was useful, although delayed due to the hall being cleared from previous use. The listing of table holders by name and table number enabled everyone to zero in on what most interested them.

We must congratulate the convention committee for apparently arranging an unannounced taste of the real California. I was almost thrown out of bed at 5 a.m. on the ninth floor of the hotel. The building swayed back and forth like a ship in a rough sea. The same thing happened again at 8 a.m. I thought it was the same earthquake, but it turned out it was a different one. They wanted to make sure we understood what goes on in California. Thanks! My roommate said, "What is a nice guy like me from Ohio doing on the ninth floor of a hotel in California during an earthquake?" He packed his bags and left for the airport in a hurry.

For those who couldn't make the convention, here is the AI '92 sticker (#1). I'll send one to everyone who sends me an SASE, courtesy of the convention committee.

Two hitherto unknown (to me) labels were brought to my attention at the convention. Pan American Airways labels no less! STEPHEN HELMICH of California bought them at a flea market. They are silver foil with printing in dark blue. One lists Wake Island (#2) and the other Midway (#3). It is assumed they must have been used on baggage at those points. These must be about the rarest labels in existence. It pays to keep your eyes open for new (old) labels.

ATLANTA was chosen as the site for the 1994 convention and WASHINGTON was confirmed as next year's convention site.

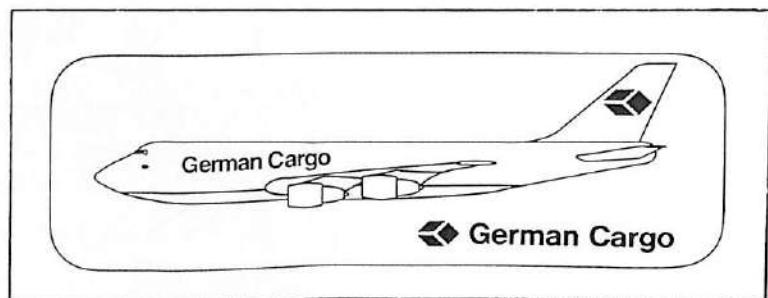
DAVE PRINS and his wife Ineke from Holland never miss a show. We missed some of the other regulars from Europe, though. But after all, California is a long way from Europe.



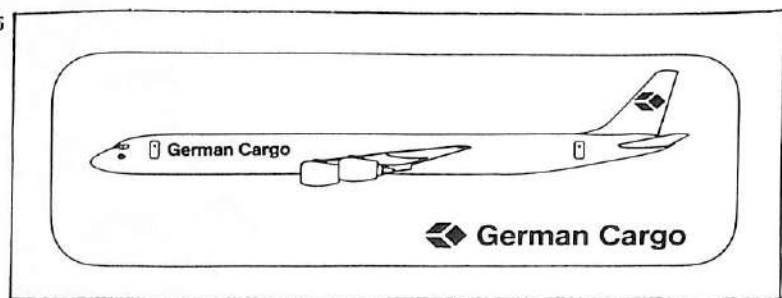
#1

HECTOR CABESAS of Frankfurt was there, as active as ever. He brought two new German Cargo labels (#4-5). The 747 is white with a yellow tail and silver fuselage bottom, the DC-8-73F is silver with yellow tail and white engines.

HENK HEIDEN of Holland came up with some new ones at the convention. Among them was the Fokker 50 of DLT (#6). There is a similar DLT label showing the EMB 120. Transavia's 25th anniversary label is green, white and black (#7) and its BIL (#8) is black on white and comes in two horizontal. Air Holland's label (#9) is black on white, except for the small logo at the bottom, which is orange and



#4



#5



#2



#3

blue. The text reads "If I can't fly with Air Holland I rather stay home."

Three other new labels are from Norway and show Helikopter Service's Chinook (#10), Bell 212 (#11) and Super Puma (#12) helicopters. All labels have red bands and blue centers. The aircraft are white with red markings. Another Norwegian company, using both helicopters and fixed-wing aircraft, is Morefly (#13). This label is black and red on cream.

Futura was a charter airline based at Palma de Mallorca. On its oval label (#14), one of the flight attendants looks real friendly, but the other seems worried about the future of Futura. She might well have been. The airline is no longer listed. Maybe using teddy bears as pilots didn't work (#15).

CHARLES DADDARIO of California sent in the Bangkok Airways label (#16) and the one from



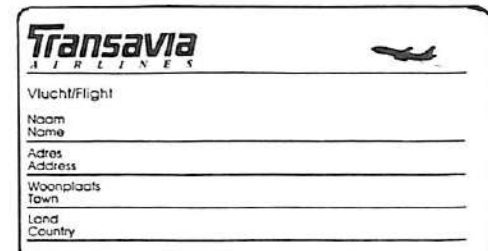
#6



#9



#7



#8



#10



#11



#12



#14



#13



#16



#15



Silk Air of Singapore (#17). Silk Air is the former Tradewinds.

DAVE CHERKIS of California sent in the big Tradewinds label (#18). It comes in blue, green, black and red on white and should be scarce in the future. Dave also sent in the label from the Royal Flying Doctor Service (#19). They have a fleet of more than 35 Piper, Beech and Cessna aircraft and cover the whole of Australia with this much-needed service.

JERRY ELMAS, also of California (I believe California is the most-airminded state in the Union, and there must be more collectors of airline memorabilia there than in any other state or country) sent in Xerox copies of two new Turkish labels - Tur European Airways (#20) and SunExpress (#21). The first has blue letters on a sky-blue background. The latter has white letters with the aircraft flying into the sunset.

JAIME LaTORRE of Chile sent three Ladeco items. The 30th Year 1988 label is black and dark blue on white (#22), the long one (#23) is in grey with white letters and a yellow triangle. It also comes as a transparent peelable. The BIL (#24) comes in four vertical and is in the old colors of blue, with black letters on white. The LAN Pass label (#25) is also from Jaime. It is in orange and several other dark colors.

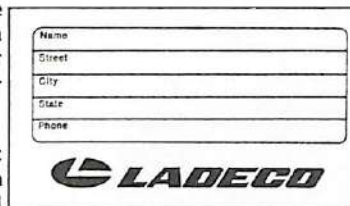
FRANK LITHTANSKI of California sent a Dan Air BIL (#26) and a Canadair sticker (#27). Since the latter is a manufacturer and not an airline, it



#17



#19



#24



#18



#22



#25

will probably not be listed in the Air Transport Label Catalog.



#23



#27



#20



#26

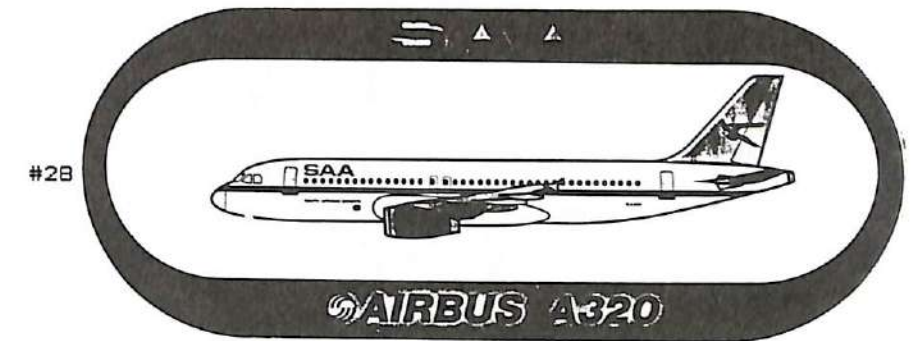


#21

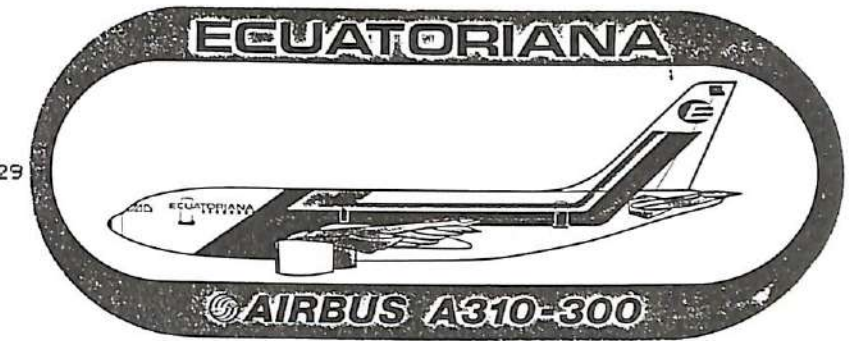
One of several new Airbus labels shows a SAA A320 (#28). I wonder if there is a SAL version also. The border is silver, tail orange and airplane white.

DAVID WILLIAMSON of Richmond, B.C., Canada, is, like I, an active collector of Airbus labels, or stickers as many call them. The newest ones are the two from Ecuador, Ecuatoriana (#29) and Saeta (#30), Air Afrique (#31), Jesair of Bulgaria (#32) and Aerocancun of Mexico (#33). The Aerocancun label is the most-difficult to get - I have been unable to get one so far. The airline flies charters to Canada and the USA.

That is it for now. I will have a lot of beautiful new labels sent by Peter Rentz of Germany, and also some I picked up myself at the convention. All saved for the Winter issue of the CAPTAIN'S LOG.



#28



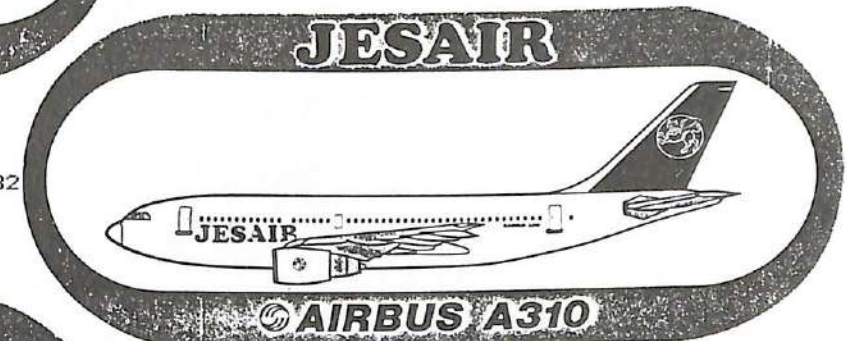
#29



#30



#31



#32



#33



# POST CARD CORNER

by WILLIAM DEMAREST



The past few months have brought about tremendous changes in my life and have left me with little time for the postcard hobby. My move to Miami coincided with the arrival of Hurricane Andrew. Luckily, I didn't sustain any damage, unlike thousands of other people in this area.

But put together, these two events were not conducive to working on the postcard column and therefore I apologize in advance for a shorter than normal article.

Please continue to send me information on any new airline-issued postcards that you find in your travels. My new address is 5000, NW 79th Avenue #211, Miami, FL 33166.

Thank you and Happy Collecting.

With special thanks to Albert Bacallado, David Cherkis, David C. Powell, Udo Schaefer and Ben Sutherland.

**LEGEND**  
 ab - 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 ground  
 ho - head on  
 if - in flight  
 il - in landing  
 ls - large size  
 lv - long view  
 ml - model  
 mv - multi-view  
 nc - new colors  
 nt - new titles  
 oc - old colors  
 ov - oversized  
 ow - on water  
 rv - rear view  
 to - taking off  
 wb - white  
 \border

## AIRLINE ISSUES

Air Caledonie 737-300, if fr to, with flower logo  
 Air Malawi 737-300, if fl, above ATR 42, if fr, clouds  
 BAC 1-11, two aircraft, or fr Air Vanuatu 727-200, or fr ov, at Port Vila  
 Australia Asia 767-300ER if fr to  
 Condor 757 and two 767s, if fl Continental A300, if fr nc in sunset, plain back  
 Japan Air System DC-9 & A300, lv, tails at night  
 Lufthansa A310-200, or fl A320-200, if fl, at dusk over coast  
 A320-200, if fl, above coast  
 A320-200, if fr, dusk, bl  
 A320-200, if fr, il  
 747-200, if fr, ab, over water  
 747-400, or fr il  
 DC-10-30, or ho  
 Lufthansa City Line:  
 Fokker 50, tail view, w/crew  
 Fokker 50, if fr 3/4 fv  
 Fokker 50, or fl 3/4 fv  
 Swissair MD-11 if fr over clouds  
 VASP MD-11, if fr, over clouds

## AERO POSTCARD SALES

(P.O. Box 1544, Yeovil, Somerset BA22 5YL, England)

H001 Ostermans Aero Bell 222UT  
 H002 Bristol Helicopters S-76A  
 H003 Kamov KA-32S  
 H004 British Int'l AS 332L

A001 Chalk's Grumman Mallard  
 A002 American Airlines A300-600R  
 A003 United Express Brasilia  
 A004 Air Atlantic DC-3C  
 A005 Black Hills Av'n Lockheed P2V-7  
 A006 Sierra Pacific CV-580  
 A007 USAir 727-200  
 A008 Sound Flight DHC-2 Beaver  
 A009 Aero Union DC-4  
 A010 TEA 737-3MB  
 A011 Finnair SF-340A  
 A012 Iraqi Airways 747-270C



**Lufthansa CityLine**  
 Nonstop schneller.

TOP TO BOTTOM:

AIR VANUATA 727-200 "SPIRIT OF VANUATA"  
 AIR CALEDONIE 737300  
 LUFTHANSA CITYLINE FOKKER 50



## AEROPORTS DE PARIS

(Cercle de Genealogie et de Cartophile, CE Aeroports de Paris, BP 453 Orly Ouest, 94547 ORLY/Aeroparc Cedex, France)

Restrospective series. These B&W cards were issued by the airport authority. Many thanks to Michel Patry for sharing this with us.

01 Fire fighting vehicle  
 02 TWA L-749 at Orly  
 03 Air France Breguet 763  
 04 TAI Douglas DC-8  
 05 TAI Douglas DC-6  
 06 UAT Douglas DC-6  
 07 Air France Bloch 220 at Le Bourget 1951  
 08 Air France L-749 at Orly, 1951  
 09 Overhead view of Orly airport  
 9 Air France DC-3 at Comores  
 10 Air France 707F at Orly  
 10 Air France DC-3 at Comores  
 11 Air France L-1049G  
 12 Overhead view of Orly airport

(Duplicate numbering on cards)

## AVIMAGE

172 USAir BAe 146-200A  
 173 Air Jet F-27-500  
 174 Air Canada DC-9-32  
 175 GB Airways Viscount  
 176 TAN L-189F  
 177 Greenlandair DC-6B

## DENNIS PRINT & PUBLISHING

Aer Lingus 737-500  
 Air France A320  
 Canadian 767-300ER  
 Delta Air Lines 767-300ER  
 Emirates A300-600R

Jersey European Shorts 360  
 Loganair BAe 146-200  
 Sabena 737-300  
 Virgin Atlantic 747-200  
 VIVA Air 737-500

## DUNLAP POSTCARD COMP.

USAF E-4B (747-200B), if fl, Airborne command post

## FLIGHTDECK

65 Emirates A310  
 66 Aer Lingus 737-54B  
 67 Loganair Jetstream  
 68 Biman Bangladesh BAe ATP  
 69 Heavylift IL-76MD  
 70 THT BAe ATP

## FLITE-LINE SERIES

263 South African CASA 352L  
 264 South African 737-244  
 265 South African A300  
 266 South African A300  
 267 South African A320  
 268 Safair L-382G Hercules  
 269 Safair 707-323C  
 270 Safair BAe 146-200DT  
 271 Flitestar ATR-72  
 272 Flitestar A320  
 273 Air Frica DC-3C  
 274 Comair F-27  
 275 Bopair Brasilia  
 276 Air Zimbabwe 767-200ER  
 277 Air Namibia 747SP  
 278 Air Malawi 737-33A  
 279 Dept. of Transport DC-3C  
 280 MK Aircargo DC-8-54F  
 281 Atlantic Int'l L-1011  
 282 Chalk's Grumman Albatross  
 283 Braniff (1992) 727-225 (purple)

284 USAir Shuttle 727-25 full colors



285 USAir Shuttle 727-25 Trump colors  
 286 Ladeco 727-95  
 287 Mexicana A320 "Tecpantla"  
 288 Guyana Airways 707-323B  
 289 Berline IL-18D  
 290 Lithuanian Airlines 737-20B  
 291 Setrling Airways 757-2J4ER  
 292 Croatia Airlines 737-230

## JJ POSTCARDS

138 Flitestar A320  
 139 Cayman Airways 737-20B  
 140 MK Aircargo DC-8-55F  
 141 Austrian/Rheintalflug DHC-8  
 142 Air Mindanao F-27J  
 143 Thai Airways HS 74B  
 144 Delta Air Lines A310  
 145 China Southern 757-21B  
 146 Aeromonterrey FH-227  
 147 Istanbul Airlines 727-22B  
 148 Philippine A.L 737-3Y0  
 149 Ecuatoriana A310  
 150 Conair A320  
 151 Mexicana 727-264  
 152 Mandala Viscount  
 153 Sothern World DC-8-63CF  
 154 Kendall SC-340A  
 155 Contact Air DHC-8  
 156 Nomads 727-30C  
 157 Aboitiz Air Transp. L-182  
 158 Royal Nepal 757-2FBC

## MK POSTCARDS

09 Alisarda DC-9-51

## PRIVATE POSTCARDS

08/91a JES Air A310-222  
 08/91b China Northern MD-82  
 09/91a China General IL-14  
 09/91b Air Tanzania 767-200ER  
 09/91c VASP DC-10-30  
 01-02/92a Libyan Arab A310-203  
 01-02/92b Braniff Int'l DC-9-14

## PROPC CARD

(All numbers prefixed PC-)  
 013 Air Melanesie DHC-6  
 014 CAAC Shorts 360-100  
 015 Aerocentro CV-440  
 016 LACOL DC-3  
 017 Soriano Air Cargo DC-3  
 018 Midway Connection EMB 120RT  
 019 Air Schefferville DHC-3  
 020 Aier Rouerque F-27-200

## RHEIN-MAIN AVIATION SHOP

Aerocancun A310-300  
 Air Malta 737-200  
 Condor 757-200  
 Delta Air Lines 727-200  
 Egyptair A320-200  
 Federal Express 747-200F  
 Futura 737-400  
 German Cargo DC-8-73F  
 Lufthansa 747-200  
 Northwest DC-10-30  
 Qantas 747-300  
 Royal Brunei 767-200ER  
 Royal Jordanian A310-300  
 Saudia L-1011-200  
 Spanair MD-83  
 Swissair MD-11  
 Thai International A300-600R

## WORLD AVIATION PRODUCTIONS

(All numbers prefixed WAP-)  
 86 Air Ceylon L-749  
 87 Bouraq Viscount  
 88 KLM Royal Dutch 737-406  
 89 Balair MD-82  
 90 Anglo Cargo 757-23APF  
 91 JES Air A310  
 92 EVA Air 767-3S1ER  
 93 LTU MD-11





# THE PHOTO CORNER

by RICHARD J. FEDORCO II



TOP: SAAB SF340A, N345BE, MSN 108, BUSINESS EXPRESS  
ABOVE: SAAB SF340A, N748BA, MSN 149, BUSINESS EXPRESS  
& DC-9-32, N43537, MSN 47112, CONTINENTAL AIRL.

BELOW: BEECH C.99, N6724D, MSN U-215, MOHAWK AIRLINES  
BOTTOM: BEECH 1900C-1, N6724D, MSN UC-92, USAIR EXPRESS  
(ALL AT ROCHESTER/ROC BY MICHAEL YOUNG)



In the SEP 91 issue I featured a photo of a USAir Fokker 100, but I had misplaced the photographer's letter and could not credit him at that time. Since then I have found the "lost" letter and Michael Young of West Henrietta, NY, has written me to say he took the photo. Thanks, Mike, and sorry!

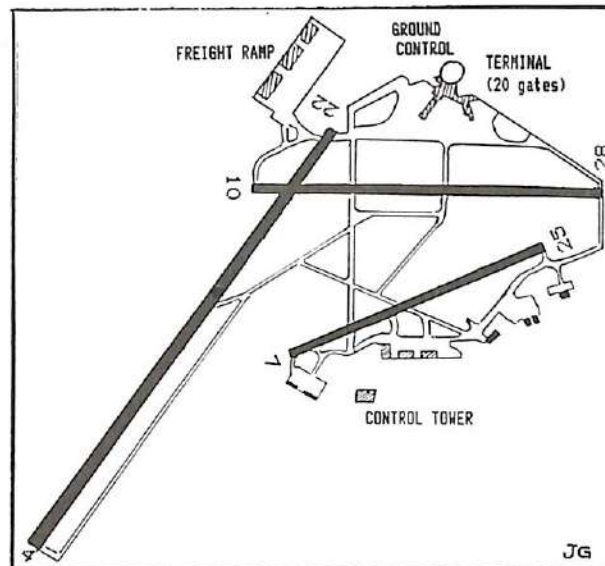
Mike is an air traffic controller based at ROC (Rochester, NY) who has travelled around riding the jumpseat just to take photos. It is my pleasure to present you with a selection of Mike's best. All were taken at ROC, except the AA Fokker 100, which was shot at ORD.

Also included are two photos by Pavel Bencik of Czechoslovakia, an Ilyushin IL-86 and a Tupolev TU-154, both of Aeroflot and both probably at Bratislava. Behind the TU-154 is a TU-134 of Interflug, the airline of the former East Germany. (Why do photo labs always have to cut off major parts of a slide's edges when they print them?)

The Antonov AN-225 is a rather rare sight in the USA. This aircraft is quite simply the largest aircraft flying (wing span 290 ft/88.40 m; fuselage length 275ft 7in/84 m). I photographed it at EWR (Newark, NY) last November when it was picking up aid for Chernobyl victims.

Finally, a few parting shots of Eastern and Pan Am from my own collection, taken at EWR, and from Al Moniz of Brampton, Ontario, Canada, taken at YYZ (Toronto). My best wishes for those who were caught in the maelstrom of the collapse of these and other airlines. As an airline employee, I can understand your frustration. Eastern and Pan Am were "virtually unsinkable" for a long time and I wonder now, as United and American have gained the reputation of having the "critical mass" to be assured a leadership position in the 90s" if Messrs. Crandall and Wolf will successfully avoid history repeating itself.

Until the next time.



WITH THANKS TO RICHARD KORAN



**TOP TO BOTTOM:**

DC-9-51, N778NC, MSN 47786, NORTHWEST AIRLINES  
MD-81, N803US, MSN 48053, USAIR  
BOTH BY MICHAEL YOUNG AT ROCHESTER, ROC.  
FOKKER 100, N1400H, MSN 11340, AMERICAN AIRLINES, BY MICHAEL YOUNG AT CHICAGO-ORD  
ANTONOV AN-225, CCCP-82060, MSN 01-01  
AEROFLOT BY RICHARD FEDORCO II AT NEWARK-EWR  
ILYUSHIN IL-86, CCCP-86015, MSN 334, AEROFLOT

**BELOW:**

TUPOLEV TU-154B-2, CCCP-85334, MSN 334, AEROFLOT & TU-134A, DDR-SDE, MSN 38040, INTERFLUG.  
LAST TWO BY PAVEL BENCIK, PROBABLY AT BRATISLAVA-BTS







ABOVE:  
747SP-21, N533PA, MSN 21025, PAN AMERICAN  
737-222, N69AF, MSN 19059, PAN AMERICAN



RIGHT:  
757-225, N503EA, MSN 22193, EASTERN AIR LINES  
ALL THREE BY RICHARD FEDORCO



BELOW:  
757-225, N507EA, MSN 22197, EASTERN AIR LINES  
L-1011-1, N318EA, MSN 10039, EASTERN AIR LINES  
BOTH BY AL MONIZ AT TORONTO-YVZ



SOUTH AMERICAN ROUTES  
ACQUIRED BY EASTERN  
FROM BRANIFF IN 1982

# AIRLINE DINNERWARE

by RICHARD W. LUCKIN

Let me open this column with a BIG thanks to all those who stopped by our table at the Airliners International '92 to say hello and best yet, to tell me they read the Airline Dinnerware articles in the CAPTAIN'S LOG.

Your feedback is appreciated, but don't be afraid to make suggestions about what you would like to see in this column. If you have a photo of a new china pattern or just something unusual that you would like to share with other readers, this is a good place to do it.

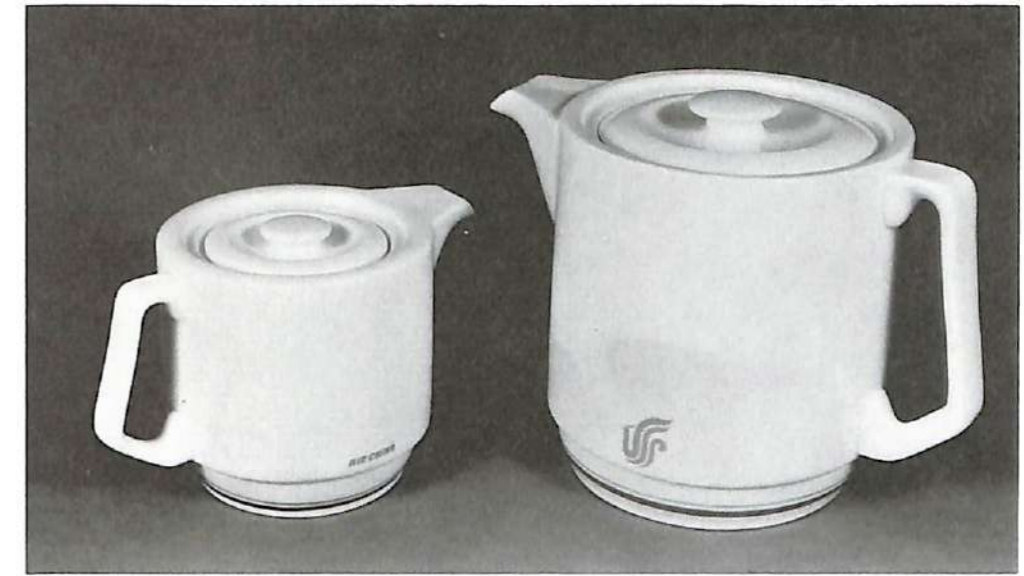
As usual we had a good time at the convention and as always, managed to add a few goodies to our collection. My point is that whatever you collect can often be found at the ever expanding regional shows or the annual convention.

The one big advantage of attending the Airliners International is the opportunity to meet people who travel from all over the world to attend. This often translates to new, never-seen-before merchandise being offered in the sales hall. For example, here is what we found:



Australian Airlines has chosen Wedgwood of England to manufacture their first class dinnerware. The decoration is unbranded gold and the pieces are backstamped with the airline name.

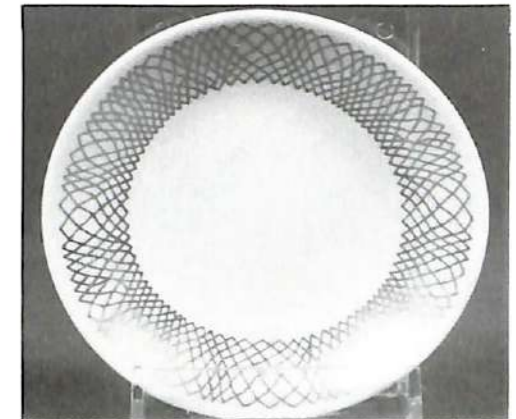
Closer to home, Air Canada favors Royal Doulton China with a simple gold pinstripe. All pieces are backstamped.



Air China pours from these large service items, coffee and tea pots.



A piece of Aeroflot china that I have never seen before comes from Riga where there was an airline training center. The pinstripes are bright gold, the logo is blue and the word RIGA is brown.



Some years ago, BOAC used this intertwined gold design. Spode of England made this piece.





# AIRLINE MODELING

by GERRY COLLE



Ansett of Australia uses a pattern with two mustard-colored stripes and a backstamp shown in the photo.

< China Eastern uses a two-green pinstripe pattern made by a china manufacturer in Tang Shan, China. The plate is backstamped with the airline name in Chinese characters.

< At the show we also acquired more pieces of Aeroflot china. These could become very desirable in time, now that so many regional airlines have been established in the former Soviet Union.



I'll close out this column with an older CAAC (China) pattern. The rim design is very similar to Northwest's Royal Imperial pattern which was used some years ago.

My closing message is simply this. Lots of collectibles can be discovered at every show. If you can, try to attend one near you. It is fun, plus you get to meet fellow collectors who all have a passion for airlines, like you do.



< Heavy best describes this white porcelain ashtray marked Aeroflot in the Cyrillic alphabet. The letters are dark blue and it was made in France.

My "flight level" has recently changed considerably. A job transfer has caused me to move from upstate New York to the mountains of Colorado, near Boulder. To say this has impacted my airliner modeling is a gross understatement. With the exception of attending the IPMS Nationals in Seattle in July, my hobby has been put in a holding pattern of almost six months' duration. By the time you read this column, I hope to be reunited with my household goods and be back building again.

My MD-11 mold masters for a 1/200 scale conversion for the Hasegawa DC-10 kit are 90% complete. Dean Slaybough of Sasquatch had agreed to make injection molded and resin parts, only to have my move put the whole project on hold.

## IPMS NATIONALS

The bright spot in my summer was the IPMS convention. Seattle weather was excellent and the overlook opposite the terminal at Sea-Tac had just been reopened after Desert Storm had closed it. The Boeing tour included a bus ride around the ramp area with lots of 747s and 767s in various stages of completion. Convention organizers anticipated a smallish turnout, but luckily had considered the possibility of a big show. And a big show they had, one of the largest IPMS conventions ever. Airliners were well represented in both small (1/101 scale and smaller) and large (1/100 scale and larger) classes. A scratch-built aircraft class even included a 1/72 scale Boeing Clipper that was a contender for "Best Aircraft". Small-scale airliners was won by Mike Idacavage of Vista, California, with a USAir 727-200 from the Airfix kit. Mike also took second with a Piedmont F-28. Large scale honors went to a gorgeous deHavilland Rapide in 1/48 scale by New Mexico modeler Don Alberts. Don started with the excellent Aeroclub kit, added a full interior and finished the model in Swissair red, white and aluminum. Rigging and exterior finish were excellent. Second place, as well as "best out of the box", went to a 1/72 scale JU-52/3m built by Jack Armstrong of Longmont, Colorado. Next year the IPMS conven-



DON ALBERTS' 1/48 SCALE DH RAPIDE FROM THE AEROCUB KIT

tion moves to the Waverly Hotel in Atlanta, Georgia, and then to Lincoln, Nebraska, in 1994. As always, you must be an IPMS national member to enter the model contest. However, membership is not required to visit the vendors and view the models during the convention. Almost 500 "walk-ins" viewed the models on display in Seattle this year.

On the way back to New York from Seattle, I stopped in San Jose, California, to visit Clint Groves of Airliners America/ATP. Among the new items in stock were re-releases of the old Nitto 1/100 scale jets under the Doyusha label. The DC-9 in Hawaiian Airlines livery is a particularly welcome return, as the new decals facilitate a conversion to their stretched DC-9-51. Call AA/ATP for details on kit prices and availability.

From the U.K. comes a 1/144 scale vacuform of a Sikorsky S-42 flying boat. This is a delightful little kit, with metal parts included for engines, cowlings and props. Decals are included for Pan American Airways in the scheme with the top of the wing painted orange. AA/ATP is offering Wooster press-together models at very competitive prices, including unpainted 1/200 scale models of the Boeing 707-320B and MD-80. Pre-

painted Wooster models of the 727-200, 757 and Airbus A310 are also available in 1/200 scale. These could form the basis of a well-detailed model, using parts from Hasegawa kits as required. The 1/72 scale airliner vacuforms from the U.K. are in stock, including 747-400, DC-8 and DC-10.

## NEW KITS

Not exactly new, but released with new markings, is the fine Revell Europe Boeing 767-300 kit with Gulf Air and British Airways decals. Although expensive, this release is unique in that the BA decals allow the modeler to use the Rolls Royce engines included in all the Revell kits released to date. Buy a second 767 kit, the cheaper U.S. version with the poor UA decals, and use only the Revell Europe decals on both kits. The Gulf Air decals may appear both incomplete and inaccurate, but don't believe the box art and box side photos completely. The black-with-gold-outline titles are correct, the box art is wrong. The Golden Falcon engine nacelle markings were not always present on the engine nacelles, so the fact they are not included on the decals isn't inaccurate. No, the tail logos from the old ATP 737 decal will not work on the nacelles as the decals are



too large.

Hasegawa has released the first of three 747-400 kits in 1/200 scale, the JAL version with GE engines. The ANA version with GE engines is scheduled out next, followed by Qantas decals on the Rolls Royce engine version. Unfortunately, nothing with Pratt & Whitney power is scheduled. There isn't much to say about these kits, the same Hasegawa quality with fine, slightly-raised panel lines, clean detail and (by today's standards) a moderate price. Unfortunately, decal manufacturers seem reluctant to make decals for either foreign carriers or jumbo jets. Why? Because we don't buy them very often. We do have decals for 1/200 scale 747-400s in liveries of United (ATP), Canadian (AHS, GE-power), Air Canada (AHS, P&W power) and Northwest (Flight Designs, P&W power). Those who wisely acquired Pals Flight decals from New Zealand a couple of years ago, may also have Cathay Pacific and Qantas-400 markings for the RR-engine version. On the flight line during the Boeing tour mentioned earlier, there was an ANA 747-400 with GE engines but without winglets, designed for maximum capacity on short routes within Japan. This is an interesting conversion possibility. The winglets, by the way, may be fitted later by Boeing, if required.

Welsh Models in the U.K. has been busy with the 1/144 scale 737-300 with Condor/Lufthansa decals already at AA/ATP. The 737-500 with Aer Lingus decals is next, to be followed by the 737-400 in British Midland markings. That is the good news. The bad news is related to the poor showing of the U.S. dollar against the British pound sterling. These kits are going to cost about \$30 each in the U.S. Don't blame your dealer, it is beyond his control.

The 1/144 scale Saab 340 is coming from Welsh with a vacuform fuselage and everything else injection molded. Decal airliner windows are not popular in the U.K. and grinding away the back side of a small injection-molded fuselage to open the cabin windows is no fun. Expect to see much more of this approach from Welsh and Aeroclub in the future.

The molds have been poured for a 1/144 scale Fokker 100 and ATR-42, to be followed in the future by an FH-227, Fokker 50, C-46 Commando, L-1049 Super

Connie, DC-6, DC-6B, DC-7 and DC-7C. If you are not familiar with vacuform modeling, I'd suggest you learn now. There has to be something in that list to please just about any airliner modeler reading this magazine.

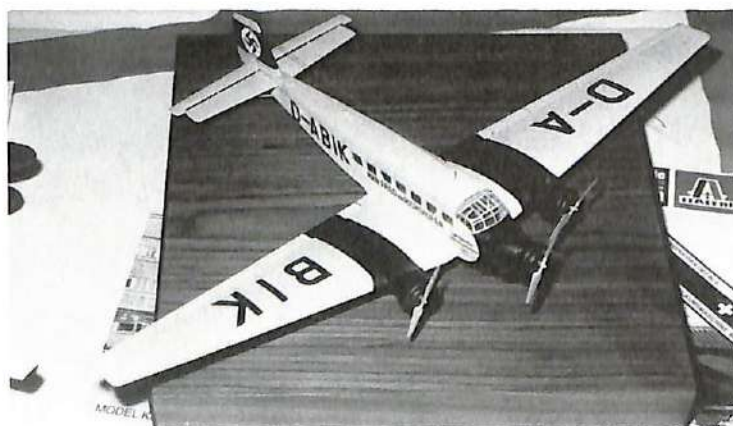
## NEW DECALS

Airline Hobby Supplies has provided decals for a Canadian A320 (1/144 and 1/200 scales), 767-300 (1/100, 1/144 and 1/200 scales), Canadian 646-300 (1/144 scale) and Canadian Partner Jetstream 31 (1/144 scale). The latter is a reduction of their previous decal in 1/72 scale designed to fit the all-injection molded Welsh Models kit.

A new company in Australia, named Flight Path, is making decals for the Lufthansa and Condor fleets. There are so many different aircraft and liveries covered that I have compiled a table to help sort out what is available and on which sheet. Most sheets are available in both 1/144 and 1/200 scales. Some sheets may be available in 1/125 scale as well, but as I haven't seen the entire line, I can't say for sure which ones.

CONDOR:		
DC-10-30	D-ADPO	GREY OR NATURAL METAL FUSELAGE
DC-10-30	D-ADQO	"
A300	D-AITB	WHITE FUS., NATURAL METAL ENGINES
A310	D-AICP	GREY FUSELAGE AND ENGINES
727-200	D-ABVI	WHITE FUSELAGE
737-200	D-ABFT	NATURAL METAL FUSELAGE
737-200	D-ABHT	"
737-300	D-ABWA	WHITE FUSELAGE
767-300	D-ABUY	WHITE FUSELAGE
767-300	D-ABUZ	"
DC-8-73	D-ADUC	WHITE FUSELAGE, GE/CFM ENGINES
LUFTHANSA:		
737-200	D-ABFW	GREY FUSELAGE, WHITE DOORS(*)
737-200C	D-ABGE	"LUFTHANSA CARGO" TITLES
737-300	D-ABXT	WHITE FUSELAGE, GREY BOTTOM
737-500	D-ABIA	"

JU-52/3M IN 1/72 SCALE BY JACK ARMSTRONG



A310 F-WWCI YELLOWBIRD EXPERIMENTAL SCHEME  
737-200 D-ABFW ..  
727-200 D-ABKT WHITE FUSELAGE, GREY BOTTOM

As you would expect, all Condor liveries have the bright-yellow tail. Correct smaller titles are included for the Condor aircraft in the older, natural metal scheme, and are done in dark blue, not black. I all cases except one (\*), all but cockpit and window decals are included. Only the white door outlines for one Lufthansa 737 livery are missing, and these are available elsewhere. All Lufthansa aircraft come complete with city names, as well as a monocolour representation of the city's coat of arms. The Yellowbird scheme features a yellow fuselage bottom, wings and nacelles to reflect the livery of Lufthansa's railroad equipment in Germany. This scheme was applied to only two aircraft and was later removed from both. See your hobby dealer or A/ATP for prices and availability.

Dean Slaybough of Sasquatch tells me we may see some new 1/144 scale commuter decals soon for some of their kits.

## DEPARTURE LOUNGE

It has been months since the postman delivered any model photos to my door. The model contest at the Airliners International convention in Southern California this year hardly set records for participation. Response from CAPTAIN'S LOG readers to the IPMS Airliner Special Interest Group (SIG) mentioned in a previous column, has been meager at best. Where are the WAHS airliner modelers? I need to hear from you, or this column will consist of only product reviews. My new address is 2155 Stuart Street, Longmont, CO 80501.

# JUNIOR CREW INSIGNIA

by STAN BAUMWALD

VASP, the Brazilian carrier, has issued its third wing (#1). It is the exact same style as the previous issue except the center blue section is changed. On the previous issue VASP was on top and a star was shown below it. The new issue shows the airline's new logo on top and VASP below. This silver wing (#1) is shaped slightly rounded unlike the normally flat wings of other airlines.

DAVE CHERKIS is again the leading contributor to this column and I want to thank him for taking time out to help.

Dave reports that the Eastern Australia junior wing shown in the previous issue of the CAPTAIN'S LOG is really a current flight attendant wing, so please scratch all information on that one. Dave and I also made a trade for the new DHL wing (#2) which is in gold with red letters.

Southwest recently issued a new junior wing (#3). This is a plastic wing and is a welcome relief from their previous issue, which was of the paper stick-on type. It is very similar to their first issue, with a gold background, heart and the airline name across the heart.

TACA came across with a new wing for the first time in many years (#4). This Stoffel S-2 style wing is very dark, almost a blue-black with white letters and white trim on the top. PEDRO MUNIZ was kind enough to alert me to this issue.

Conforming to its new logo, Continental Airlines has issued a new wing (#5) made by Stoffel Seals, in gold and blue, just like its new colors. Unfortunately it is a stick-on. We collectors would rather see pin types, but I guess product liability is such a great concern in this great country, where everybody has the right to sue anyone, that they played it safe and came out with this one. Several people sent me an example, but a special thanks goes to a new contributor, ED BURKE, who works for Continental and has good access to the hot scoop.

Recently I purchased a large collection and in it are a few wings I need help with. One is from an airline named Aeropelican (#6). I am trying to get their address as they are listed in the OAG. I will give



#1



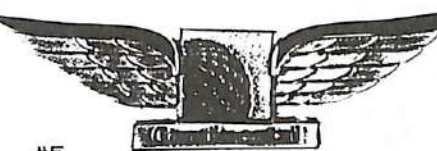
#2



#3



#4



#5



#6



#7



#8

more information about this one when it is available. It is a gold wing with mostly black in the center and then a splash of many colors. It is only 1.75 inches (4.5 cm) wide.

I also have a wing from Pilgrim Air (#7). This is in silver and blue and is only 0.5 inch (1.2 cm) across. I know this is not the Pilgrim that was a commuter in the Northeastern U.S. some years ago and I am really stumped. If there is anyone out there who can help, please drop me a line.

KEN TAYLOR of Calgary sent me a picture of a Bell Helicopter sheriff's wing (#8). A very interesting piece, but it is not a kiddie wing. By the way, Ken also sent two Air Canada wings to me about a year ago. The main value here is that he sent along the dates on which he received them and those will be the dates used to establish when they were issued. This is the kind of information I really need. CHARLES QUARLES did the same thing with a Piedmont wing, so please keep this information coming.

As I just said, I have purchased a large collection of junior wings. In fact, this was the best collection in the world, to my knowledge. Combined with my own, the collection is now about as complete as can be. Naturally there are others out there that I don't have. Nobody has it all. There are some old rarities that I don't have and some new issues that I have yet to get. In any case, the purchase has inspired me to put out a new edition of my Junior Crew Member Wings book. It is now all complete and is available by the time you receive this issue of the CAPTAIN'S LOG. It shows approximately 350 U.S. issues and 285 foreign ones.

Perhaps just as important are the varieties that are listed. Some are quite obvious and others are more subtle. A difference between thick letters and thin letters is obvious when someone points it out to you, which this book does. However, the difference in colors between a gold finish and a silver one is more subtle. I have to get out into direct sunlight to see the difference of some of them. But then, I am older than most people and have stared into too many sunrises





#9



#10



#11



#12

from 39,000 feet so perhaps my vision is no longer what it once was.

Another big change is in the reference system. I still use the same format, but because of the large number of wings reported since the previous book was published, changes were necessary. Also in the previous book, TWA was listed by pilot wings first and then the hostess wings. This was contrary to all the other airline listings, so I have changed it all to make more sense to it. Still not perfect, but I am getting there.

Anyone interested in this book can contact me at 10240 Vestal Court, Coral Springs, FL 33071, U.S.A.

For the information of people who wrote regarding the Lady Sabena Club and asked if these are not junior wings collectibles, I must tell you these were never given to children. They were given to women who flew the Brussels-Johannesburg or the New York-Brussels routes. Enrollment in this club entitled them to privileges such as special lounges, extra service, etc. The time frame for this club was late 1950s to early 1960s. My thanks to PATTY VAN KLEER for this information.

Some very interesting infor-

mation about the Western Air Lines laminates comes from JIM GORDON. He writes: "The Kinney Co. of Providence, RI, used darker gold in their process. The Jeremiah Co. used light gold. Each company could hallmark the metal wings, but they were not able to hallmark the laminates due to the construction of the wing. This also explains the face-no face of the laminates. The Jeremiah Co. made the no-face and also used the pink-red."

Basically, this makes two completely different varieties of Hawaiian.

### What's new?

World Airways has issued a new wing (#9). It is similar to the previous issue. However, the company has changed the color of the center from red to blue. The style is the same as previously: Stoffel S-1.

Luxair, the flag carrier of Luxembourg, has issued two new wings, one for a junior stewardess (#10) and one for a junior captain. These metal wings are identical except for the words in the bar. The color is gold with the center logo formed by the very attractive coat of arms of the country, a regal lion in red on a background of alternating blue and white stripes.

ALAN BRILL sent two Xerox copies of what are probably lapel pins rather than junior wings. However, I will share these with you. The first is silver metal with the words "Cubs" and "Chicago Air Force" in red enamel (#11). This is certainly a promotional issue, but most interesting for people who collect this type of thing. I like it because of the air force connection. The other item is from Virgin Atlantic (#12). This shows one of Richard Branson's hot air balloons. The main body of the balloon is blue with the cloud in white. The nose, tail and wings of the 747 are in white and the tail has the Virgin Atlantic livery. The nose shows the same pin-up girl shown on Virgin's airplanes.

At the convention in Long Beach I acquired two new Sabena stick-on "junior wings" (#13 - 14). Actually made of paper with a stick-on back, this Captain Blue Sky "wing" is given to children aboard the aircraft. This information came directly from one of the flight attendants who was at the convention. They are the same, ex-

cept that one faces east and the other west.

Also at the convention, I was able to get a new El Al wing (#15) from MARV GOLDMAN, our resident expert on El Al Airlines. The wing is just like the previous issue, but it has a high gloss finish and therefore is a new issue from this airline.

Recently, Stoffel Co. issued some new airport wings. One is their style S-8 and is a silver wing with the words Salisbury-Wicomico County Regional Airport (#16) in a circle surrounding an aircraft in flight. An interesting variation of this wing is the one on which Stoffel misspelled the first name of the airport. It came out "salisbury". This incorrect issue did get released, however, so both wings are somewhere out there.

In addition, Stoffel made a colorful "Junior Co-Pilot" wing



#13



#14



#15



#16



#17



#18

for "Capital City Airport" (#17). This is a gold wing, style S-4, pin-back with letters in gold and outside ring a turquoise color with a reddish-brown center.

I don't think I have ever shown the Confederate Air Force "Wings over Houston" wing (#18). Copied after the real CAF wing, it is silver with blue letters.

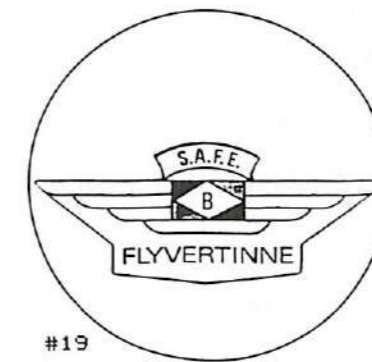
Recently I was lucky in trading for two junior wings that are probably unique in that I have never seen them before. One is from Braathen's SAFE (#19) of Norway. This is a metal wing with very attractive colors. The word "Flyvertinne" means air hostess. Since I also collect real wings of pilots and flight attendants, I can say I have never seen an air hostess wing that bears any resemblance to this junior wing.

Braathen's has also issued another pin-type junior wing (#20). This one is a bit larger than the others and measures about 2 in (5 cm) across. The words in the center mean "No. 1 in Norway". Does that sound familiar, Mr. Hertz?

The other wing I acquired in the above trade and had never seen before, comes from Cathay Pacific (#21). I have checked all the pictures I have of early CPA uniforms and this is not one used by any of the real flight attendants. In addition, the pin on the reverse is so small (about 0.5 in/1.25 cm) and only on the globe portion, that it would not last long if used day in and day out. This is a metal wing in gold color with the center section being a



#21



#19

map of the Pacific rim. The Pacific Ocean is in blue.

To the best of my knowledge, the Braathen's and CPA wings are first-issue junior wings from both airlines.

ROBERT VOIGT has written to say that he has a Continental Jr. Stewardess wing of the same design as the ones issued by Continental, except that all known issues say "Jr. Hostess". Either this is a new-found issue or somebody took Continental's logo and put it on a junior stewardess wing of Delta. Does anyone have any information on whether this is a legitimate new discovery or is it possible that it is a made-up wing? Robert and I would both like to know, so please contact me with any information that you may have.

At the Minneapolis show I purchased a Trans Australia Airlines wing (#22) which is definitely a different variety of the currently known issue. I show both and it should be very clear that the gold letters and the size of the kangaroo in the center are much thicker than in the previously-known issue (#23).

And just before going to press, I received three more wings. Port Columbus International Airport "Support The Port" is a silver wing with blue letters and comes in the Stoffel S-7 style (#24). The Sacramento Metro Airport chose the Stoffel S-6 style for their gold wing with black letters and a red logo in the center (#25). Finally, Adventure Air Tours, which used to be Air Grand Canyon, issued exactly the same wing as they used to have (Stoffel S-5) except for the new name (#26). Since this is not an airline, but rather a charter company which flies tourists along the Grand Canyon, I will not include it in



#20



#22



#23



#24



#25



#26

my book, but am showing it here for those of us who collect this type of wing.

That is it for this time! Happy Collecting!



# WHAT IS IT?

by KEN TAYLOR

I was about to start this column with a comment about the seasons, but by the time you read this page, we will probably have snow up to our knees here. So far this has been a good summer. The Airliners International get together was great, collecting has been very ample, the replies are interesting, but the What Is Its have surpassed all expectations and I have to save some for the next issue. Let's proceed.



A lengthy letter from BILL SOHMER of New York contained Xerox pictures of the ATC insignia found on page 727 of the DEC 43 issue of National Geographic magazine. He writes, "Enclosed a copy of all authorized ATC insignia plus a Xerox



of a bullion half-wing, in this case a Navigator wing.

"I have spoken with many ex-ATC personnel and none had ever seen a bullion piece until I showed them this example from my collection."

Bill continues, "I believe that a well-meaning dealer had them made in about 1959. I think I know who this person was, but I will not put a name to this fiasco."

Bill is referring to the ATC badge shown in the SEP 91 issue of the CAPTAIN'S LOG. All ATC (Air Transport Command) badges were made of metal and it is only in the past few years that bullion badges have made their appearance.

In his letter, Bill says he has can offer only a suggestion about the Sky Pilots of America wing (SEP 91), "but I remember



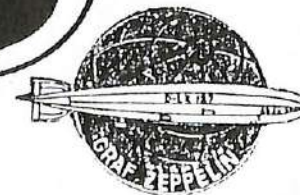
something about flying preachers in the late 1930s. Some flew their own aircraft while others hired aircraft to carry them on their rounds. Possibly this wing is from this era."



He also explains the Howie wing (MAR 92) is a radio/cereal box item from the late 1930s and very early 1940s. There are several items associated with Howie Wing.



The discussion continues about the bow-and-arrow found on aviation (?) badges. LAI, a forerunner to Alitalia, used a bow and arrow in their logo, and there is at least one other airline, Gibraltar Airways (see below, left), that did. However, I think the question has been answered by H. Steinberg of Tel Aviv. See CAPTAIN'S LOG of MAR 92.



According to Bill, the Graf Zeppelin pin (SEP 91) must be viewed with caution. There are many reproduction pieces of

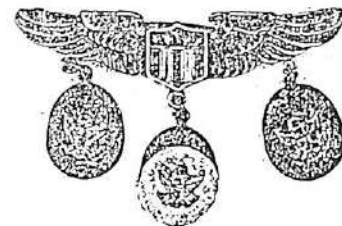
Zeppelin material being produced in Bavaria.



Wings in the style of the Logan wing (SEP 91) were popular in the 1920s and 1930s. Civil pilots without authorized badges used them and U.S. Army Air Corps basic instructors (civilians under contract) wore them at primary aviation schools. "However, I don't know if Logan Airport had one of these primary schools. Possibly someone else is able to fill in more details," Bill said.



The LTU wing in the SEP 91 issue could be from Lufttransport Unternehmen, a German charter airline formed in 1945, although Bill said he has never seen this wing.



Bill also writes in reference to #13 in the CAPTAIN'S LOG of MAR 92. He says this is a sweetheart pin from about World War 2.

Other solutions offered by Bill (all from the MAR 92 issue) include:



#15. SAM 25th anniversary pilot wing.



#16. A para-military wing from Portugal during the Salazar period.



#19. All American Aviation, pre-Allegheeny, about 1940.

This is the end of Bill Sohmer's letter. A good supply of answers for which I am very grateful. Many thanks, Bill. Maybe there is some basis for readers to start a discussion on some of the wings. What do you say?

## NEW MYSTERIES



#32. CHARLES DOLAN of Maryland found this wing in a junk drawer at badge manufacturer Wm. Scully of Montreal. What is it?

I think this badge is from Austin Airways Ltd. of Canada. I have a cloth wing from Austin that is somewhat different from your sample. Austin Airways operated Timmins-Rouyn-Noranda and other semi-scheduled routes in Northern Ontario and Quebec, Canada, from 1958 to 1960.

(Editor's note: The only pilot wing shown on an actual uniform in Larry Milberry's book AUSTIN AIRWAYS of 1985 looks like this:



It is worn by Capt. Doug Mackie in the late 1950s, on a photo on p.122 of said book. Is Charlie Dolan's wing of earlier - or later - vintage? Or maybe it is a "prototype" that did not go into production - JG)



The other wing you show, Charlie, is that for an Egyptian

ian Air Force navigator. EAF wings changed slightly in design from the time Egypt was part of the United Arab Republic (UAR) to when it became known as the Arab Republic of Egypt (ARE). The navigator wing did not change. My sample of this wing is from the 1970s.



#33. DAVE CHERKIS of California gave me this wing at the AI in June. What is it?



#34-36. MIKE KIRKPATRICK of Washington would like to know more about # 34 to 37. Anyone?



#37. A letter from DENNIS PATERA of Washington arrived with some color photos of a hat with a TWA badge. The question is, are the hat and badge flight crew or ground personnel? And from what time?

The manufacturer's label inside the hat says, "Gelhaar Uniforms, Kansas City, MO."

I ran the pictures past Ken Billingsley and Bob Campbell, both former pilots with TWA, and neither could identify the hat or the badge as air crew. Ken started flying for TWA in 1957 and said it is not aircrew from 1957 to 1991. Any ideas anyone?

#38. DAVE McCURY of Washington has this silver wing with a red disc in the center and what appears to be a Boeing Strato-



#38. cruiser on the disc, with the word Boeing above it. What is it?



#39-40. From TOM MALLOY of New Jersey came these Xerox copies of these two wings. #40 is gold bullion on grey and #41 is gold bullion on black.

#41. This picture came from Bob Mendelson of New York. Bob writes: "I recently saw some early TWA wings and they all had a projection above and below the disk. It doesn't look like a propeller and I can't imagine what these projections represent. May be "What Is It?" can help? Anyone out there who has the answer?"

ANNE MALM of Sweden sent in the following:



#42. "I know this is a UAL wing (four diamonds for 30 years of service, if I am not mistaken)," he writes. "What I do not know is from what time period it is, the 1960s or 1970s, so would appreciate some kind of dating."



#43. This is a Balair wing, but is it a stewardess' or a pilot's cap or jacket badge? From what time period?

Balair is a Swiss carrier founded in 1953 and is a subsidiary of Swissair.

That is it for this time. Please keep the mail coming. Your questions and answers are most interesting.



# BOOKCASE



EASTERN DC-8-61, N8778, AT PARIS AIR SHOW, 1967. (J. GERRITSMAN PHOTO, FROM: DOUGLAS DC-8, A PICTORIAL HISTORY)

## DOUGLAS DC-8 A Pictorial History

Author: George W. Cearley, Jr.  
 Publisher: Self-published at  
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 Price: US \$19.-, US \$24 in Canada  
 US \$30 overseas.

Softcover, 98 pages, approx. 400 B&W ph.  
 and 7 color photos on the cover, several  
 dozen technical drawings.  
 (1992) (Reviewed by Joop Gerritsma)

After a series of pictorial airline  
 history books and two airport books,  
 George Cearley has applied his consider-  
 able talents as an airline historian to  
 an aircraft type book.

Using photos, timetables and techni-  
 cal drawings, the author follows the de-  
 velopment and operational career of the  
 DC-8 from the prototype of 1958 to the  
 final DC-8-63 of 1972 and the later Se-  
 ries 70 conversions. Every series and  
 sub-variant of this versatile jetliner  
 (more airframes remain in service today  
 than of its main competitor, the Boeing  
 707), is detailed, with the differences  
 between the series explained in text and

photos.

This is definitely a "pictorial his-  
 tory" first and foremost. The text, in-  
 terspersed among the illustrations, is  
 identical to the one published in the  
 CAPTAIN'S LOG Vol.14 No.2 and Vol.15  
 No.1. However, there are of course many  
 times the number of photographs and other  
 illustrations we could ever hope to pub-  
 lish in this magazine.

Most photos in this book depict DC-8s  
 in the delivery color schemes of their  
 original owners, but there are several  
 showing later liveries or aircraft in  
 the liveries of second-hand operators.

The book concludes with lists of origi-  
 nal customers for all versions, first  
 DC-8 services by airline 1959-1962,  
 technical data for the main models and  
 their sub-variants and a list of acci-  
 dents and incidents from the DC-8-11,12  
 N8013U of United on 16 DEC 60 to Arrow  
 Air DC-8-63PF N950JW on 12 DEC 85.

No-one interested in the history of  
 commercial aviation can afford to be  
 without this book.

And watch out for the next "must-have"  
 from Mr. Cearley. He hopes to complete a  
 similar book on the Boeing 707/720 be-  
 fore long.

## THE FORD TRI-MOTOR 1926-1992

Author: William T. Larkins.  
 Publisher: Schiffer Publishing Ltd.,  
 1459 Morstein Rd., West Chester, PA,  
 19380, USA.  
 ISBN: 0-88740-416-2

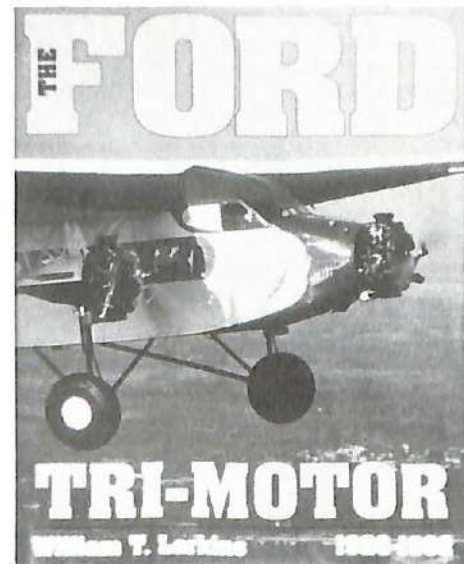
Price: US \$49.95 + \$4.95 P&H.  
 Hardcover, large format, 336 pages, 500  
 photos plus several route maps, airline  
 schedules and other illustrations.  
 (1992) (Reviewed by Joop Gerritsma)

This is without a doubt the most mag-  
 nificent airliner history book I have  
 seen in many years.

Not only does it look and feel great,  
 it also instantly renders every previous  
 book on the Tri-Motor obsolete.

Hot off the press as this issue of  
 the CAPTAIN'S LOG was being finished,  
 this book by well-known and widely-res-  
 pected aviation historian William Lar-  
 kins is a completely-revised and updated  
 edition of his 1957 title "The Ford  
 Story" and not merely a reprint. It will  
 quickly prove to be the definite opus  
 magnum on the Tri-Motor.

The author begins with a brief dis-  
 cussion of the early airliners by Bill  
 Stout, the AS-1 and AT-1 and of how Hen-  
 ry Ford became interested and bought the  
 Stout Metal Airplane Company. After Bill  
 Stout's 3-AT Tri-Motor proved a failure,  
 Ford replaced him with Harold Hicks as  
 chief engineer and put William B. Mayo  
 in charge of the factory. Between them,  
 they and not Bill Stout, were responsi-  
 ble for the development of the 4-AT and  
 5-AT, a fact later sideways acknowledged  
 by Stout himself.



## JP AIRLINE FLEETS INTERNATIONAL

Authors: Ulrich Klee and others  
 Publisher: Bucher & Co., Publikationen,  
 Kanalstr. 17, CH-8152 Glattbrugg,  
 Switzerland.

ISBN: 3 85758 126 3, Price: Appr. US \$45.  
 Softcover, 620 pages, 72 color photos.  
 (1992) (Reviewed by Joop Gerritsma)

The 26th annual edition of this  
 world-wide airline fleet list book hard-  
 ly needs introduction. I can't imagine  
 an airline enthusiast who is not famili-  
 ar with the annual "JP", but just in  
 case, I'd like to signal the availability  
 of this year's edition.

As always, airline fleets are listed  
 alphabetically by nationality mark (AP  
 Pakistan is first, 9V Singapore last);  
 within each country airlines are listed  
 alphabetically and for each airline the  
 fleet is listed from aircraft with the  
 lowest takeoff weight to the ones with  
 the highest - e.g. for American Airlines  
 the Fokker 100 fleet is listed first and  
 the two Boeing 747SP last. For each air-  
 craft the lists include the civil regis-  
 tration, type and version, manufactur-  
 er's serial number (msn or c/n), imme-  
 diate previous registration if any,  
 month and year manufactured and deliv-  
 ered, engine type, max. takeoff weight,  
 configuration, serial, name or fleet  
 number and details such as wfu, fleet or  
 wheel undercarriage and so on, if appli-  
 cable. The title page says fleet details  
 are correct through MAR 92. There are  
 extensive indexes by airline and by  
 country, as well as a (long) list of air-  
 lines that have gone out of business  
 since last year's edition. Also included  
 are lists of two-letter IATA and three-  
 letter ICAO designators.

freighter, some lesser-known tri-motor  
 variants of the 5-AT, the XB-906 bomber  
 and projects that were not built.

The backbone of this book is formed  
 by the individual histories of all 199  
 4-AT and 5-AT built - 36 fact-filled and  
 profusely-illustrated pages long!

There are chapters about accidents,  
 incidents and "big winds" that severely  
 damaged or destroyed Fords; about the  
 Bushmaster 2000, the 1950s reincarnation  
 of the Tri-Motor and about the 17 Fords  
 that survive to this day (incl. eight in  
 flying condition). The book also has 16  
 detailed appendices listing everything  
 from technical details to the names of  
 the people in the factory who helped  
 build the Fords and the pilots who are  
 known to have flown them; the names of  
 owners/operators; cross references with  
 registration numbers and many more.

I must record my regret about the  
 fact several photos were, in my opinion,  
 ruined by being printed across two  
 pages.

I also signal that the English trans-  
 lation of the full name of KNILM, opera-  
 tor of 5-AT-42, PK-AKE, is Royal Nether-  
 lands East Indies Airways, not Royal  
 Netherlands Indonesian Airways" (p.145 &  
 207). The name Indonesia was formally  
 adopted only when the Dutch colony be-  
 came independent on 02 NOV 49, although  
 it had been used by the independence  
 movement since 1945.

But never mind this "technicality".  
 Anyone who buys this book, will not need  
 any other book about the "Tin Goose" (by  
 the way, the author also explains the -  
 probable - origin of this unofficial  
 name.)

I hope the publishers have put on a  
 big press run of this glorious book, be-  
 cause I foresee a heavy demand for it,  
 not in the least by all those enthusi-  
 asts who have been frustrated in their  
 attempts to buy a second-hand copy,  
 even one in poor condition, of the ori-  
 ginal book.

## Observers AIRCRAFT 1992/93

Authors: Wm. Green & Gordon Swanborough  
 Publisher: Frederick Warne, The Penguin  
 Group, 27 Wrights Lane, London W8 5TZ,  
 England.

ISBN: 0 7232 4013 2, Price: Appr. US\$9.50  
 Softcover pocketbook, 256 pages, 141 B&W  
 photos, 106 three-views.  
 (1992) (Reviewed by Joop Gerritsma)

This is the 40th annual edition of  
 this popular British pocket guide of the  
 latest commercial and military air-  
 craft and helicopters under test or in  
 production.

Each aircraft is illustrated with a  
 photo and a detailed three-view, while  
 helicopters are given only a photo. The  
 text gives concise technical, performan-  
 ce and dimensional details, a brief note  
 on the status and details about first  
 flight, number built, major customers  
 and proposed new versions, for each  
 aircraft and helicopter.

With this being the 40th annual editi-  
 on, the Observers Book of Aircraft is  
 the second-longest-running annual air-  
 craft guide book in the world (beaten  
 only by Jane's All the World's Air-  
 craft) and it is the longest-running by  
 the same author: William Green's name  
 also appears on the title page of the  
 1st edition, published in 1952! Need-  
 less to say, not one of the aircraft  
 included in the first edition, appears  
 in the 40th.

This is the annual guide to remain up  
 to date with what's new if you can't  
 afford the Jane's.

## THE MAX WARD STORY

A Bushpilot in the Bureaucratic Jungle

Author: Max Ward, co-written with  
 Walter Stewart  
 Publisher: McLelland & Stewart Inc.  
 481 University Avenue, Toronto,  
 Ont., Canada M5G 2E9

ISBN: 0-7710-8302-5, Price: Can \$29.95  
 Hardcover; 342 pages; 43 B&W photos,  
 10 color photos.  
 (1991) (Reviewed by Joop Gerritsma)

When Max Ward came out of the Royal  
 Canadian Air Force after World War 2, he  
 had only one desire: combine his two  
 loves - flying and the Canadian North.  
 He started in 1946 with one deHavilland  
 Fox Moth biplane for four passengers and  
 named his company Polaris Air Transport.  
 But he forgot one thing - a licence to  
 operate a commercial air service and was  
 promptly shut down by the government.

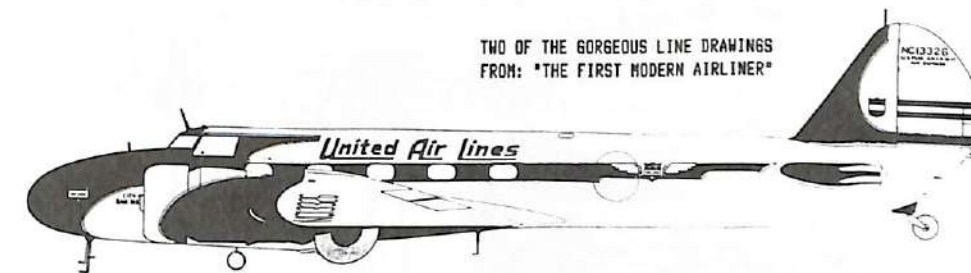
In 1953, Ward was back in the air  
 with a licence, a brand-new deHavilland  
 Canada Otter and a new name: Wardair.

He tells of the life of a bush pilot,  
 of the time when he helped land an air-  
 plane he could not even see and was go-  
 ing only by the pilot's description of  
 the terrain below, of the time he survi-  
 ved a crash and waited days before he  
 was rescued, and about the time he  
 unwittingly helped a gold thief to escape.

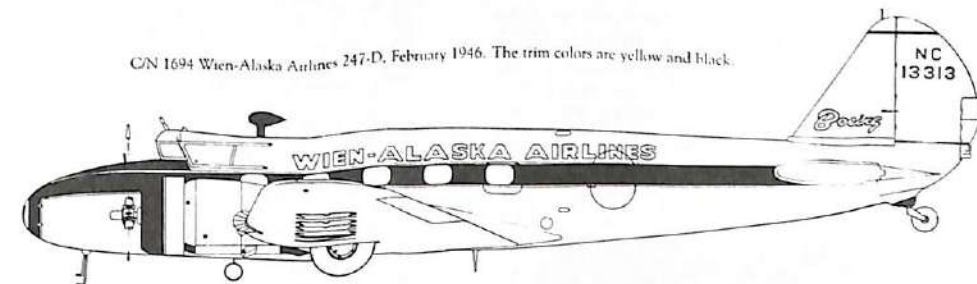
In the 1960s Wardair started passen-  
 ger charters across the Atlantic with a  
 DC-6B and soon had a Boeing 727 on the  
 line. But Ward wanted more: scheduled  
 domestic and international services.  
 However, scheduled services, granted in  
 1985, would become Wardair's undoing.

The high cost of fleet expansion, the  
 lack of a computer reservations system  
 and the determination of Air Canada and  
 Canadian Airlines International to keep  
 him out, all led to the inevitable: on  
 18 JAN 89, Max Ward, defeated at the  
 business he loved best, took the only  
 option left to him - he sold his airline  
 to Canadian Airlines International and  
 ended what many called the airline with  
 the best in-flight service anywhere, bar  
 none.

In his autobiography, Ward looks back  
 on those years with honesty and openness  
 and he freely admits his mistakes.



CN 1707 United Air Lines 247-D, City of San Diego, 1941. The trim color is blue; name, top third of shield, upper rudder stripe and inboard aileron stripe, red; trim around shield, yellow-gold.



NC 13313 Wien-Alaska Airlines 247-D, February 1946. The trim colors are yellow and black.

## THE BOEING 247 The First Modern Airliner

Author: F. Robert van der Linden  
 Publisher: University of Washington  
 Press, Seattle and London, for the  
 National Air and Space Museum  
 ISBN: 0 295 97094 4, Price: US \$24.95  
 Hardcover, 254 pages, 100 B&W photos and  
 17 line drawings.  
 (1991) (Reviewed by Joop Gerritsma)

This book will no doubt become the  
 definite book about the world's first  
 modern airliner. It not only tells the  
 complete story of the development and  
 operational career of this aircraft, but  
 in the first chapter (22 pages) also  
 goes into the history of the Boeing com-  
 pany and that of Pratt & Whitney, makers  
 of the 247's Wasp engine.

Beginning with Ch.2, it is the 247  
 all the way: origins, production, entry  
 into service, the improved 247D model,  
 the London-Melbourne race (McRobertson  
 Race) of 1934. Much attention is paid to  
 the aircraft's service with United Air  
 Lines, but also with that of later, sec-  
 ond-hand, operators and the aircraft's  
 use for special research, real and pro-  
 posed military operations and for com-  
 pany executive use. The final chapter  
 deals with the four survivors of the 75  
 aircraft built.

Appendices provide performance and  
 other specifications, a complete produc-  
 tion list with individual histories, a  
 list of all built and proposed models,  
 a detailed technical description, a cock-  
 pit check list and 17 line drawings of  
 models that led to the 247, as well as  
 side views of 247s in airline service.  
 These drawings, by Victor J. Seely of  
 the Museum of Flight. These drawings  
 were first published in the journal of  
 the American Aviation Historical Society  
 several years ago.

## THE BOEING 247 The First Modern Commercial Airplane (The Flying Classics Series)

Author: Henry M. Holden  
 Publisher: TAB BOOKS, Blue Ridge Summit,  
 PA 17294-0850, USA  
 ISBN: 0 8306 3593 9 Price: US \$14.95  
 Softcover; 168 pages; 107 B&W photos  
 (incl. only 30 of the 247)  
 (1991) (Reviewed by Joop Gerritsma)

This book suffers from the handicap  
 that a much better book on the same sub-  
 ject was published in the same year (see  
 above). Besides that, Mr. Holden's book  
 has the wrong title. The 247 doesn't get its  
 turn until you have read well over half  
 of the text.

TWO OF THE GORGEOUS LINE DRAWINGS  
 FROM: "THE FIRST MODERN AIRLINER"

The first 96 pages give a brief and  
 very selective overview of commercial  
 air transport in the USA in the 1920s,  
 focussing on William Boeing, the Boeing  
 company and United Aircraft and Trans-  
 port (the early airline associated with  
 Boeing). Separate chapters discuss gov-  
 ernment acts affecting commercial air-  
 lines, the Boeing 40, 80 and Monomail  
 and some other airliners of the day (in-  
 cluding the Junkers JU 52/3m) are men-  
 tioned briefly and there are several  
 pages on the Ford Trimotor). Some de-  
 tails are included about Boeing military  
 aircraft that influenced the design and  
 construction method of the 247.

The 247 finally makes its entrance on  
 p.97. Unfortunately, the text is full of  
 overblown language such as "The 247 was  
 the answer to the teeth-rattling and  
 dangerous Fords and Fokkers" and "The  
 new Boeing was bristling with innova-  
 tions." There are, however, details  
 about the background to the 247's de-  
 velopment, construction details and some  
 bare-bones information about U.S. air-  
 line and military service, but very  
 little information about foreign ser-  
 vice. Meagre details about the London -  
 Melbourne Race of 1934 are also includ-  
 ed.

## FLYING, The Golden Years A Pictorial Anthology

Compiler: Rupert Prior  
 Publisher: H.C. Blossom Ltd., 6/7 Waren  
 Mews, London W1P 5DJ, England  
 ISBN: 1-872532-28-4, Price: ?  
 Hardcover; 144 pages; hundreds of color  
 and B&W photos, posters, labels and  
 other illustrations.  
 (1991) (Reviewed by Joop Gerritsma)

This is a book in the "poster art"  
 style of books by our own Don Thomas,  
 but it covers a much broader area of  
 aviation endeavors. Only the final one-  
 third consists of 1920s and 1930s air-  
 line material, most of it contributed by  
 Don. Not surprisingly, it shows a strong  
 North and South American (mainly Pan  
 American) flavor.

The first two-thirds of the pages are  
 taken up by posters and other illustra-  
 tions of the pioneer days of aviation  
 (1903-1914), World War 1 and the great  
 "aviation meets" and "aerial adventures"  
 of the 1920s and 1930s. These sections  
 contain mostly European material.

Liberal sprinkled throughout the  
 text are reprints of articles from con-  
 temporary newspapers and magazines about  
 the major events, and excerpts from let-  
 ters and papers by well-known aviation  
 pioneers. The oldest such paper goes  
 back to 1809 and quotes Sir George Cay-  
 ley of Britain:





"... I feel perfectly confident, however, that this noble art (of aviation) will soon be brought home to man's convenience, and that we shall be able to transport ourselves and our families, and their goods and chattels, more securely by air than by water, and with a velocity of from 20 to 100 miles per hour."

A book well-worth having and enjoying if your interest in aviation includes more than only airlines.



#### THE BOEING 747 (AERO series #401)

Author: David H. Minton  
 Publisher: TAB BOOKS Blue Ridge Summit, PA 17294-0850, USA  
 ISBN: 0 8306 3574 2, Price: US \$10.95  
 Softcover; 114 pages; 8 color and 48 B&W photos, several diagrams and 6 B&W photos of 747 scale models (1991)  
 (Reviewed by Joop Gerritsma)

David Minton's second TAB series book is modelled after his first, about the 737. It gives an overview of the origins and development of the 747 and describes the major versions. Separate chapters deal with the technical aspects of the 747, its military service and the reasons why it has been in the news: records, crashes, terrorism and aging.

A 15-page chapter lists all 747 plastic scale models issued over the years and discusses their merits. No fewer than 35 pages are taken up by a production list in manufacturer's serial number sequence, with registrations and operators' names for each aircraft built. As with the DC-9 book above, I find this a waste of space in a book of this nature. The space could have been better used for more in-depth technical and operational details and for details about the airlines around the world that use the 747 and the routes they fly it on.

While many of the photos are standard Boeing or airline PR shots, there are a number of fine pictures taken by the author and other hobby photographers. The reproduction of the photos is pleasantly clear, especially considering the paper stock.

#### COMMERCIAL AIRCRAFT MARKINGS AND PROFILES

Author: Christy Campbell  
 Publisher: The Hamlyn Publishing Group, Reed International Books, Ltd, Michelin House, 81 Fulham Road, London SW3 6RB, England  
 ISBN: 0 600 57288 9, Price: 7  
 Hardcover, 192 pages, 225 color photos, 9 B&W ph., 10 cutaway views, 10 three views, 10 color side views (1991)  
 (Reviewed by Joop Gerritsma)

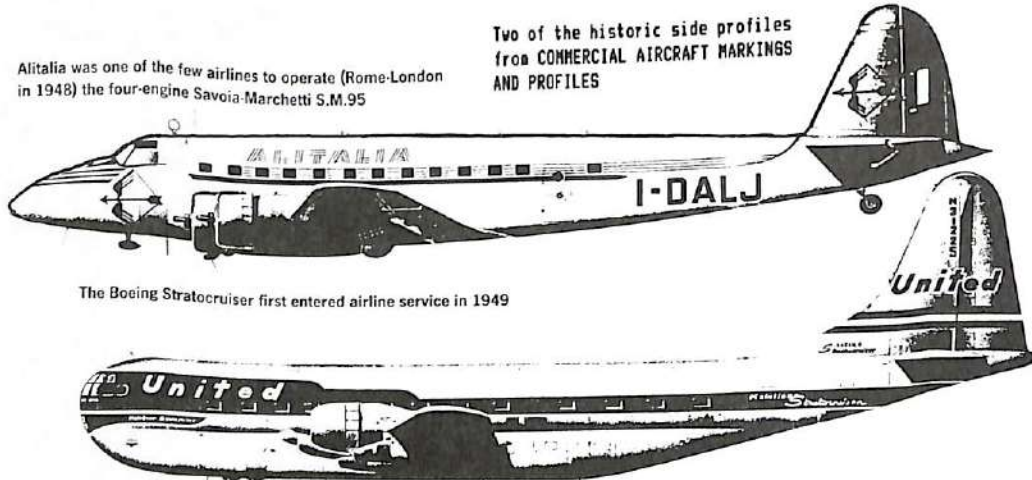
I bought this coffee-table book for only one reason: its many great color photos of modern airliners and color side views of quite a number of historic ones.

The book is divided in three sections - the first describing the 10 leading airliners, complete with cut-away views, three-view and a photograph, the second 57 major airlines with from one to five photos/color side views, a very short history and review of current operations of each and the third section with 149 minor and regional airlines, each with one photo and an even briefer description.

Among the color side views in the second section are quite a few that show aircraft of the past, of course in the liveries of those days.

I can't help but say it: there are 14 photos that are printed over two pages, among them an absolutely great shot of the nose of a TWA 747 in the landing. When will publishers learn that aircraft enthusiasts don't want mutilated photos? The 10 cut away views are also all printed over two pages. Could they not have been placed sideways over one page?

Regardless, this is a book you can plunk on the bookshelf and grab once in a while to enjoy flipping through or for quickly checking a color scheme.



Alitalia was one of the few airlines to operate (Rome-London in 1948) the four-engine Savoia-Marchetti S.M.95

The Boeing Stratocruiser first entered airline service in 1949

Two of the historic side profiles from COMMERCIAL AIRCRAFT MARKINGS AND PROFILES

## AIRLINE HAPPY HOUR

by AL S. TASCA

Hello again, fellow collectors. This article will consist of four new updates on past articles, with details and sticks sent by fellow collectors and another update on the Continental pick sets.

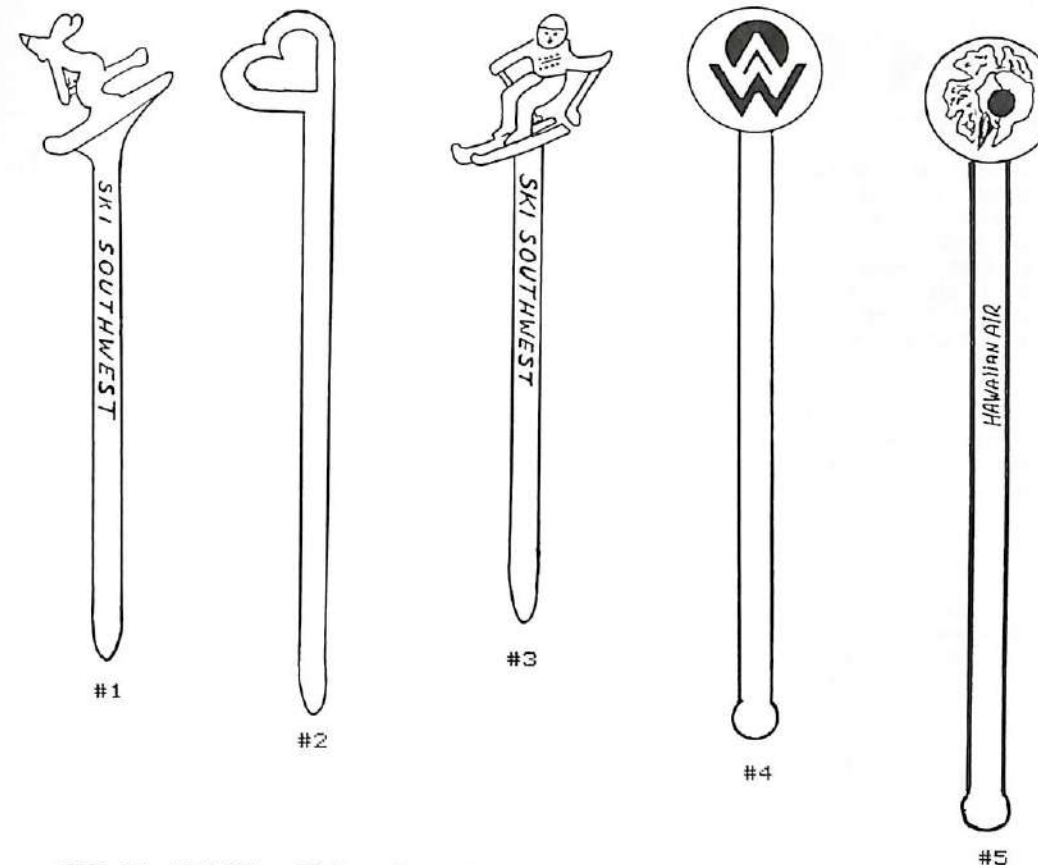
MAR 92 (18/1): Fig. 7. GEORGINA ROSS identified this one as not being from ANZ. Instead, it is the logo for the resort of Caneel Bay. She also sent a newspaper clipping for verification.

tion.

MAR 92 (18/1): Fig. 10. Although this stick is almost identical to the other Southwest Shamu stick, another one, which also comes in red, is slightly shorter at 4.75 in (12 cm). Other differences are that Shamu is raised slightly higher on both sides but it has fewer indentations. The text "Fly Shamu" on the shank is also

raised higher and the letters are spaced closer. On the reverse the manufacturer's name, Zoo-Piks Dallas, is just forward of the pointed end. The reverse also contains the words "Please Recycle" in raised letters. Thanks to DAVE CHERKIS for sending me this stick.

MAR 92 (18/1): Fig. 11. Georgina Ross says the Horizon Air Christmas stick is from Christmas 1991.



NOV 86 (12/3): This is the last Muse Air stick. It also comes in red and clear. but unlike the dark-blue one made by Zoo-Piks Dallas, these show no manufacturer's names. Thanks again to Dave Cherkis.

SEP 90 (16/3), p.166, 2nd column, last paragraph: These 5.5 in (14 cm), 17-set Continental picks have also been verified in dark blue, besides the red and clear. This makes for the following six different sets known to date:

- \* 18-pick set in different shades of yellow from spir-it, 4.5 in (11.4 cm) long;
- \* Same set in white. Only five destinations verified;
- \* Possible 16-pick set (two destinations dropped) in different shades of yellow. These say Made in Korea. Also 4.5 in (11.4 cm) long;
- \* 17-pick set (one destination dropped and two added). Clear only, 4.5 in (11.4 cm) long;
- \* Same clear 17-pick set as above, but 4.75 in (12 cm) long;
- \* Same 17-pick set as above in red, dark blue and clear and 5.5 in (14 cm) long.

Some of the following sticks were sent to me by Dave Cherkis of L.A. (two from Southwest) and JAY PRALL of Oregon (two from American West and one from Hawaiian Air):

engraved top and text. Also in orange, but the outline of the skier and the text is in white. The reverse also said "please recycle" just below the skier, and "Zoo-Piks Dallas" just forward of the pointed end. This one also came from Dave.

FIG.4. Possibly the first American West stick of this style. Flat, one-sided and 5 in (12.7 cm) long. Has the name Spir-it USA just forward of the round end and can be on either side. Only known color is white with burgundy hot-stamped logo.

Not shown is what is possibly the latest America West stick. This white, one-sided, round-end stick is also 5 in (12.7 cm) long but the top has a diameter of 7/8 in (2.2 cm) instead of 13/16 in (2.06 cm) as in Fig.5. Also, the burgundy logo on the top of this stick is raised and it has no manufacturer's name. Thanks to Jay Prall for this one.

FIG.5. This Hawaiian Air stick is also flat and one-sided with a round end. It is 5.5 in (14 cm) long with the name in burgundy and the logo in orange and pink. The silhouette of the girl's head and the dot in the center of the hibiscus flower are in white. Both the logo and the name are hot-stamped. Again, no manufacturer's name is shown.

Another Hawaiian stick (not shown) is the same size as the previous one and is also white, but it has a pointed end and the name in burgundy is slightly smaller. It says "Hawaiian Airlines" with "Airlines" smaller than "Hawaiian". The logo on top of this one is also orange with a pink hibiscus flower, but the silhouette of the girl's head is in burgundy and the pink hibiscus on her ear has a burgundy dot in the center. I would like to know if the omission of these colors in the previous stick was unintentional or done on purpose. Does anyone have a round-bottom stick with burgundy color in the top? Or a pointed-bottom stick with no burgundy color in the top? As on the previous one, there is no manufacturer's name. Thanks again to Jay Prall for this information.

Please note: Anyone who does not have a copy of the articles mentioned in my updates, can obtain them by sending me a large self-addressed envelope with one stamp for each article requested.

FIG. 1. Southwest. Flat and 4.5 in (11.4 CM) long, top identical on both sides. Raised name only on one side but this name can be on either side, making the skier pointing either up or down when viewed. The only known color is orange, but it can be in different shades. The name of the manufacturer, All plastics molding of Dallas, is on the reverse just forward of the pointed end.

FIG.2. Also from Southwest and also comes in different shades of orange. 1/4 in (0.6 cm) shorter than the skier and with the center of the heart cut out. This stick has no airline name on the shank. The reverse has the same manufacturer's name as the previous stick.

Dave Cherkis says there is another Southwest stick (not shown). It is the same as in Fig. 2, but is 4 7/8 in (14.4 cm) long. It also has no airline name, but on one side says "Zoo-Piks Dallas" about 1/3 up from the pointed end. The other side says "please recycle" just forward of the heart top.

FIG.3. This is the latest Southwest skier stick. It is 4 1/8 in (10.5 cm) LONG with an



# 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 5K5

+++

07 NOV 92 (Sturday)  
SAN FRANCISCO, CA

Bay Area Airliner Hi-overly, Airliner Show, Grosvenor overly, adm. \$5 at door. For room & table reservations and other details: call Tom Draoog at (415) 574-8111.

14 NOV 92 (Saturday)  
TENAFLY, NJ

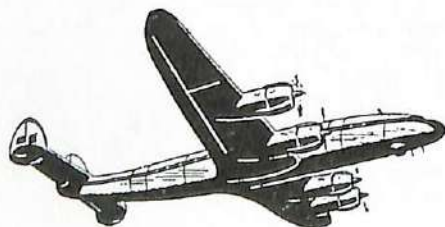
Fall International Toy, Model and Aeronautica Show, sponsored by The Plane News. Clinton Inn, 145 Dean Road, Tenafly, NJ. adm. \$5. Hotel is 5 mins from Washington Bridge & New York City. More than 100 exhibitors. Display tables \$35 for TPN members, \$50 for others. Info & table reservations: G.R. Webster (203) 629-5270 or Larry McLaughlin, (516) 265 9224.

21 NOV 92 (Saturday)  
TORONTO, Ontario, Canada

Airliners International Toronto Aviation display & slide show. Christ the Anglican Church, 475 Rathburn Road (south of Sheppard Ave. E. & The West Mall) (south of Sheppard Ave. E. & The West Mall) 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. adm. \$59/\$60 with res. by 10 NOV 92. Show runs 1000 hrs, more than 100 vendors, Gen. adm. \$5, under 12 free. VIP quest: Col. Robert "Bob" Overly, pilot of WW2 B-17 Memphis Belle. Exhibit tables \$40 ea. (incl 2 adm tickets), send payment to Linda Dickerson, 175 Lakeshore Dr., Asheville, NC 28840. Ph. (704) 258-2593 or in Chicago Dona Johnson, (708) 854-1152.



09 JAN 93 (Saturday)  
SAN DIEGO, CA.

Airline Collectibles Show: Holiday On-the-Bay, 1355 North Harbor Drive, San Diego, CA 92101, (619) 232-3861. Hotel is 3 mi from San Diego Int. Ap. Rm \$79

per night double, before 09 DEC 92. For Res. 1-800-HOLIDAY (Mention Airl. Coll. Show). Show runs 0900-1700 hrs. Gen. Adm. at door \$3, Ch. under 12 free if with parent. Display tables \$25 ea. must be received by 12 DEC 92. Cheques to & more info from: Fred Chan P.O. Box 473, Burtonsville, MD 20866, (410) 381-4626, or Tony Trapp, 608 Valley Drive, SE, Vienna, VA 22180, (703) 938-0175.

22-23 JAN 93 (Fri-Sat)  
LONG BEACH, CA

Airline show, Holiday Inn, Long Beach Airport. For details: Phil Martin, Box 91051, Long Beach, CA 90809 or call (310) 434-6701.

30 JAN 93 (Saturday)  
(Tentative date only!)

ATLANTA, GA

Atlanta Airline Show, Ranaada Renaissance, Atlanta Airpoty. For information, write Bryant Pettit or John Joiner, Box 634, Clarkston, GA 30021, or call (404) 292-6969 or (404) 487-3732.

20 MAR 93 (Saturday)  
LOS ANGELES, CA

International Aviation Toy, Model and Aeronautica Show. For further details: G.R. Webster (203) 629 5270.



AIRLINES International - D/FW

03 APR 93 (Saturday)  
IRVING (DFW) TX

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

24 APR 93 (Saturday)  
ARLINGTON, VA.

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

1993 VANCOUVER AVIATION EXPO



22 MAY 93 (Saturday)  
VANCOUVER, B.C., CANADA

1993 Vancouver Aviation Expo, Canada's largest aviation memorabilia show. Open 0830 - 1600 hrs. Delta River Hotel at Vancouver Airport (YVR). Presented by the Vancouver Aviation Historical Society and West-flight aviation news monthly. Buying, selling, trading. Admiss. \$4, Ch under 12 free. Display tables Can \$40/US \$35, incl 2 admiss. Payment by cheque or money order payable to H. Tenby, 407-1540 Mariner's Walk, Vancouver, BC, Canada V6J 4X9. For hotel res., Delta Hotel, toll-free Can 1-800-268-1133, US 1-800-877-1133. Mention Vancouver Aviation Expo to receive convention room rate.

19 JUN 93 (Saturday)  
LOS ANGELES, CA

International Aviation Toy, Model and Aeronautica Show. For further details: G.R. Webster (203) 629 5270.

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

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

11 SEP 93  
NEWARK, NJ

Airliner Show, Rosslyn Westpark. For info: Bill Gavchik, 88 Clarendon, Yonkers, NY 10701. or (914) 965-3010.

JUN or JUL 94  
ATLANTA, GA

Airliners International Convention 1994. Location, dates and other details to be announced.

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 to CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. Please note: On occasion the meeting takes place on a day other than the last Tuesday of the month. Check with CAI before making travel and hotel reservations.

CAUTION:

In general it is a good idea to confirm with show organizers 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 your show flyer distributed with the CAPTAIN'S LOG, please contact Paul F. Collins at 3381 Apple Tree Lane, Erlanger, KY 41018 or phone (606) 342-9039.

LATE SUBMISSION: 13 FEB 93 (Saturday)  
LA GUARDIA, NEW YORK

Airliner Show NYC 93, Marriott La Guardia, free bus to hotel from all La Guardia terminals every 15 mins Buy, sell trade, all airline items. Show open 0900-1800 hrs. Adm. \$5 (under 12 free). Tables (incl. 1 adm) \$40 until 31 DEC 92, \$50 from 01 JAN 93. Pay tables to, and more info from Michel Moskal, 376 Ocean Ave., Apt. 409, Revere, Mass. 02151. Ph (617) 286-3808. Hotel rooms \$79 + \$14 tax = \$93/night via Michel Moskal.



From the IAW Historial Aircraft collection is this nice card of a Southern DC-3. Photo from the James Davis collection.

...from the left hand seat...

by

Paul F. Collins

First off, on behalf of the staff of the CAPTAIN'S LOG, we wish you a happy Holiday Season. We also wish you the very best in 1993. We certainly look forward to serving you in 1993, and perhaps we will be getting a little closer to mailing the LOG "close" to schedule!

The year 1993 will be interesting from my standpoint since the company I work for, CSX, will be coordinating all operating offices to Jacksonville, FL. Cincinnati is scheduled to go in August of 1993. At this time I have no idea of what jobs will be left in Queensgate and what jobs will be sent to Jacksonville. I am seven years away from "early" retirement so I will have to decide if I want to chance a stay in Cincinnati or go with a new job in Jacksonville. One thing in favor of a Florida move is that my wife Pat will retire from teaching after this year and would not mind going south. Will keep you posted as things develope.

Since we had a first off in the opening paragraph, we should have a second off. If you check the membership update enclosed with this issue, we have had 42 change of addresses since the last issue. That's about 4% of our membership. The majority of these were airline people. We do have a very mobile membership! What I need to do, however, is to impress upon each and every one of you that when you move, please advise Society HQ as soon as possible. I know we are not as important as most folks you receive mail from, but the Society can not afford to pay for the notices the post office sends us. It would be a little silly to spend 29¢ to tell a member that they owed us 35¢, would it not? Please, when you move let us know, it will be appreciated.

I have been in contact with the Airliners Int'l 93 committee and there will be a convention in Washington, DC in July of 1993! Bob Mills, the convention chairperson, has promised that an information sheet on the convention activities will be available to mail with this issue of the LOG. The dates for the convention will be July 8, 9 and 10 and will be held at the Hyatt located in Crystal City, near the airport. The Washington area is great for tourist--I'm looking forward to the trip. If you have never seen the changing of the guard at Arlington, please add it to your list of things to see. It is something you will always remember.

On page 7 of the enclosed membership update you will find the rules and regulations voted upon by those attending previous Airliners International conventions. These rules and regulations were established to give those wishing to host a convention some guidelines to help them in their planning. If you are interested in hosting a convention, please be sure to read these items very carefully. If there is something you do not understand, please call or write Society HQ and I will be happy to go over any item with you. If you think something should be changed, bring your suggestions to the next convention business meeting to be held in Washington, DC in July.

For those that were not at the business meeting in Irvine, the 1994 convention will be held in Atlanta, GA, with the site for the 1995 convention to be voted on at the Washington meeting. The 1996 convention will be hosted by the WAHS HQ since this will be the 20th such show. Yours truly will be the convention chairperson with a committee made up of a number of volunteers, all of whom are experts in the various areas of running a convention. The site and dates for the 1996 affair have not been selected as yet. Site of AI 96 may depend on where I am located (see paragraph two!). More on the BIG 20 as plans are developed.

No additional information has developed with the two situations mentioned in the last issue regarding fake Aero-Mini's and wings. If anyone has had a problem with these two items in the past, please drop a line so we can add your information to the files that we are establishing.

I am currently looking for commercial outlets for the CAPTAIN'S LOG. If you know of any hobby or book stores in your area that might be interested in placing the LOG in their store, please contact me for additional information. We have members in several areas that are currently doing this and have been successful in obtaining new members for the Society. Any help you can give in this matter will be greatly appreciated.

We, the hobby of airline memorabilia collecting, have a number of locations now hosting mini-conventions. This has been a super happening for both the hobby and Society. There have been, however, a number of people writing me stating that the Society should "control" these mini-conventions. I have told all of them, in no soft voice "NO WAY!" This is a free society and there is nothing to stop anyone from hosting a show when and where he/she wants. It's getting hard to find a weekend when there is not a show scheduled somewhere in the U.S. The only thing I can suggest is if your planning on hosting a mini that you check with either Dick Wallin or Hal Turin to see what else is going on the day you want to host a show. It would not be beneficial to anyone to have two shows going on in the same area on the same date. Also if your planning on having a show in an area that already has an established mini, you might want to co-ordinate plans with the other host. This is mainly to retain a peaceful relationship in the neighborhood! If anyone has any questions about my stand on this, please feel free to call or write me at Society HQ. Dick Wallin can be reached at 217-498-9279 and Hal Turin at 818-966-3177. These two gentlemen ARE NOT working for the Society, but for each and everyone of you.

That about covers everything for now. If you have any questions about the LOG or the Society, please feel free to contact HQ. We are usually home after 6 PM EST.

HAPPY COLLECTING!



CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



**FLIGHT EXCHANGE (continued)**

J. F. MACDONALD, 1316 N.E. 113th Ave., Portland, OR 97220-2214 is looking for early 1900-1930 air meets, photos, photo postcards, brochures, memorabilia, etc. Please write or call 503-255-7256 PST.

RON SUTTELL, 5206 Ridge Place, N.E., Tacoma, WA 98422 has a new list of display type models for sale. Some of these are real rare gems that were not included from an earlier sale a couple of years ago--at the time they were too hard to part with! You'll like these if you are a serious model collector. Send SASE for list right away!

W. R. JOSLIN, 3613 Bob-O-Link, Irving, TX 75062 would like to trade/buy postcards. Mainly interested in Vickers Viscount cards, mainly older ones from the 1950's thru 1970's. Also model kits of same older ones (not Glenco). Have military and airliner kits. Write or call 214-255-1846.

**AUCTION--OVER 2000 POSTCARDS**

Jeffrey Magnet, P.O. Box 9667, Coral Springs, FL 33075 is sponsoring an auction on postcards. To be auctioned off in one lot. Examples include: 315+ 747 cards, 150+ DC-10/MD11 cards, 150+ Caravelle cards, 130+ Concorde cards plus many others. Offer expires 30 days after you receive this issue of the LOG. Send all bids to Jeffrey at the address above. Please mark envelope "Attn. Auction." Winning bid to be notified two weeks after the 30 day deadline.

**FOR THE GOOD OF THE SOCIETY**

**UPDATE - '94 ATLANTA**

First just a few words to express our appreciation for the opportunity to host the 1994 AI Convention. We are working hard to make it an event you don't want to miss!

The Convention site is set at the Georgia International Convention & Trade Center where 39,000 square feet has been reserved. This will allow space for over 300 sales and display tables as well as 14 booths for airline and aircraft manufacturers to display. Dealers will have no limit on the number of tables they may have. The main hall will have the slide, photo, and model contest displays for everyone to see. A continuous concession stand will be open during both days of the convention.

The Hyatt Atlanta Airport Hotel (connected to the convention center) will host the banquet and slide shows. The Hyatt has given one (1) one-night stay with dinner for two as a door prize. This will be awarded to someone who has registered by the early cut-off date.

Delta Air Lines has once again agreed to be the "official" airline for the convention. We will have tours of Delta's maintenance base and museum. Delta is also giving us six (6) 1/2 hour "rides" in a simulator as prizes to be awarded to those who register by the early cut-off date.

During AI 93 (being held in Washington, DC) there will be a display showing the floor plan for AI 94 and those wishing to pay in advance can pick their tables.

Tentatively, flights on a DC-3, originally Braniff, have been set up and we are trying to sign up the only other flying DC-2 for flights as well.

A plus for railroad buffs - the National Railroad convention will be held in Atlanta the same week as AI 94. We will be working together on advertising and other ideas. This will be a chance for some to enjoy the best of both their hobbies!

Look for further updates on AI 94 Atlanta in future issues of the LOG. See ya'll in Atlanta in 1994!

**SOCIETY MEMBER NEEDS SOME HELP!**

Mike Jones, a long-standing member of the Society, resided in the Homestead area of Florida prior to the night hurricane Andrew struck. Mike's home was a total loss. His large collection of aviation books and slides made it through without a loss. However, his ten plus years of collectables, such as timetables, magazines and other memorabilia was all lost. Mike had a very extensive collection of Air Florida and other airline items. As President of the WAHS, I am asking you, the members of the Society, to look in your dupe material and see if there is something that you might like to send Mike to get his collection started again. If you like, you might want to write or call Mike to see what he is short. His new address is Michael Jones, 8600 SW 133 Ave., Rd #321, Miami, FL 33183. His telephone number is 305-386-7242. Any help you can give Mike in getting started with his collection will be greatly appreciated.

**MUSEUM OBTAINS VISCOUNT**

Following a very busy nine months of phone calls, on-site aircraft inspections and negotiations, the Mid Atlantic Air Museum has made the acquisition of a Viscount Airliner. This initial, but important, first step will lead to the restoration, public display and demonstration flying of this historic airplane in Capital colors.

As you read this, the Viscount (already registered with the FAA as N7471, its original Capital number) has been ferried from Chino, CA to Bridgeport, WV. Fuel for this flight was donated through the cooperative efforts of United Airlines and Chevron Oil. At Bridgeport the aircraft is scheduled to be painted in the familiar "Night-hawk/Eagle" livery. After painting is completed, Capital airliner N7471 will be heading to Pennsylvania's Reading Regional Airport, home of the Mid Atlanta Air Museum. During the months following its arrival, its interior, which we are making arrangements to obtain from the former Capital/UAL aircraft in Georgetown, DE, will be reconditioned and installed. When these expensive tasks are completed, the Viscount will be ready for final display at the Museum and at airshows throughout the US and Canada. Your financial support is sorely needed to help with these projected costs.

We need not remind you all, of the expenses involved with the restoration of an aircraft line the Viscount. Please, give what you can in a donation to this worthy project. Your tax free contribution will enable the Museum to tell the Capital story in the decades to come.

Please make you checks payable to the Mid Atlantic Air Museum (this assures its tax deductible status), but MAIL your contribution to the Capital Airlines Assoc., P.O. Box 21, Annandale, VA 22003.

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**ADVENTURE**

The Life and Travels of Don Thomas  
1906 - 1992

For those who enjoyed "Nostalgia Pan Americana" and other books by Don Thomas, this is his autobiography, written by Don for his family. For those of you that know Don, this book will answer all the questions about him that you were afraid to ask him yourself!

Here it is, 138 pages of travel and adventure describing many years in the Merchant Marine; visiting many countries of the world; ferrying bombers across the Atlantic in WW II and crashing in the mountains of Africa while crew member of a flying boat. We sail with Don on gasoline tankers and ammunition ships in convoy during WW II and dock in Antwerp during buzz-bomb attacks. Don is in Nicaragua for the Bay of Pigs invasion, handling communications between Somoza and President Kennedy. Then we throw in a collision at sea, and then add 15 years with the CIA in Taiwan, Panama, Indonesia, Brazil, Viet Nam and Thailand during the war. He also lived with the Dyak tribes of Borneo and discovered aborigine paintings in caves in the wilds of Australia. In his spare time he collected butterflies in New Guinea, Ascension, South Africa and other strange places. All the above plus living for a month on uninhabited Cocos Island off Costa Rica, swimming with seals in the Galapagos and collecting snails in the Everglades and birds in Surinam. Adventures on every page--so the author states!

The book is photocopy, illustrated with 219 black and white illustrations. While not all that clear, the book, without any illustrations would be worth what Don is asking. What he is asking is \$10 plus \$1.50 postage in the U.S. and Canada. (FL residents please add 75¢ for tax.) All others please write for price. Send orders to Don Thomas, 1801 Oak Creek Dr., Dunedin, FL 34698.

**EDITORS NOTE:** Many times it was said that someone should sit down with Don and tape some of the many adventures that he had over the years. Well, it looks like Don must have heard us! If you like to read about adventure, experienced by somebody that we really know--then purchase this book--it's worth every cent asked. P. Collins

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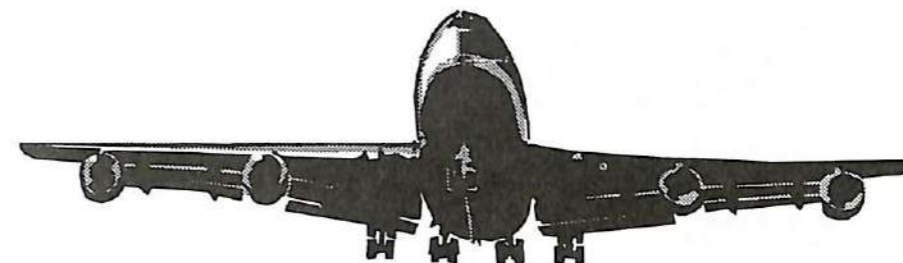
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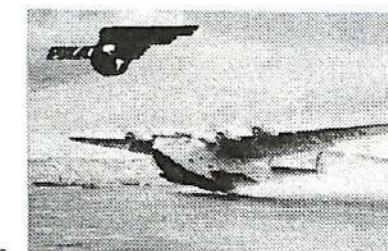
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## Airline Collectibles Show

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9:00 AM TO 5:00 PM



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The hotel is 4 miles from National Airport, 10 minutes by Metro (subway) or about 55 by taxi. Free parking is available at rear of hotel off Nash Street. No table refunds after April 10, 1993. Table set-up time is at 7:00 a.m., April 24, 1993.

Mail Form and Check Payable To: \_\_\_\_\_  
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 P.O. Box 473  
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 (410) 381-6226  
 OR  
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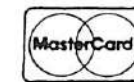
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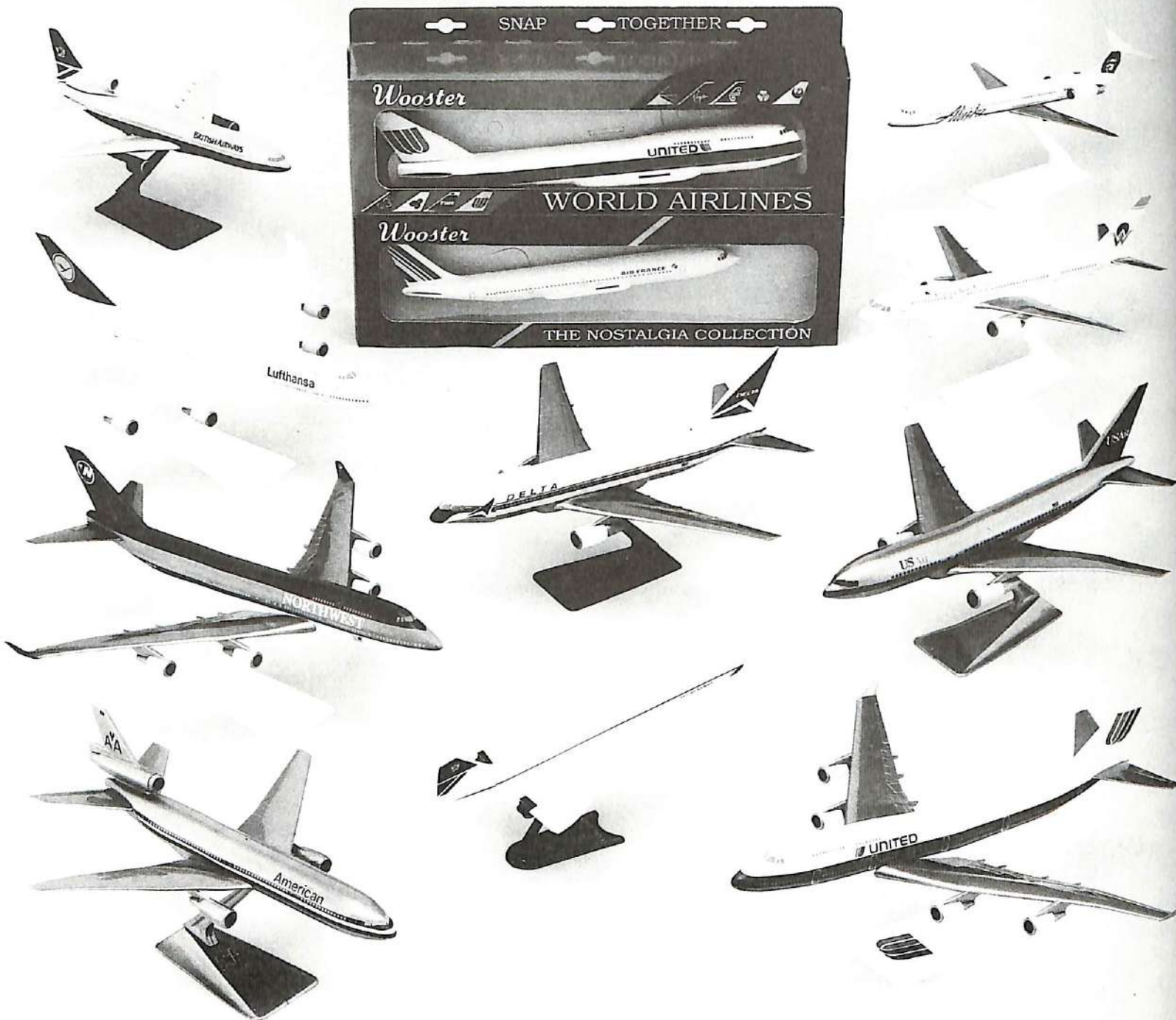
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