

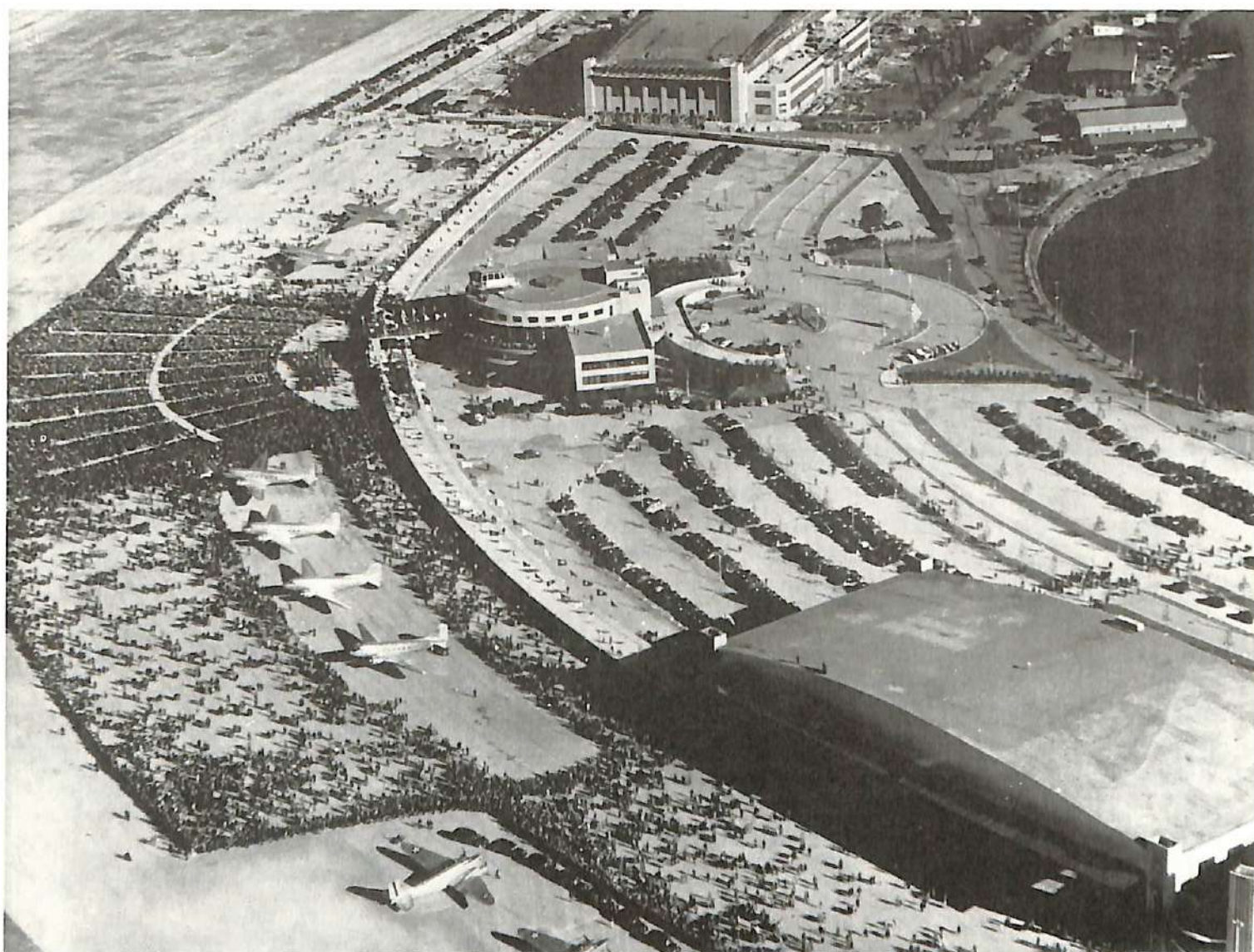
THE AIRLINE MEMORABILIA COLLECTOR'S  
QUARTERLY

VOL. 18 NO. 4  
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DECEMBER 1992



JULY 8-9-10

# CAPTAIN'S LOG



La Guardia Field, (New York Municipal Airport), was officially opened in 1939. This photo shows the crowd present for the official dedication ceremony. Douglas was paramount, with three American Airlines DC-3 (top left), three Eastern Air Lines DC-3 and a

DC-2 (top one of the center left group of four) and two U.S. Army Air Corps B-18 Bolo bombers (bottom center). The airport was 558 acres in size. It had four miles of paved runways, six hangars (the world's largest) and a marine air terminal. (Photo: HARM J. HAZEWINKEL Collection)





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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.

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.

Members must report any changes of address promptly to the WAHS (address above) to be assured of receiving their copies of the CAPTAIN'S LOG. Postal departments in the U.S.A. and many other countries will not forward permit or second-class mail.

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.

THE FLIGHT EXCHANGE
The CAPTAIN'S LOG will publish members' wants, trades and items for sale in the FLIGHT EXCHANGE section at no charge.

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.

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

Thank you



Robert Trader took this picture of British Airways Super VC-10, Srs.1151 on takeoff on 14 JUN 78. The location was not mentioned. The aircraft is G-ASGD, msn. 854. The photographer is featured in this issue's PHOTO CORNER by Richard Fedorco (p.234).

CAPTAIN'S LOG

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Readers are reminded that the WAHS and the CAPTAIN'S LOG are both non-profit, all-volunteer organizations for which a few give up much of their spare time so that all will benefit.

Opinions expressed and claims made in signed articles and/or in advertisements which appear in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG.

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# TAKE-OFF TALK

With this issue of your CAPTAIN'S LOG we are concluding the EIGHTEENTH YEAR of the WORLD AIRLINE HISTORICAL SOCIETY and the CAPTAIN'S LOG. And frankly, I am prouder than ever of both the organization and the magazine, but even more so of the people who keep them humming along.

Sure, we have experienced some hiccups along the way = remember the past summer? = but on the whole, we are not doing bad for a ALL-VOLUNTEER organization that doesn't have an office and much less an office staff. During AI'92 I signed up for three years with another volunteer North American aviation historical society. Its representative said I'd hear from them within three months and would start receiving their magazine... Well, it is now six months later and I haven't heard a thing yet. I have never heard of this happening in the WORLD AHS.

To me one of the nicest things about this issue is that it is ON TIME again. It is 22 DEC when I am typing this (this is always the second-to-last page I do for each issue. Flight Manifest is the last one). And since Paul Collins is reluctant to mail the December issue during the Christmas mail rush, it will go to him for printing right after New Year's.

## In this issue:

We are starting with an article by member Ronald Rhodes of London, Ontario, Canada. He took a holiday to Cuba last summer, both for the sun and beaches and for the opportunity to fly on a Russian-built airliner. Flying from Toronto on the regular Cubana TU-154 flight, he expected to return on the same type. Much to his pleasant surprise, Cubana scheduled an IL-62 for the return trip. In between, Ron flew in that Russian anachronism, the single-engine AN-2 biplane.

Jan Koppen of Holland remembers his night freight flight in the "Whispering Wheelbarrow", the Hawker Siddeley (nee Armstrong Whitworth) Argosy. Only 17 civilian and 56 military Argosies were built and the type is just-about gone from the skies.

Among our regular editors, JET Thompson takes us to Oshkosh in his REPORT FROM THE FIELD for the 1992 EAA Fly In. The show includes more restored airliners every year. Two Constellations, a Martin, Grumman Albatross and several Dakotas were present this year.

George Cearley presents his annual listing of schedules issued by U.S. airlines in 1992, from the collection of Perry Sloan.

Bill Demarest's employer, United Air Lines, has sent him to work in Florida from the Northeast (how lucky can you get in this time of the year?), but he was still able to do his POSTCARD CORNER and features "Golden Oldies" from Latin America.

AIRLINE MODELING editor Gerry Cole is slowly digging himself through a mountain of boxes, following his work-related move to Colorado, also from the Northeast. He is glad to report one

of his first "finds" was the computer he needs to write his column.

Air traffic controller and aircraft photographer Robert Trader is featured in Richard Fedorco's PHOTO CORNER. (Rich, by the way, has also moved to Colorado from New York State.)

STICKER CHATTER editor Don Thomas and irregular flight attendant uniforms columnist Bob Feld have new books out = see BOOKCASE. Columns by both Don and Bob are included in this issue. (George Cearley's book on the 707 & 720 should be available when you read this.)

Anne Malm from Sweden describes the flight attendant uniforms of SAS.

If you have always wanted to know how the Germans run an aviation hobby show, but were afraid to ask, WINGS & THINGS by Dick Koran is mandatory reading.

From three sources come details of three current Martin 4-0-4 restoration projects. This follows up on our coverage of the 2-0-2 & 4-0-4 in the previous issue.

That is not all. Not by a long shot! Your editors Stan Baumwald (kiddie wings), Thomas Dragges (playing cards), Richard Luckin (airline china), Robert Neal Marshall (safety cards) and Ken Taylor (WHAT IS IT?) are also contributing their columns and they are every bit as informative as always. (Bob Marshall is also a recent emigre. He went from L.A. to Maryland.)

## IMPORTANT ANNOUNCEMENTS:

1. Starting with the JUN 93 issue, the CAPTAIN'S LOG has **NEW DEADLINES**. They will be the first of the month preceding the month of publication. The deadline for the JUN 93 issue will therefore be 01 MAY 93, and so on.

2. Effective immediately, all details about upcoming hobby conventions must be sent to Paul Collins and no longer to the editor. Paul is taking over this column because he has a better handle on when the printed issues come back from the printer's and when they are mailed. This will prevent listing shows that are already over when the magazine comes out.

Show organizers should send their flyers or other information to Paul as soon as possible if they want it included in the CAPTAIN'S LOG. This should be no problem, because major shows are many months in preparation.

That seems to be all for now. I wish everyone a good flight during 1993 with the weather CAVU all the way.



It is July in Toronto and hot and humid on the seventh level of the Terminal One parking garage at the Lester B. Pearson International Airport (YYZ). The weather suits the scenery perfectly - taxiing past is CU-T1275, a Tupolev TU-154M of Cubana de Aviacion, departing for Varadero, Cuba, with a load of Canadian holiday makers. The three Soloviev engines whine as dreams of Cuban airports and Soviet aircraft are dancing in my head. For I too am leaving today, on the next Cubana TU-154M destined for Varadero!

By RONALD RHODES



TU-154M, CU-T1264 ... "the elegant 727 look-alike"

# A Cubana de Aviación Adventure

Half an hour later the elegant 727 look-alike touches down softly at YYZ .. CU-T1264, built in 1985, has arrived and my departure is just a short time away. Cubana handles most of the Canadian charter work to Varadero, Havana and Holguin during the summer. Air Canada does it in the winter.

Canadians have been flocking to Cuba for many years ... low prices and beautiful beaches entice people in ever-increasing numbers to Fidel's Caribbean island of rationing. But for me the beaches are not the main attraction. I wish to see Cuba while it is still socialist, before the inevitable change takes place here too. I am going in the summer to be sure to fly on a Soviet-built aircraft of Cubana before they too switch to European and American aircraft, as so many East European airlines have done at such a quick pace - Tarom, Malev, Balkan and even Aeroflot. It are birds of another kind that draw my dear wife into the adventure too ... hummingbirds. Cuba is home to the smallest hummingbird in the world and she wants to see it.

The Tupolev taxis to the most distant gate of Terminal Two, forcing us to make a rather long and not very relaxing jog. An Air Ukraine Aeroflot IL-62 was scheduled for departure from Terminal One. I wanted a good shot of it taxiing, but the departure was delayed ... thus our quick jog to the Tupolev.

We are among the last passengers boarding Cubana flight CU9007 and were received at the door by two Cubana flight attendants who do not believe in forced, phony smiles. I get my



Cockpit of the TU-154M ... "Just go up and walk in."  
(All photos by Ronald Rhodes)

first view of the 3-3 seating arrangement in the TU-154 and the cabin seems nicely decorated, with overhead closed bins, but it is terribly warm inside. Our seats are fairly close to the rear and the seat pitch is certainly not business class style, but we are both short and have no problems. The obligatory greetings are made in Spanish and English. The doors are closed and right on the dot we are pushed back. By now the air conditioning has finally been turned on. And just as I had heard would happen, steam begins to blow from the air vents, giving the impression we all had colds and needed vaporizer treatment, but it lasted for only a few minutes. The seat pockets contain, fancy this, a safety card. No in-flight magazine, though. And don't even think about being

airsick. But wait, I saw an in-flight magazine in someone else's seat pocket up front. A quick request to a steward and we have one copy of "Sol y Son", printed in Spain.

Safety procedures are explained while we are taxiing. The emergency exits are indicated, the use of the life vest is explained, and so on. But there is something missing. A glance above shows why there is no need to demonstrate the oxygen masks ... there are none.

Takeoff is smooth and powerful and not too loud. We cruise out over Lake Ontario, direction New York, then head out over the Atlantic and turn directly south (the U.S. doesn't seem to care having Cuban aircraft spend much time in its air space). Service on board is



quite pleasant ... the bar: Cuban rum and German beer ... lunch: filet mignon and plastic cutlery, but the steak is tender, so there is no difficulty. The service is quite efficient.

Now, may I go up to the cockpit? "Well, of course," replies the steward. "Just go up and walk in."

Pardon?! I may at times be bold, but not that bold. After requesting a flight attendant up-front to ask, I gain immediate entry. The flight deck is occupied by four - not much room for me, but I am greeted by all, may take photographs and get information about our course. After this highlight, the rest of the trip is .... well, downhill.

Four hours after departure we arrive right on time in Varadero. The new airport is small, but relatively modern and functional. Two AN-26 and a line of AN-2 are on the ramp with us. We wait in line for customs and immigration, with the beautiful TU-154 floodlit behind us. Huge military-style



At Varadero: "Two AN-26 ... are on the ramp with us."

fuel trucks start refuelling the aircraft for its onward flight to Havana and the luggage is unloaded into large trucks that look like dump trucks.

Many excursions within Cuba are offered by the hotels. Most use buses, but some include flying. One such tour was to the Cuban city of Trinidad on the south coast. The \$69 all-day tour included a flight in a

12-passenger AN-2 biplane.

The Varadero airport is quite active this morning. A YAK-40 takes off with tourists to Cayo Largo and three AN-2s are on the ramp. These flights are operated by Aviacion Civil - Volo Turistico, a division of Cubana. The aircraft do not carry Cubana titles. Our flight is called and all 12 of us, including the two tour guides, walk to CU-T1115, built in 1971 in Poland. My camera starts to click and I seem to be free to take as many pictures on the ramp as I want. The single Shvetsov engine starts with lots of smoke and soon we are off. This is loud but exciting. The sliding door to the cockpit is left open on departure. To my amazement a few minutes into this 1:10hr flight the tour guide announces we may be seated in the co-pilot's seat - he takes a rest at the rear of the cabin and talks with the female tour guide. Each of the tourists from Canada, Germany and Argentina take turns putting on the headphones and sitting in the number two seat - trying desperately not to bump into something important while the captain smiles. I have experienced another Cuban highlight.

Trinidad Airport is on a rolling plain. There are no navigation aids, no runway lights, no tower ... just a landing strip, a small building and a dog that greets us on leaving the aircraft. Three other AN-2s with tourists are also there, and I have more time for photographs. Then we drive into town for our tour.

The return flight is in the same aircraft, which had waited for us. Some en-route turbulence adds to the excitement.

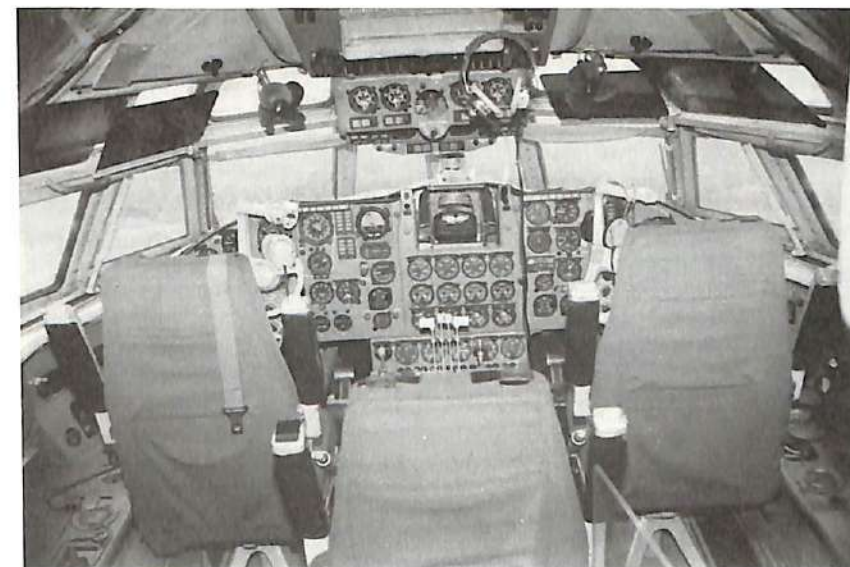
Two weeks in Cuba pass very quickly. Our hotel is excellent and the food fantastic. But the



(Above) CU-T1518 "a flight in a 12-passenger AN-2 biplane."  
(Below) IL-62M, CU-T1215 "... an finally, this is my day."



Rear-mounted Soloviev engines ... "quite literally screeching."



Cockpit of IL-62M ... compare with TU-154 cockpit.



3-3 seating in IL-62M cabin.

hotel and good food are only for tourists with U.S. dollars. Life for the Cuban people is very difficult. At times we feel terribly guilty.

Then it is time to return to Canada. It has been extremely hot and humid, but we have seen and experienced socialism in the "first free territory in the Americas", as they like to call the country.

Varadero airport is extremely busy when we arrive for our return flight CU9006, to Toronto, scheduled to depart at 11:15 a.m. The monitors say the flight is on time, but at 11 a.m., with the monitor still saying "on time", no announcement has been made and no aircraft is in sight. At 11:20 a.m. an announcement is made in French only that the flight to Montreal is delayed due to "technical reasons" and that all passengers will be taken back to the hotels until 5:30 p.m. After a while, our tour guide informs us our flight to Toronto is delayed until 1 p.m. and Cubana would serve us a sandwich and juice. He later told me our flight had actually left Havana for Varadero but had to return because the proper flight plan had not been filed.

At noon an aircraft appears, but it is not a TU-154. Instead a Cubana IL-62M, CU-T1215 pulls up to the gate. I have for many years wished to fly on an IL-62 and finally, this is my day. Any annoyance about the delay is replaced by joy. Immediately I start taking pictures through the window of the terminal, as I had done many times before. But after one picture, I notice out of the corner of my eye a lady in fatigues making her way in my direction and I hear the dreaded words "No photos". My heart sinks, but I decide to take lots of photos out on the ramp and ignore the orders. I have been told the rules in effect depend on the person who is working there.

The flight is called ... my wife takes my camera bag, out the door I go and I begin taking pictures. The sun is even in the right direction. The aircraft seems to be surrounded by military personnel and the "no photos" lady is collecting boarding passes at the bottom of the front stairs. She is in several of my photos. Picture-taking continues into the aircraft. This is an older IL-62, built in 1978 ... the overhead bins have no doors, but the air conditioning seems to be working. We make our way to our seats, again near the rear,





Two more cockpit views of IL-62H, CU-T1215. Photo on the left shows the flight engineer's station.

slide in and suddenly water drops into our laps. The air vents are literally dripping with condensation. The safety instructions are similar to those on the TU-154 at our departure from Toronto, and there are no overhead oxygen masks here either. Soon we are roaring down the runway with the four rear-mounted Soloviev SO-D-30KU engines quite literally screeching with a piercing intensity. I secretly hope this noise won't last for the entire duration of the flight home. It does not. After reaching something close to cruising altitude, the din decreases markedly. Once again that strange humid white fog starts to fill

the cabin, and passes. The azure Atlantic below contrasts with the island of the Bahamas. After the usual bar service, lunch is served. This one is from the Havana flight kitchens ... chicken, rice and vegetable. It is adequate.

Suddenly we notice a terrible smell coming from the rear of the aircraft, which is not far away. The washroom seemed to need some work desperately. It try not to let it interfere with my joy over flying on an IL-62. My wife, however, does not share my feelings.

Once again, there is no problem visiting the cockpit. A flight attendant takes me right

in. There is a four-men crew, a roomier flight deck and photos are fine. The navigator chats with me. I spend about 15 minutes there.

On our approach to YYZ, we pass over downtown Toronto and the Skydome, home of the 1992 baseball World Series champions, the Toronto Blue Jays. Touch-down is perfect and we taxi to the most-distant gate of Terminal Two.

Thank you, Cubana!

P.S. My wife did get to see the smallest hummingbird in the world and she was happy too. But that is a different story.

<b>YYZ</b> TORONTO CU 1575724	 Flight Nº..... Weight.....	<b>YYZ</b> TORONTO
-------------------------------------	-----------------------------------	-----------------------

*CUBANA* airlines

# CABIN

NAME: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 FLIGHT: \_\_\_\_\_ WEIGHT: \_\_\_\_\_



# POST CARD CORNER

by WILLIAM DEMAREST

The airlines of Latin America represent a wide range of aircraft, routes, color schemes and cultures. Since I started a new job with United Airlines in the past few months, I have been travelling extensively throughout this dynamic and growing part of the world. The postcards shown in these Golden Oldies are a small selection from my collection of the colorful and exotic postcards published by the airlines in Latin America.

## GOLDEN OLDIES

**ON THIS PAGE:**  
 Cruzeiro CV-440 PP-CEN,  
 Msn 466  
 Faucett C-54A-5-DC,  
 OB PAP-14B, Msn 10284  
 Aeropostal L-049,  
 YV-C-AMI, Msn 2082  
 Panair DC-8-33, PP-PDS  
 Msn 45272  
 AeroPeru L-1011-100,  
 unidentified

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NEW ISSUES

In this issue, we present our usual list of new cards in a different format. Instead of listing them by publisher, we have gone to a listing in alphabetical order by airline name. Please let us know how you like it.

Write to Bill Demarest or to Joop Gerritsma.

PUBLISHER CODES

- AI - Airline Issue
- CAP - Civil Aircraft Postcards
- DP - Dennis Print & Publishing
- IAM - International Airline Museum
- JJ - JJ Postcards
- OKC - OKC Postcards
- PC - Prop Card
- PI - Editions PI
- PP - Unknown Publisher
- PV - Plane Views
- SK - Skyliner Cards
- SKG - Skyliner Graphics Cards

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CARD LEGEND

- |                       |                   |
|-----------------------|-------------------|
| ab - seen from above  | ls - large size   |
| ac - above clouds     | lv - long view    |
| ai - artist's impr.   | ml - model        |
| bl - seen from below  | mv - multi view   |
| cc - combi card       | nc - new colors   |
| co - continental size | nt - new titles   |
| dr - drawing          | oc - old colors   |
| fl - facing left      | ov - oversized    |
| fr - facing right     | ow - over water   |
| gr - on the ground    | rv - rear view    |
| ho - head-on          | sv - side view    |
| if - in flight        | to - taking off   |
| il - in the landing   | wb - white border |

All postcards below are Continental size, unless noted differently.

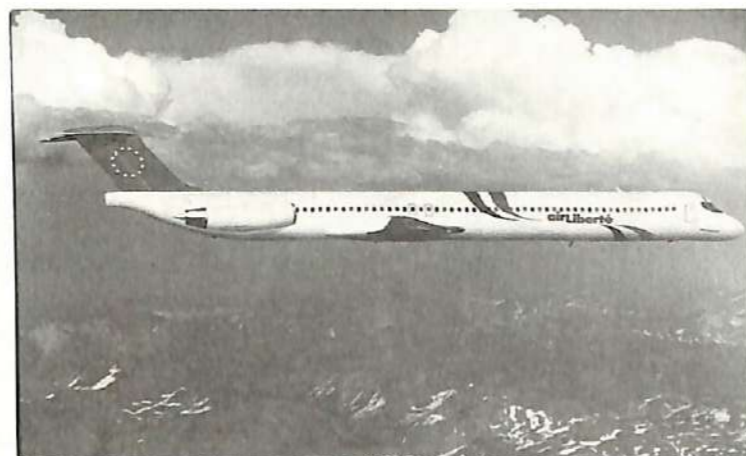
With special thanks to Brian Cameron, David Cherkis, William Thomas Fain, John Horvath, Michel Patry, Ben Sutherland, Vladimir Vokalek and Joe Wolf.

A - A - A

- Aerocancun A310 (JJ 162)
- Aeroflot Polar YAK-42F (OKC A050)
- Aeromaritime 767-200ER (PI 778)
- Aerotex Caravelle 6N (JJ 165)
- Aerotuy DO-228 (PC-028)
- Ahmed DC-3 (IAM 656)
- Air Algeria: 767-300 (PI 767)
- A310-200, if fl, above coast (AI)
- Air Alliance DHC-8 (CAP 132)
- Air Asiatlc 737-200 (IAM 657)
- Air Austral 737-500 (PI 765)
- Air BC BAe146-200 (CAP 142)
- Air BC/AC Connector DHC-8 (PV 052)
- Air California 737 (IAM 659)
- AirCal 737 (IAM 658)
- Air Commerce 727-2H9 (JJ 166)
- Air Florida 727-100 (IAM 660)
- 737-100 (IAM 663)
- 737-200 (IAM 661)
- 737-200 (IAM 662)
- DC-10 (IAM 664)
- DC-10 World AW colors (IAM 665)
- Air France 767-200ER (PI 774)
- Air France/TAT Fokker 100 (SK107)
- Air Guadeloupe F-27J (SK 103)
- Air Inter A300B2 (PI 771)
- Air Inter Mercurze (PI 769)
- Air Liberte MD-83, if fr mo (AI)
- Air Malta (all AI):
- A320, gr fl il (AI)
- A320, if fr (AI)
- 737-200, gr fl nc to (AI)
- 737-200, if fr in bl (AI)
- 737-200, gr, fr, nc with tails of aircraft (AI)
- Air Melanesia Bandeirante (PC029)
- Air National DC-9-15 (IAM 667)
- 727-200 (PSA c/s) (IAM 668)
- Air Nippon A320, if fl, bl (AI)
- Air Pacific 767-200ER, gr, fr (AI)
- Air Vendee SF-340A (PI 766)
- Airborne Express: YS-11 (IAM 675)
- Citation I (IAM 674) / (IAM 666)
- Airlift DC-8-50 National colors
- Airtours Int'l MD83 (DP C079680L)
- Alaska 727-100 (IAM 659)
- 727-100 (IAM 670)
- CV-990 (IAM 638)
- Alinord F.28-1000 (CAP 136)
- All Nippon 747-400, if, flying away in sunset above clouds (AI)
- Allegheny Commuter:
- CASA 212 (IAM 671)
- DH-114 (IAM 672)
- Altair Nord 262 (IAM 673)
- Alyemda 707-336C (JJ 168)
- DHC-7 (PC 021)
- American L-188 (IAM 640)
- CV-990 (IAM 639)
- American Flyers DC-8-63 (IAM 642)
- American Int'l DC-9-30 (IAM 692)
- American Overseas L-049 (IAM 641)
- ARCA DC-8-51F (OKC A048)
- Av Atlantic 727-200, gr fl ov, with interior scenes (AI)
- Avianca MD-83 (CAP 141)

B - B - B

- Benin Inter Regional YAK-40
- Best DC-9-10 (IAM 693) / (OKC A046)
- DC-9-10 British Midland clrs
- DC-9-15 (IAM 677) / (IAM 676)
- Berliner Spezial L410 (OKC A03e9)
- Bevair DHC-2 Beaver (PI 777)
- Braniff DC-8-50, Panagra colors (IAM 643)
- Braniff (1985) 727-200 (IAM 694)
- (1992) 727-200 (CAP 137)
- British Air Ferries CL-44 (PC027)



Note spelling of \*McDONNELL\*



JET BOING 737-200 utilizado por la COMPAÑIA PANAMEÑA DE AVIACION S.A. "COPA" en sus rutas internacionales.



**AIR PACIFIC BOEING 767-200**  
Sporting one of the most striking colour schemes to be seen at any airport, the Air Pacific B767-200 undertakes the medium-haul international work for Fiji's national airline. It seats 212 passengers, cruises at 880 km/hr, has a range of 5500km and a maximum take off weight of 152 tonnes.

Pictorial Publications Limited  
P.O. Box 558, Hastings, New Zealand.

- C - C - C
- Canada 3000 757-200 (CAP 138)
  - Canair Cargo CV-580 (CAP 143)
  - CATA F-27J (SK 102)
  - Cayman Airways 727-200 (IAM 680)
  - 737-200 (IAM 681)
  - 737-300 (IAM 679)
  - 737-400 (IAM 678)
  - DC-9-15 (IAM 682)
  - Chalk's Grumman Goose (CAP 139)
  - City Air Services L-410 (OKC A042)
  - Compagnie Corse Meditetaanee
  - Fokker 100 (SK 101)
  - COPA 737-200, gr fl (AI)
  - CSA 737-500, if fl ov with night/day clouds (AI)
  - CSA ATR 72 (OKC A045) / (AI)
  - CTA MD-87, if fl above mountains
  - Cyprus Airways (both AI):
  - A320, if fr above clouds
  - BAC 1-11, if fl nc

- D - D - D
- Delta Air Lines:
  - A310, all-white (CAP 128)
  - A310 (PI 772)
  - Deutsche BA 737-300, if fr ml ab
  - DHL Metro IV (PC 031) / (AI)
  - DIGEX Air Cargo 727-100F (PP 12/91b)

- E - E - E
- Eastern 727-225 orig. clrs (IAM 644)
  - 747-121 (IAM 695) / (IAM 644)
  - Ecuatoriana A310 (CAP 140)
  - Egyptair 747-300, if fl, above plains (AI)
  - Ensor Air TU-154B (OKC A041)
  - Euralair 737-200 (PI 770)
  - European Airl. 737-300 (CAP 130)
  - EVA Air MD-11, if fr ml sv (AI)

- F - F - F
- Faucett L-1011 (CAP 144)
  - Flugleidir Fokker 50, if fl above clouds (AI)
  - Futura 737-400, if fr il bl (AI)

- G - G - G
- Great China DHC-8, gr fl (AI)
  - Greenair (both AI):
  - TU-154M, if fl to
  - TU-154M, if fl il, with trees
  - Gulf Air (US) L-188 (IAM 696)

- H - H - H
- Hawaiian Air DHC-7 (PV 054)
  - Heavy Lift 707-320C, if fl, in front of clouds (AI)
  - Hispaniola DC-8-55 (CAP 129)
  - Horizon Air F.28-1000 (PV 050)
  - Metro III (PV 051)
  - Horizont Air AN-2 (OKC A047)

- I - I - I
- Iberia A320 (DP C079767L)
  - Icelandair (both AI):
  - 737-400, if fl, above coast
  - 757-200, gr fr / Coast (AI)
  - Iran Air Fokker 100, if fl, above
  - Istanbul Airl. 737-400 (CAP 127)
- J - J - J
- Japan Air Charter (all AI):
  - DC-10-40, cockpit view
  - DC-10-40, gr fr
  - DC-10-40, if fr il ho
  - DC-10-40, if fr to

- K - K - K
- Kalitta DC-9-15F (JJ 160)
  - KLM C-47A (SKG 2)
  - KLM DC-6 (SKG 4)
  - KLM L-1049H (SKG 5)
  - Korean Air Fokker 100 (SK 105)

- L - L - L
- Lauda Air 767-300ER (CAP 131)
  - Lincoln Airlines CV-580 (PC 022)
  - Linjeflyg (both AI):
  - 737-500, if fl, above coast
  - F.28-4000, gr fr at night
  - Lockheed L-1011 proto. (IAM 645)

- M - M - M
- Malaysia Airlines (all AI):
  - 737-200, gr fr il
  - 747-400, if fr, above clouds
  - DC-10-30, if fr to
  - Malev YAK-40 (OKC A040)
  - Malev Cargo (TU-154B (JJ 164)
  - Malmö Avn BAe 146-200 (PP 10/91a)
  - Mark Air Express DHC-6 (PV 035)
  - Meridiana BAe 146-300 (PI 776)
  - Meridiana BAe 146-300 (PP 10/91c)

- N - N - N
- National 727-235 (IAM 646)
  - New York Air MD-80 (IAM 697)
  - NFD Super King Air (PC 025)
  - Nile Safaris 707-338C (CAP 134)
  - Noroeste ATR 42 (JJ 61)
  - North Central DC-9-30 (IAM 698)
  - North Central DC-9-50 (IAM 647)
  - Northern Air Cargo 727-100 (IAM 683)
  - Northwest: 757 original colors (IAM 649)
  - DC-4 (IAM 648)

- O - O - O
- Oasis CV-440 (PV 030)
  - Olympic Airways:
  - 737-400 nc (PP 12/91a)
  - A300-600R, if fr nc (AI)

- P - P - P
- Pacific Air Expr. DC-4 (IAM 699)
  - Pacific Coast DC-4 (IAM 684)
  - Pacific Coastal DC-3 (JJ 167)
  - PAL Freighter Argosy (PC 023)
  - Pan Am 747SP orig. clrs (IAM 650)
  - L-1011 (IAM 651)
  - Pan American DC-4 (IAM 700)
  - Philair DC-3 (PC 024) / A044
  - Pink Air Serv. Shorts Skyvan (OKC)

- Q - Q - Q
- Qantas L-749 (IAM 652)
  - Quebecair 737-200 (IAM 701)

- R - R - R
- Ransome DHC-7 (IAM 702)
  - Ransome Nord 262 (IAM 703)
  - Reeve Aleutian 727-22C (PP 11/91b)
  - Republic DC-9-30 Hughes colors (IAM 685)
  - Rheinflug DHC-8 (PC 026)
  - Rhoades CV-240 (IAM 687)
  - Rhoades CV-240 (IAM 688)
  - Rhoades CV-440 (IAM 704)
  - Rhoades DC-3 (IAM 686)
  - Rhoades DC-3 Turbo (IAM 689)
  - Rio Sul Fokker 100 (SK 106)

- S - S - S
- Saudia F-27J (SK 104)
  - Silk Air 737-300, if fr ab (AI)
  - Southeast Martin 4-0-4 (IAM 705)
  - Southern Airw. DC-9-30 (IAM 691)
  - Southern DC-3 (IAM 707)
  - Southwest (US) 737-300 silver colors (IAM 690)
  - Stellair F-27J (PP 10/91a)
  - Stellair F.28-1000 (PI 775)

- T - T - T
- TAME 727-2T3 (JJ 169)
  - Taxom RomBac 1-11/561 (OKC A043)
  - Total Air L-1011 (CAP 133)
  - Trans American DC-6B (IAM 653)
  - Trans Australia L-188 (IAM 654)
  - Trans Provincial DHC-3 (PC 032)
  - Trans Texas CV-240 (IAM 708)
  - Transavia 707 (SKG 6)
  - Transavia Caravelle VI (SKG 3)
  - Transavia DC-6B (SKG 1) / (JJ 159)
  - Transmeridian Hong Kong CL-44
  - TWA Martin 4-0-4 (IAM 655)

- U - U - U
- USAir Shuttle 727-200 (CAP 135)
- V - V - V
- Varig MD-11 (JJ 170)
  - Varig MD-11 (PI 773)
  - Viasa A300B4 (PI 768)

- W - W - W
- Wrangler CL-44 (IAM 706)

- Z - Z - Z
- Zantop DC-8-62AF (JJ 163)



London-Stansted based HeavyLift Cargo Airlines' Boeing 707-324C G-HEVY can airlift payloads up to 40,000 kgs, with 13 pallet positions available for general cargo.

Photo by Paul Duffy for HeavyLift Cargo Airlines Ltd.



ダグラス DC10-40型

**JAZ**  
Japan Air Charter

OLYMPIC AIRWAYS AIRBUS A300-600R MACEDONIA





# MARTIN

AT READING, PA

By PETE MALASHEVITZ  
Mid-Atlantic Air Museum

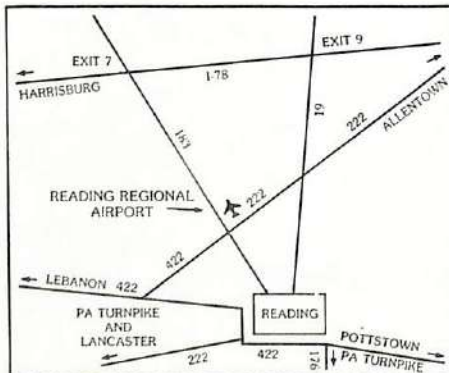
Early in 1951, Captain Eddie Rickenbacker held a meeting for the pilots of Eastern Airlines' "Great Silver Fleet" at the Waldorf-Astoria hotel in New York City. He discussed his order for 35 new Martin 4-0-4 aircraft (later increased to 60), but made it clear in typical (and colorful) Rickenbacker straight talk that "These airplanes will NEVER be referred to as '4-0-4s, or as Martin 4-0-4s', but only as 'Eastern Silver Falcons'.

"What is more," he continued, "if any of you S.O.Bs ever cracks up one of these ships, it will be your (behind)."

Capt. Eddie's concern was that the public might confuse the 4-0-4 with its ill-fated predecessor, the Martin 2-0-2, which had been plagued with design flaws resulting in a number of fatal accidents. (See the CAPTAIN'S LOG, SEP 92.)

Rickenbacker's warning was well-heeded. Although there were four accidents involving 4-0-4s during the 10 years they were operated by Eastern, including one where a hard landing caused both engines to fall off, there was never a serious injury for crew or passengers.

The Mid-Atlantic Air Museum is located at the Reading Regional Airport, Reading, Pennsylvania and is open daily except major



#### DIRECTIONS:

From Route 183, enter airport complex at MacArthur Road (Meridian Bank), right turn on Fisher Road (Federal Express), to top of hill, right turn to museum parking



The Mid-Atlantic Air Museum's beautiful Martin 4-0-4 in full Eastern "white top" colors.

As a regional air museum, the Mid-Atlantic Air Museum's greatest focus is on aircraft designed, built and operated in the Mid-Atlantic States. Museum president Russ Strine had since the museum's founding in 1980, been in search of a suitable Martin, since it met all three acquisition criteria. However, most were not airworthy, or had their interiors stripped or reworked.

In APR 91, Tim Chopp of the Aeronautical Expedition Society, who had flown a Martin for Vero Monmouth Airlines in the 1980s, made Russ aware of an ex-Eastern 4-0-4 at Miami International. At that time it was slated for sale or for charter use in South America. (The latter use would involve changing out the aircraft's original interior).

The aircraft, serial number

14141, had been delivered to Eastern in JAN 52 as N450A. It flew throughout Eastern's system until 1962, when the airline sold its fleet with the advent of the Boeing 727. The aircraft was acquired by Southern Airlines and operated as N149S for 13 years. After a stint with the Royal Regency Travel Club, it had last been in service with Vero Monmouth Airlines in the mid-1980s.

Al Herreros, a DC-6 freight charter operator out of Miami International then purchased the aircraft, with the intention of operating a Miami to Fort Lauderdale "nostalgia flight", complete with a crew in period uniforms and with in-flight food and beverage service. The plan was shelved following the death of Al's son, who had headed up the project. The Martin then sat on the ramp until 1991.

Upon initial inspection of the aircraft in Miami, Russ was delighted to find the Martin in very good condition, despite its 50,000+ flying hours. Just as important, the original aircraft interior was essentially intact, complete with galley, stainless steel lavatory, and hatracks. Knowing the aircraft would find a good home that would preserve and care for it, as well as fly it again, Al parted with the 4-0-4 in AUG 91, when Russ and Tim Chopp flew it to the museum's home in Reading, Pennsylvania.

Since that time, the Martin has received an extensive exterior restoration by museum members and it was painted in full Eastern "Silver Falcon" colors in FEB 92 by the West Virginia Air Center of Bridgeport, West

# PRESER

# VATION

Virginia. Alumigrip paint for the exterior was donated to the museum by the US Paint and Chemical Company.

Recreating the measurements for the paint scheme was an exacting task in itself. Original working diagrams had been lost in a fire at the Martin company and Eastern had long since disposed of the information. Measurements had to be worked out

AT OAKLAND, CA

By JIM GORDON  
With information provided  
by CLAUDE MARGEN

All members of the World Airline Historical Society have one thing in common: a love for aircraft and airline memorabilia.

This love for aircraft is behind the efforts of the Western Aerospace Museum at Oakland Airport, California, to obtain and restore a Martin 4-0-4 to flying condition in the colors of either Mohawk or Ozark Airlines. But help is needed, and fast, for time is running out.

Our 4-0-4 has manufacturer's serial number 14109 and was the ninth one built. It was delivered to Eastern Air Lines (its first) as N440A on 21 OCT 51. Today, it is the oldest remaining 4-0-4 that can be restored.

N440A flew Eastern's "Great Silver Fleet" colors until 17 SEP 62, when she was sold to Mohawk Airlines and became N470M. She served on the Mohawk network until traded to Ozark Airlines on 02 JUN 64 when Mohawk standardized on the Convair.

After just over two years with Ozark, the Martin was traded in to Fairchild-Hiller on 07 JUL 67 as part-payment for a fleet of FH-227 propjets.

It took Fairchild-Hiller three years to find a buyer for the Martin and in SEP 70 she went to Jack Richards Aircraft Company. In JAN 72 the aircraft was sold to the Beaven Supply Forwarding Company as a company run-about. In the following two years she changed hands again, first to R.M. Richards (is this

from photos of Eastern 4-0-4s.

The interior now boasts an original stewardess seat and drinking fountain, headrest covers, pillows and even an original Eastern blanket, donated by an ex-Eastern pilot at the 4-0-4's first air show appearance.

In its first season, the 4-0-4 attended air shows in six

states and was toured by more than 15,000 air show visitors. In addition, the restoration received a special recognition award in the Classic Aircraft division at the EAA convention in Oshkosh.

The return of the "Silver Falcon" to the skies has brought back to life an era in which Flying truly was "the only way to go".



Martin 4-04, N470M (formerly Eastern's N440A), at the old Oakland Airport, CA, on 03 JUN 92. Derelict, this former sprayer will need a lot of work before she can return to the air. (Photos supplied by the author)

the same owner as Jack Richards Aircraft?) and then to the Arizona Land Air Company. In 1974 the Martin was converted from passenger configuration to agricultural sprayer by Coones Flying Service and for the next

two years she sprayed fields from Washington State to Mexico. In 1976 she was flown to the North Field at Oakland International Airport and has been sitting there ever since, derelict and apparently abandoned. One airliner production list(\*) says she was acquired by a company named Onyx Aviation Inc. in 1977 and then by 404 Enterprises in APR 88.

As the photos show, Oakland's salty and harsh environment has not been kind to the Martin. Its crew door is rusted open and the ventral passenger ramp is down. The rudder is rotting away, some windows and emergency exits are missing and there are assorted other holes in the fuselage. Having been around and having carried agricultural chemicals for two years has not helped either. As a result of the latter, the aircraft is



The massive spray tank now occupying the the cabin of N470M. This view is looking aft from the cockpit. Note the cockpit door lying on the floor in the foreground.

(\*) PISTON AIRLINER PRODUCTION LIST, by A.B. Eastwood and J. Roach, The Aviation Hobby Shop, West Drayton, England, JUN 91.



contaminated with the agricultural chemical Malathion, but she can be decontaminated.

The Western Aerospace Museum wants to find a way to save this historical aircraft. The Port of Oakland's general aviation manager is willing to work with a group to obtain the air-

plane, but little progress has been made so far.

At this point all that matters is that someone, a group or a museum, gets the 4-0-4. The Port of Oakland is very close to a decision to scrap the aircraft.

#### AT KANSAS CITY, MO

Compiled from information in the newsletter of Save-A-Connie Inc., 1990-1992 and in the Kansas City Star, 1991. The material was contributed by:

Terry Anderson,  
Independence, MO

After they had successfully completed the restoration of a Super Constellation in JUL 88, Save-A-Connie members of Kansas City, Missouri, in FEB 90 began their efforts to preserve another historic propliner for the future.

Candidate aircraft included the DC-3, Martin 4-0-4, Convair 240, 340 or 440 and the DC-7.

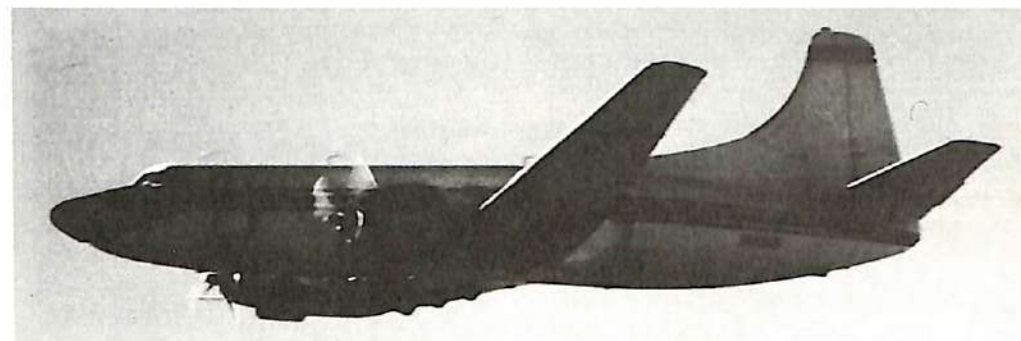
In early 1990 Save-A-Connie's Larry Brown was told by Lou Miller of a complete Martin 4-0-4 parked at the Ft. Lauderdale Airport in Florida. The aircraft had been repossessed by the Sun Bank in Miami from Systems International Airways of Bartow, Florida.

Further investigation showed the aircraft was in excellent condition and came with 40 passenger seats. It was believed to be the last airworthy 4-0-4 in passenger configuration in the U.S. at that time and was being kept airworthy for the bank by Hill Aviation.

However, during initial enquiries Save-A-Connie was told, the bank wanted to recover as much as possible of \$170,000 owed by SIA. In reality, the Martin was worth only half that amount at best. There were only a few examples left flying anywhere and with the supply of spare parts drying up fast, there wasn't much of a market for the 4-0-4.

A request to the bank that it donate the Martin to Save-A-Connie was rejected.

In the summer of 1990, it looked as if SAC had lost the opportunity to buy the Martin since it was reported sold for \$95,000. Immediately, a search started for another 4-0-4 and four others were located, but all were sprayers. A passenger



Martin 4-0-4 of SAC, N145S "Skyliner Kansas City". Note that SIA titles have been removed (SAC photo)

4-0-4 was found in San Juan, Puerto Rico. It was for sale, but had some mechanical problems.

Then, on 22 JUL 90 came good news. The sale of the 4-0-4 at Ft. Lauderdale had fallen through. The Sun Bank had not even received the downpayment it had asked for. Finally, after several more rounds of negotiations, SAC was able to buy the Martin for \$55,000 with a downpayment of 10%, \$5,500 on 17 AUG and the remainder due ON 14 SEP.

As with the two 4-0-4s above, SAC's aircraft, msn 14142, is a former Eastern Air Lines aircraft. She started her airline career on 31 JAN 52 when she was delivered to EAL as N451A. After having operated on the carrier's east-coast and mid-western routes for nine years, she was replaced by the CV-440 and was sold to aircraft dealer Hayes Aircraft on 31 AUG 61. One week later, on 08 SEP, she went to Southern Airways of Atlanta, GA, as N145S. Southern kept the Martin for nearly 20 years before selling her to Ocean Airways in JAN 80. Florida Airlines became the owner in JAN 81, but the aircraft was transferred to the ownership of David Stempler the following month. Wheeler Systems bought her in MAR 85 and she was operated by Southern International Airways, a division of Wheeler Systems. After Southern International Airways had changed its name to Systems International Airways in MAY 88, the Mar-

tin quickly adopted the new title. In MAY 89 she was registered to Federal Leasing Company, but reverted to SIA ownership in SEP 89 (\*). She was seized by the Sun Bank not long after this.

N145S was one of three 4-0-4s in the SIA fleet. The others, N144S, msn 14150 and N259S, msn 14233 are now both are stored at Bartow, FL.

After nearly three months of preparations for her ferry flight, The Martin arrived at SAC's home base at the Kansas City Downtown Airport on 11 DEC 90, flown by Chris Clark.

In the months that followed, SAC acquired two complete sets of TWA maintenance manuals for the 4-0-4 and the restoration work was progressing steadily until 21 JUN 91. On that day the Kansas City area was hit by a 95-mph (140 k/m) windstorm. Nine light airplanes at the Downtown Airport were destroyed when they were blown about as if they were boxes of matches. A Cessna 172 was picked up and blown against the starboard engine nacelle of the Martin. The 172 was destroyed in the mishap, but damage to the 4-0-4 fortunately was only minor.

(\*) Details from: PISTON AIRLINER PRODUCTION LIST, by A.B. Eastwood and J. Roach, The Aviation Hobby Shop, West Drayton, England, JUN 91.

## The CASE of AIRLINE Z



### Martin 2-0-2 Flies Its Route 25% Faster than Prewar Plane!

#### HERE ARE THE FIGURES!

FLIGHTS	Using Martin 2-0-2	Using Standard Prewar Plane
Boston to New York .....	45 min.	85 min.
New York to Philadelphia .....	37 min.	44 min.
Philadelphia to Baltimore .....	30 min.	40 min.
Baltimore to Washington, D. C. ....	20 min.	24 min.
Washington, D. C. to Elkins, West Va. ....	50 min.	74 min.
Elkins, West Va. to Parkersburg, West Va. ...	31 min.	43 min.
Parkersburg, West Va., to Cincinnati .....	51 min.	77 min.
Cincinnati to Indianapolis .....	40 min.	49 min.
Indianapolis to Chicago .....	52 min.	68 min.

"Did you miss "The Case of Airline X" or "The Case of Airline Y"? We'll be happy to send you copies.

MINUTES count when you're flying short-hop routes, because they're the places where profits leak away. That's why the Martin 2-0-2's time-gaining speed and much greater payload capacity are great news for airlines! This modern airliner offers high-speed luxury service to shorten schedules, attract more passengers and generate more traffic in cities with airports too small for most other airliners. The 2-0-2 can serve these smaller airports because it is CAA-approved to take off and land with maximum load in the shortest distance of any postwar airliner. It carries 36 passengers to the standard prewar twin-engine plane's 21. And its simplified loading, unloading and servicing means shorter stops between hops.

Airline Z is a typical example! Based on actual performance figures, a Martin 2-0-2, being 50% faster than pre-war planes, on this hypothetical route would save almost 2½ hours between Boston and Chicago. That is a minimum saving of 25% in route time. Thus, the 2-0-2 would be landing in Chicago while the prewar plane was only halfway between Parkersburg, West Va., and Cincinnati, Ohio. And these figures assume the same ground time for both planes. *Actually*, the Martin 2-0-2 would save still more time because it requires less time on the ground between landing and taking off! Just additional velvet on the 2-0-2.

Here's one more example of why the Martin 2-0-2... *the world's top twin-engine airliner*... is the plane to put airlines *in the black!* For full details, write today to: The Glenn L. Martin Company, Baltimore 3, Maryland.

# Martin

## AIRCRAFT

Builders of Dependable Aircraft Since 1909



# STICKER CHATTER

by DON THOMAS

In July it was announced that United Air Lines had agreed with Airbus Industrie to lease 50 A320s, with options on 50 more. Don't be looking for Airbus labels from United just yet; the first A320 will not enter service until NOV 93.

United thinks the A320 has the edge, "because it flies longer, flies higher, carries more cargo, more passengers, and has a better fuel burn". Could be. A320s are already in service with many airlines worldwide.

Two new A320 labels are Gulf Air (#1), based at Bahrain, and Transasia Airways (#2) of Taiwan. Both these new labels were reported by DAVID WILLIAMSON of British Columbia. He also sent the round Gulf Air label (#3).

JOHN WEGG sent in a new label from CSA, Czechoslovak Airlines (#4). Besides 737s, CSA flies Yakovlev, Ilyushin, ATR 72 and Airbus A310 aircraft. The label is in red, black and blue on white.

From TIM CHALONER of Singa-



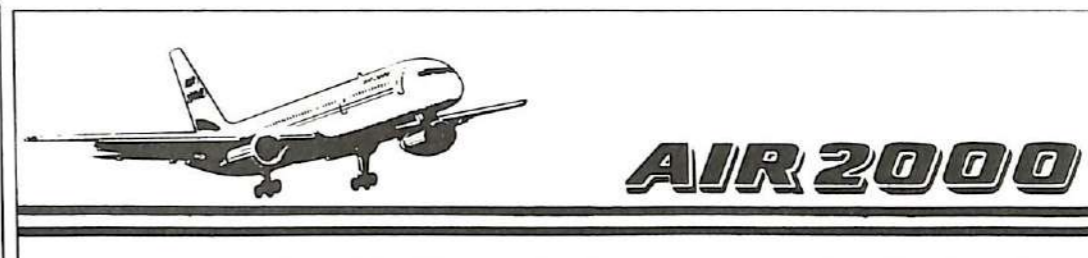
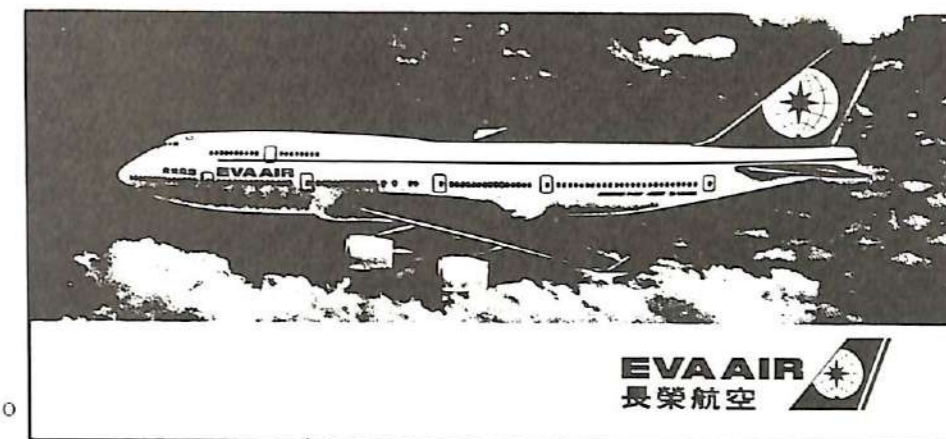
pore Airlines at JFK in New York came a photocopy of this scarce Singapore Airlines label (#5) issued to celebrate the inaugural flight of their 747-400 Megatop aircraft from N.Y. to Singapore six times a week via either Brussels or Frankfurt. This is a reflecting sticker, blue and silver on a red background. The first service was in JUL 92.

Asiana Airlines, based in Seoul, South Korea, is a large operator of 737s, 747s & 767s. The label (#6) is yellow, red and very dark blue on white. It

was contributed by DAVID CHERKIS of California.

David also sent in other interesting issues: Malaysia Airlines destination labels from Kuala Lumpur to Munich (#7) and to Madrid (#8). They are multi-color on white. He also sent in three sizes of an elegant Bangkok Airways label (#9) which is blue, red and gold on a cream or white background. A smaller version of this label was shown in the previous issue of the CAPTAIN'S LOG.

This large Eva Air label



Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone No. (\_\_\_\_) \_\_\_\_\_  
**RENO Air**

#13



(#10) also came from Dave Cherkis. The airline is based in Taiwan and operates 747s, 767s and MD-11s. This label shows a 747-400 flying high in the clouds. The tail and company logo are green on a white fuselage.

Air 2000 of Manchester and Gatwick in the U.K. has a fleet of super-quiet 757s. They are well-named: my trip on a Northwest Airlines 757 was the quietest I ever had in a heavier-

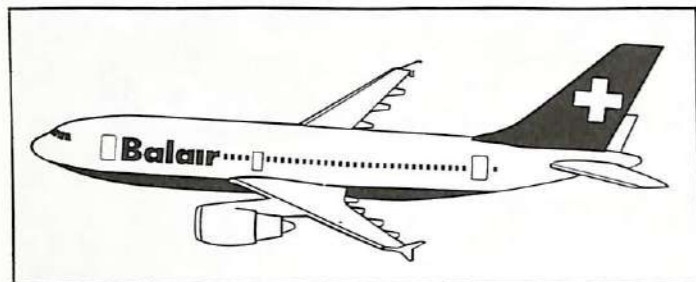
than-air machine. Both labels shown (#11, 12) are red and black on white, with gold trim and both had to be peeled off and put on clear plastic to show the true colors. These too, came from David Cherkis.

Reno Air's BIL (#13) is black and white. This is one of the new airlines which believes it can fill a niche in the market, and believes it will succeed, as they are mostly being run by executives from lately deceased

airlines such as Eastern, Pan Am and Midway. We could use 100 of these BILs if anyone could scoop up a supply for the New Issue Service.

Two new Balair labels have arrived (#14, 15). The smaller one is more colorful, with yellow wings, a red tail, dark blue underneath and a white fuselage with Balair in red. The latter is from JOSEPH WOLF of Michigan, who also sent in some nice Austrian Airlines labels

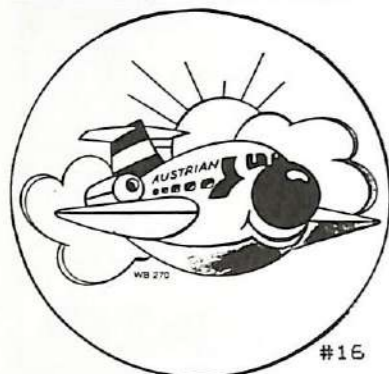




#15



#17



#16



#21



#18



#19

(#16-19). The round label is light blue, red, yellow and black on white; "Follow Me" is red, gray and black on white; the N.Y. label is red and black on white and the Austria label is light blue, green, red and black on white.

CTA of Switzerland is based in Geneva and Zurich and flies MD-87s. The colorful label (#20) is blue, orange, pink and green. It also came from Joe Wolf.

Icelandair's 757 is publicized by the small sticker (#21) in brown, blue, light blue, white and black. It was sent in by Capt. RICK ARANHA of Florida.

From BILL GAUCHICK came a Xerox copy of a Pan Am label of around 1970-72 (#22). The German text reads "What an experience".

PAT McCOLLUM of California came up with this cardboard BIL of Sierra Pacific (#23). This airline is based at Tucson, Arizona, and flies with 737s and CV-580s.

PHIL BROOKS of Indianapolis found this wing sticker which looks like a big kiddie wing (#24). They were passed out by Emery Worldwide Airlines at the Dayton International Air Show. It is in gold, red and black on white. Emery Worldwide flies a large fleet of DC-8s, DC-9s and 727s, and manages the air operations of the U.S. Postal Service.

(FOR A REVIEW OF DON THOMAS' NEW BOOK, "AIRLINE ARTISTRY - Vintage Posters and Publicity", SEE BOOKCASE ON PAGE 231, THIS ISSUE OF THE CAPTAIN'S LOG -Ed)



#20



#24



#22



#23

# RARELINERS

By JOOP GERRITSM

Toward the end of World War 2, Boeing began planning to re-enter the market for commercial airliners with a "family" of aircraft. The Model 377 Stratocruiser for trans- and inter-continental services was the largest member of this family. There were at least two other models.

## Boeing 417

The Model 417 was the smallest member. It was a twin engine feeder liner for 20-24 passengers and despite its high wing, showed a clear resemblance to the 377. The cockpit and tail sections had virtual identical external shapes. But that is where the similarities ended. The semi-monocoque fuselage of the 417 had a circular cross-section and cabin pressurization was optional. A split passenger door on the port side right behind the cockpit led to a small vestibule with space for hand baggage. The two sections of the door hinged horizontally and the lower section, hinging downward, contained an integral air stair. A port-side cargo door behind the wing gave access to the cargo space in the tail. The cargo floor was at the same level as that of the average truck. There was a toilet between the cabin and the cargo hold.

However, the Model 417 had no chance against the abundance of cheap and readily-available war-surplus C-46s and C-47s and the project was dropped.

### TECHNICAL DETAILS:

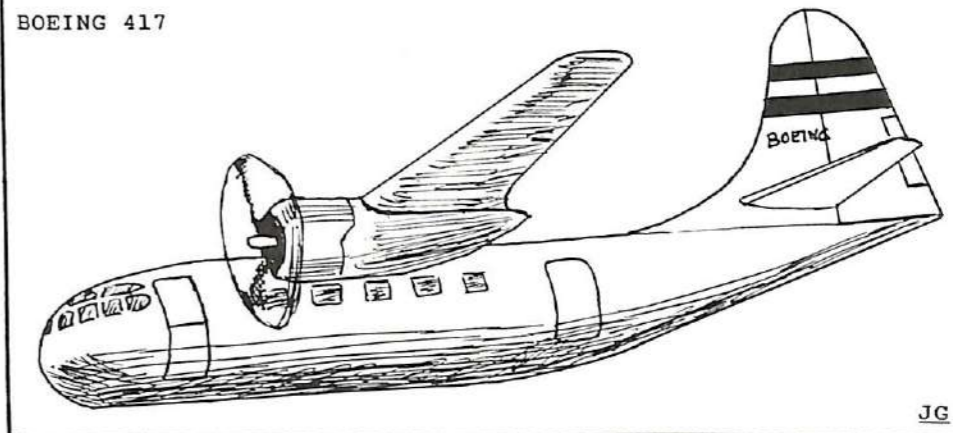
The 417 was to have two 800 hp Wright Cyclone engines with reversible-pitch propellers for shorter landing runs and easy maneuvering at small airports.

Wing span was 90 ft (27.43 m); Fuselage length 35ft 4in (10.76 m); Tail height 18ft 10in (5.74 m).

Empty weight 12,150 lbs (5,510 kg); Payload 6,200 lbs (2,810 kg); Maximum takeoff weight 18,350 lbs (8,325 kg).

Max. speed 240 mph (388 km/h) at 8,860 ft (2,700 m); Cruise speed 205 mph (328 km/h) at 10,000 ft (3,050 m); Landing speed 65 mph (105 km/h); Landing distance 1,740 ft (530 m) over a 50 ft (15 m) obstacle.

BOEING 417



JG

"RARELINERS" WILL APPEAR OCCASIONALLY IN THE CAPTAIN'S LOG. IT WILL HIGHLIGHT POST-WORLD WAR 2 AIRLINER PROJECTS THAT

DID NOT MAKE IT PAST THE DRAWING BOARDS OR WERE BUILT AS PROTOTYPES OR IN VERY SMALL SERIES ONLY.

## Boeing 431

Far fewer details are known of another Boeing project for the post-WW2 airline market, the Model 431. This may indicate this project was abandoned in a much earlier stage of its development than the Model 417.

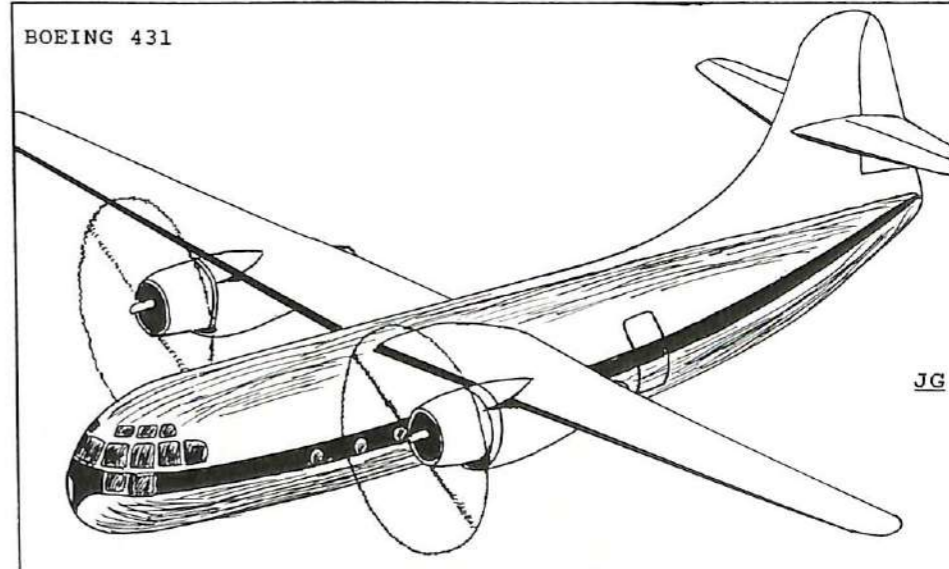
Also dating back to 1945/46, the Model 431 was planned for 30-40 passengers and would have competed directly with the Convair 240 and Martin 2-0-2.

The 431 also was a high-wing aircraft and would be powered by two engines in the 2,000 hp range. The pressurized fuselage had a passenger door on the port side, behind the wing. Space for hand baggage was located between the cockpit and the cabin, and there was a cargo hold behind the cabin, with a double door on port. Again, the cargo floor was at the same level as that of the average truck for ease of loading.

### TECHNICAL DETAILS:

Payload 8,000 lbs (3,630 kg); Maximum takeoff weight: 35,000 lbs (15,870 kg); Maximum speed 285 mph (460 km/h); Cruise speed 252 mph (405 mph); Range 1,120 mi (1,800 km).

BOEING 431



JG



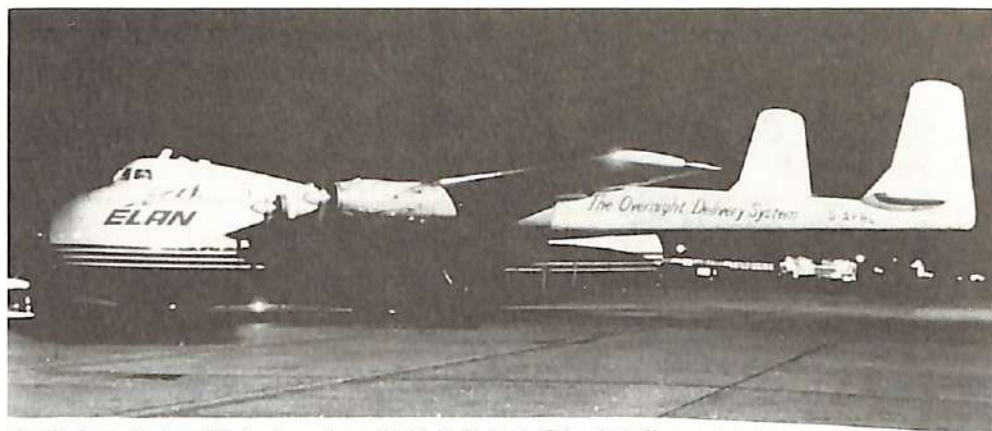
By JAN KOPPEN

It is 0400 hrs on the cargo ramp at Schiphol Airport East, the "old" Schiphol Airport, at Amsterdam.

Suddenly, my headset crackles to life: "Schiphol Tower, Air Bridge 691 is ready for takeoff."

"Air Bridge 691, Runway 24 is all yours."

The four propjets start running up to full power and I can feel her shaking. Moments later the old bird accelerates down the runway and lifts off, climbing away into the dark of night, heading home to the East Midlands Airport at Castle Donington, England, 78 minutes across the choppy waters of the North Sea.



G-APRL is readied at AMS for her return flight to England. This aircraft operated with Riddle Airlines, Zantop Air Transport and Universal Airlines in the U.S. before being sold back to Britain.

(Jan Koppen photo)

## night flight in an old ARGOSY

The flight I was on a few years ago, was then and is now not unique in this day and age - a night run by one of the specialist cargo and small parcel airlines in Europe. But the aircraft on that dark and rainy night in the middle of August was certainly unique. It was Europe's last airworthy Hawker Siddeley (formerly Armstrong-Whitworth) Argosy, a big four-engine propjet freighter with twin tail booms. At that time, England, Australia, New Zealand and Alaska were the only homes to the few surviving examples of the 17 civil and 56 military Argosies that were built from 1959 to 1966. None are flying now.

What does the Argosy look like, you may ask. Well, she is fat and with her cockpit located on the second floor, she has a dominating personality. She stands 29ft 3in (8.91m) tall, is 86ft 9in (26.44m) long and spreads her wings 29ft 3in (35.05m) wide. She has twin tail booms, each ending in a tall vertical fin and rudder. This combination of a fat fuselage and twin tailbooms quickly gave her the nickname "Flying Wheelbarrow". On the high-mounted wing, the Argosy has four highly-dependable Rolls Royce Dart 526 propjets. The booms, by the way, contained tanks for distilled water, used to give the engines an extra kick of power for takeoff.

And she is noisy ... very noisy, outside and inside.

In its civil version the entire nose of the Argosy swings open sideways to starboard for easy loading of bulky items. There is also a smaller pneumatically-operated aft cargo door, which also swings open to starboard. The cargo floor is on the same height as that of a standard truck and with the cockpit out of the way on top and the nosewheel stored in a bubble under the fuselage, the entire length of the fuselage is available for cargo. These features make a fast turn-around possible, which is an attractive feature for a specialised freight hauler. She can stow away anything that can pass through the door.

According to the design specifications, the Argosy can carry 12 tons.

The first Armstrong-Whitworth AW650 Argosy, G-AOZZ, made her maiden flight on 08 JAN 59 and in 1959 the company began production of nine more civil Model 101 and 102 aircraft. Hawker Siddeley (which by now had taken over Armstrong-Whitworth) built 56 military AW660 C-MK.1 models for the Royal Air Force, beginning in 1961.

These military aircraft differed from the civil model in several major areas. They did not have the swing nose and tail, but instead had a "beaver tail" for loading and unloading. Other special features included a radar radome on the nose and an in-flight refueling probe.

### Flying aboard the Argosy

Back to the night flight I started this story with.

"My" Argosy was G-APRL, the second one built. At the time she was owned by livestock specialist Air Bridge Carriers, but was often used by Elan International, "The Overnight Delivery System". Both companies were based at East Midlands Airport and they were closely linked.

Elan began nightly express operations in JUL 81 between England and the Continent, especially Amsterdam and Cologne, and to Aldergrove (England) and Shannon (Ireland).

Argosy G-APRL first flew on 14 MAR 59 and started her airline career with Riddle Airlines in the U.S. on 17 AUG 61 as N6507T. Three years later she was sold to Zantop Air Transport and became N602Z. Zantop became Universal Airlines in SEP 66 and N6507T became N890U.

Sold back to England in JUL 73, the aircraft ended up with Air Bridge Carriers with her old registration of G-APRL in NOV 73.

On 02 FEB 85 she began flying for Elan in the company's red and gray livery, including the logo of the "Marathon Man" leaving the starting block. In keeping with British tradition of naming aircraft, G-APRL became "Edna", after the secretary of Elan board member Jack Capstick.

When Elan took delivery of G-APRL, it retired its first Argosy, another former Riddle Srs. 101 model G-BEOZ. This aircraft had by then accumulated 24,950 flying hours. She was preserved at East Midlands Airport.

All good things must end and the British CAA mandated G-APRL should be retired at the end of 1986. By 14 AUG, when I flew on her, she had already logged 25,765 hours and was near the maximum allowed on the CAA certificate.

My request to fly with Elan's night flight was granted and I expected the company's Handley Page Dart Herald, which usually operated the Amsterdam service. Instead, the Argosy appeared out of the overcast and set down on a wet Schiphol Airport shortly before 0300 hours that morning for departure at 0400.

The flight manifest showed she brought in 30,000 fare-paying passengers ... 10 tons of live eels! The return flight to East Midlands would carry only one passenger, and a non-paying one at that, myself.

During the pre-departure walk-around Captain Gary Franklin showed me the unusual refueling point on the Argosy. Refueling is done by connecting a fuel hose to a fixed pipe on the port undercarriage leg. This pipe carries the fuel directly to the wing tanks. Capt. Franklin told me this ensured fast refueling and quick turn-around.

At 50 years of age, Capt. Franklin was a former RAF pilot who had accumulated 1,200 hours on the Hawker Hunter jet fighter. Later he moved to the Hunting Jet Provost trainer as an instructor and a couple of years later found himself in Jordan, instructing pilots on the Hunters of the Royal Jordanian Air Force.

On the commercial side, he had several thousand hours on many types, including the Viscount, before coming to ABC/Elan. At the time of my flight, he had 500 hours on the Argosy.

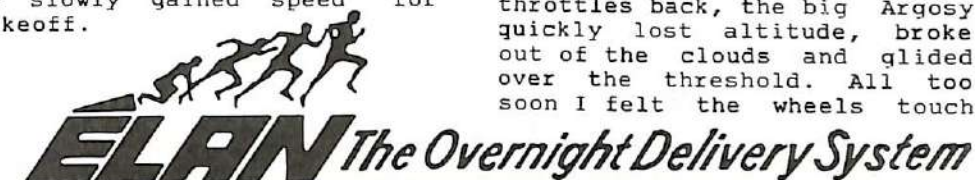
Moments later I found myself climbing a very primitive step-ladder to the aircraft's second-floor cockpit where I was welcomed by First Officer Tom Wilkinson. He briefly interrupted his pre-flight checks to unlock the jumpseat for me, tell me to strap myself in and to hand me a headset.

Born in New Zealand, F/O Wilkinson spent a lot of time flying light piston twins with

Douglas Airways in Papua-New Guinea. He acquired jet experience on BAC One-elevens with Air Pacific of Fiji before coming to ABC/Elan.

Following engine start in the sequence of 3,2,4,1, the cockpit was filled with the high-pitched whine of the Dart propjets, making it abundantly clear why a headset was necessary ... besides reducing the noise to the ears, conversation in the cockpit was possible only through the headset.

After a slow taxi to the active runway, number 24, Capt. Franklin pushed the throttles full forward and released the brakes. The aircraft shook as it slowly gained speed for takeoff.

**ELAN** The Overnight Delivery System

We reached our assigned cruising altitude of 11,000 ft (3,350 m), made a gradual right turn toward the North Sea and set course for the radio beacon at Clackton-on-Sea on the British east coast, cruising at a steady 250 mph.

Everything seemed pretty much under control while crossing the North Sea, until just after the half-way mark. As we neared the British coast, a white flash was seen outside the starboard cockpit window, two red warning lights started flashing on the instrument panel and a warning horn let loose with a devastating sound.

F/O Wilkinson reacted instantly and told Capt. Franklin "Oh ... we have a problem with number 4." I began to feel somewhat uneasy, with the sea below us, but Capt. Franklin scanned the instruments and

started smiling. He had been with "Edna" a long time and knew all her idiosyncracies. He quickly turned off the horn and reset the flickering warning lights. He told me it was just a low-generator light that had come on on number 4, indicating a fault in the electrical system. He recorded the malfunction in the aircraft's log book for maintenance to fix.

A few minutes later we were over Clackton-on-Sea and we changed our heading for East Midlands. The captain requested a straight-in ILS landing on Runway 24. With 15 degrees of flaps, undercarriage down and throttles back, the big Argosy quickly lost altitude, broke out of the clouds and glided over the threshold. All too soon I felt the wheels touch

the runway with a gentle bump and my flight on Europe's last airworthy Argosy was over.

With steady reverse of the props and light braking, "Edna" turned onto the cutoff halfway down the runway and taxied to its parking spot.

"One hour and 18 minutes. Not bad for a return flight," Capt. Franklin noted.

As the deafening whine of the Darts slowly faded away, I stepped into the night and into typical British weather - rain.

The author thanks Capt. Franklin and F/O Wilkinson for their willingness to share their cockpit with him, and Elan's distribution manager for Holland, Mr. Groenenveld, for making the arrangements that made the trip possible.

Photo clearly shows the large rear loading door of the Argosy, in this case G-APRL. (Jan Koppen Photo)





# AIRLINE DINNERWARE

by RICHARD W. LUCKIN

As many of you may know, finding these older airline china patterns can present a challenge. Having said that, I'll open this column with three older patterns.



(#1) The first one is a very unique double-handled bowl used by Trans-Canada Airlines. The decoration colors are blue and gold. The logo is blue while the pinstripes are both blue and gold. It was made by Royal Strafford of England. The bowl shown here is stamped on the bottom "Made in England Especially for TCA". It is interesting to note that Trans-Canada Airlines was formed by the Canadian government on 10 APR 37. But it was Canadian National Railways that purchased all of the initial stock offering. In 1964 TCA's name was changed to Air Canada.

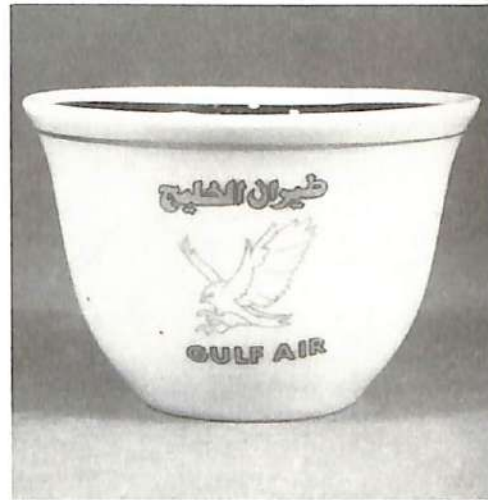


(#2) While still north of the border, let's move on to the Canadian Pacific Airlines cup. It has an all-gold decoration and was made by Noritake China in Japan.

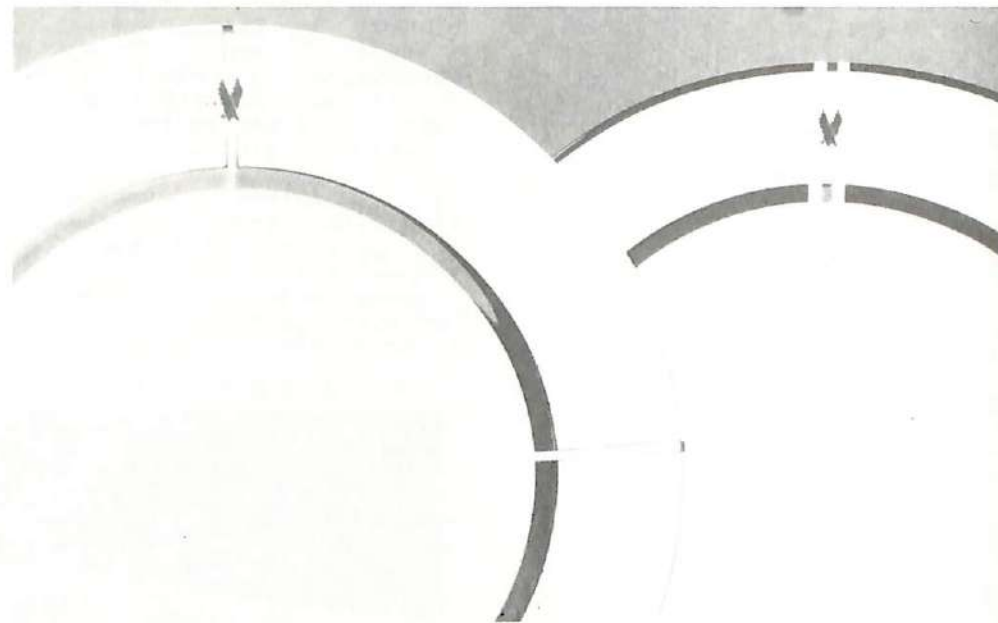


(#3) The last of three older patterns is the Qantas cup and saucer. The piece has a mustard yellow stripe with a dark-blue border. An English pottery company, Royal Grafton, is the manufacturer.

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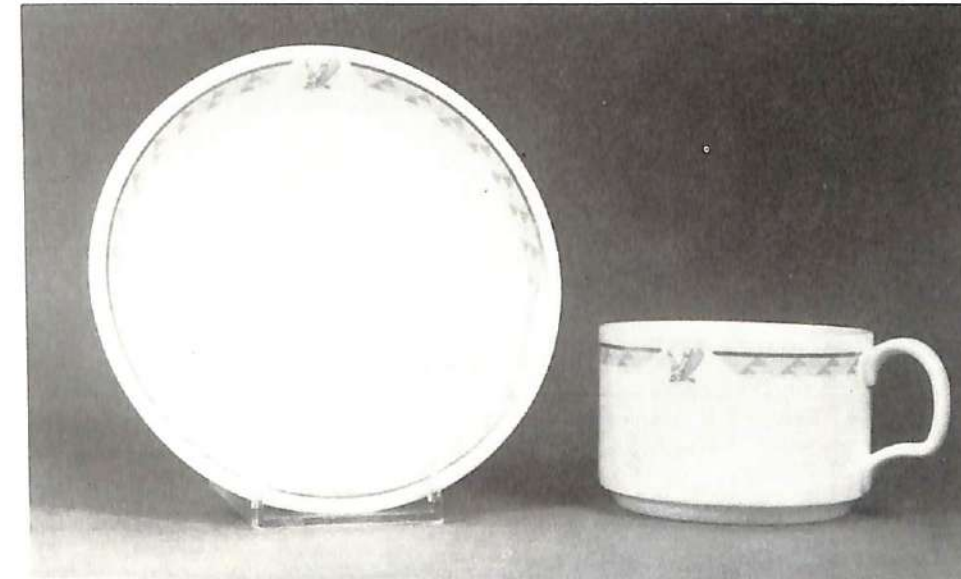
(#4) Moving across to the Middle East, we come to Gulf Air which uses this cup in their international service. All the decoration is gold with a black outline added around the lettering. The piece is made in Japan.



(#5) Nearly two years ago American Airlines upgraded their international services and this upgrade included china as well. Both first and business classes use a china with the same design. However, the decoration colors distinguish between the classes. The plate on the left has an all-silver decoration and is used in first class. By way of contrast, the plate on the right has a blue and silver decoration (the logo is silver) and is used in business class. The top logo appears only on the large plate, the medium plate and the cup. Yet, all the china pieces are backstamped "American Airlines".



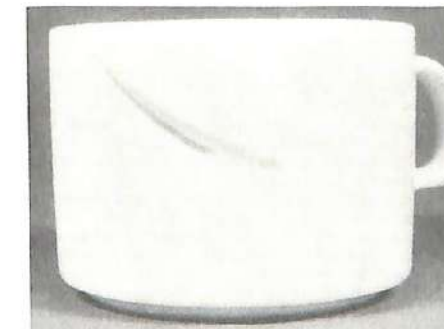
(#6) Some of the most unique pieces of airline china can be found in the service items. A good example is this tea service used by Canadian International since 1989 on their service to the Orient. The design uses tones of gray and the manufacturer is Noritake China of Japan. I am told this piece does have an airline backstamp.



(#7) First class passengers on Gulf Air enjoy their food presented on this bone china, made by Noritake. The rim design of muted colors (tan, gray-green and violet) is punctuated by a gold logo.

Bone China  
BY Noritake  
JAPAN  
Specially made for Gulf Air

(#8) This photo shows the backstamp of the Gulf Air china of photo 7.

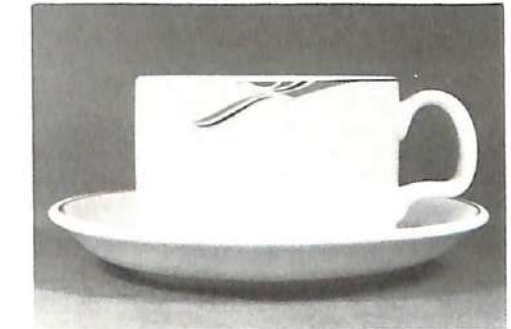


(#9) Not to be outdone by other international carriers, EVA Air has introduced a new pattern in the business class. The sweeping design features a white-on-white decoration along with various shades of green.

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(#10) Backstamp of the EVA Air china of photo 9.



(#11) Silk Air has a new china service for use by business class customers. Various shades of blue and green catch the eye in this design.

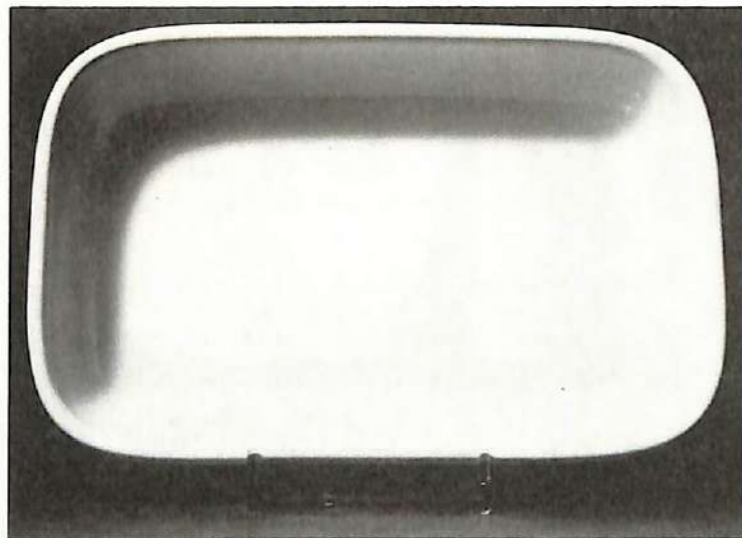
SILKAIR  
INFLIGHT TOP  
BY Noritake  
JAPAN  
M1J102

(#12) This Silk Air china is made by Noritake, as indicated by the backstamp.

JAL  
Bone China  
BY Noritake  
JAPAN

(#13) Backstamp of the JAL pattern shown in photo 15.





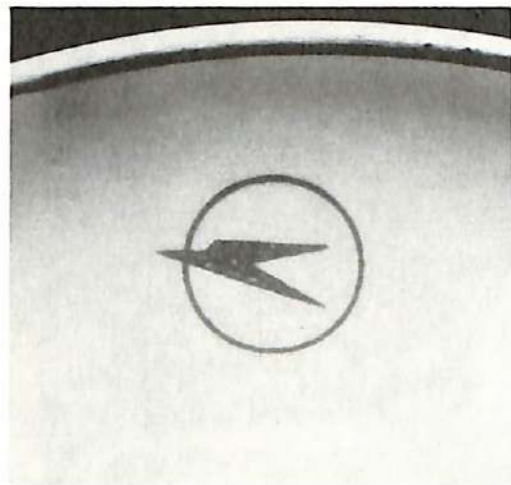
(#14) Continental now uses a new china in coach class on their international services as shown here. As far as I know, this is the first piece of top-marked china to appear with their new world logo. Glassware does sport the new logo and flatware is marked with the new Continental lettering on the reverse side of each utensil. The manufacturer of the new china is Pfaltzgraff of Pennsylvania.



(#15) Japan Air Lines treats passengers in their first-class compartment to a fairly new pattern, which is decorated in pink, gray and gold. It seems Noritake has dominated this column, as again, it was the maker of this china (#13). The airline uses a different pattern for business class, but no photo is available.



(#16) China from Intair, formerly Inter-Canadian/Quebecair. This china was also made by Pfaltzgraff. The piece is backstamped with the airline name on the underside.



(#17) I'll close out this column with a mystery piece. Could it be early BOAC? I would really appreciate any information on this piece and I'll publish the findings in the CAPTAIN'S LOG.

That's it for now. Please send in any discoveries of new china patterns (or old ones), or better yet, send me a photo.

Until next time.

Happy Collecting.

## BOOKCASE



World Airlines  
STEWARDESS UNIFORMS

Author: Robert Feld  
Publisher: Robert Feld, P.O. Box 416, Cypress, CA 90630, USA  
Softcover, Xerox-copied, 120 pages, 115 photos  
Price: \$25 (US)  
(Reviewed by Joop Gerritsma) (1992)

This is "an informal history of in-flight stewardess uniforms from 1938 to the present", as the sub-title of this book says.

The author, Bob Feld, is no stranger to the CAPTAIN'S LOG. He has contributed

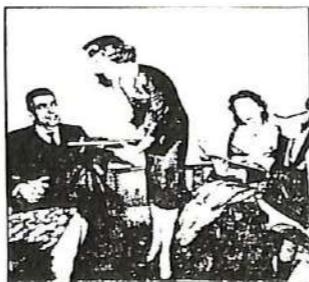
texts and photos about past and present airline flight attendant uniforms several times in the past few years. Another series is included in this issue. His book, produced on a home computer and comb-bound, is organized in exactly the same way as his articles in this magazine: a short description with B&W photo(s) of one or more of the uniforms of 24 U.S. airlines and 24 foreign ones from around the world.

"Unfortunately, except for a few aviation museums that have small commercial aviation sections, the history, the people that helped build the in-flight service ... and the stewardess uniforms and insignia were not preserved in great numbers ..." the author says in his Preface.

Mr. Feld deserves congratulations for taking a step toward correcting this oversight by publishing this book.

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## WORLD AIRLINES stewardess UNIFORMS



BY ROBERT FELD

## BOOKCASE



AIRLINE ARTISTRY

Vintage Posters and Publicity

Author: Don Thomas  
Publisher: Don Thomas, 1801 Oak Creek Dr., Dunedin, FL 34698, USA  
ISBN 0-961-8642-4-9,  
Softcover 64 pages, colorful posters on every page  
Price: \$18 postpaid in the USA & Canada, \$19 overseas by surface mail and \$23 by air, all in U.S. funds.  
1992 (Reviewed by Joop Gerritsma)

This new book by our STICKER CHATTER editor is the fifth in a series commercial airline enthusiasts cannot afford to be without. Its 64 pages contain reproductions in brilliant colors of many seldom-seen posters from the 1930s and later, of TWA, United, KLM, Imperial Airways, BOAC, BEA, the Zeppelins, Pan American and others. One section is devoted to rare display cards which so many airlines used, and so few of which were saved. The cover features a display card from American Airlines, showing its Curtiss Condor in sleeper service across the continent.

Seeing the Pan Am water color poster on page 15 makes me wish Martin Clippers were still crossing the Pacific, as they did in such a glamorous and leisurely way in the 1930s. The BOAC poster on page 17 is all the enticement I need to hop aboard one of their jets and fly off to sunny Nassau. Who doesn't wish you could still board a National Airlines Lockheed L-10 Electra at Miami to "Fly the Buccaneer Route" to New Orleans, touching on the west and east coasts of Florida and on the Gulf Coast at Pensacola, Florida and Mobile, Alabama (p.59) One of my favorites, the BEA poster of Notre Dame Cathedral in Paris by night on page 23, reminds me of the one week I spent in that city, too many years ago. Ahhhhh, those were the days of my youth!

Thank you, Don, for another book that stirs memories I thought I had forgotten long ago.

Don tells me copies of his previous books are also still available at the reduced price of \$9 (US) each, postpaid. They are Nostalgia Panamericana, Poster Art of the Airlines, Lindbergh & Commercial Aviation, and Nostalgia Northamericana. If there is any of these you don't have yet, this is the time to complete your collection.

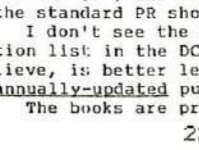
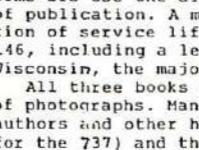
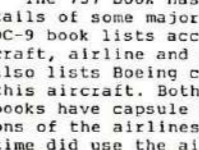
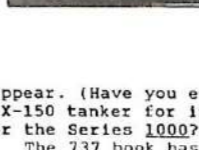
BOEING 737  
(Modern Civil Aircraft #9)  
Author: Alan J. Wright

McDONNELL DOUGLAS DC-9/MD-80 & MD-90  
(Modern Civil Aircraft #10)  
Author: Gunter Endres

BAe 146  
(Modern Civil Aircraft #11)  
Author: M.J. Hardy

Publisher: Ian Allan Ltd, Coombelands House, Addlestone, Weybridge, Surrey, England KT15 1HY  
ISBN: 737: 0 7110 1955 X; DC-9: 0 7110 1958 4; Bae 146: 0 7110 2010 8  
Price: Approx. \$16-18 each  
Softcover, 80, 96 & 96 pages, 80-100 B&W photos, several 3-views, diagrams, technical drawings in each book.  
(All 1991) (Reviewed by Joop Gerritsma)

Ian Allan has published three more jewels in its Modern Civil Aircraft series. The authors, all well-known in the field, describe in great detail the backgrounds to the development of these aircraft, their technical evolution, entry into service and subsequent service. Operational and technical details are neatly summarized in separate chapters for quick reference and some surprises



glossy stock that ensures brilliant reproduction of the photos and other illustrations.

If you like aircraft type books, or are interested in the types of aircraft dealt with, you won't ever regret buying these.

JET AIRLINER PRODUCTION LIST

Authors: J.R. Roach & A.B. Eastwood  
Publisher: The Aviation Hobby Shop, 4 Horton Parade, Horton Road, West Drayton, Middlesex, England UB7 8EA.  
ISBN 0 907178 43 X  
Softcover, 514 pages, 3 color photos on cover, about 65 B&W photos inside.  
Price: approx \$28 (US)  
(1992) (Reviewed by Joop Gerritsma)

This book offers a straight compilation of the production record of all Western-built jet airliners, from the DeHavilland Comet of 1949 to the models in production today = 29 different main types in all.

Each entry contains in chronological order the registrations the aircraft has carried, its owners/operators during its career, dates when the ownership changed and the ultimate fate of each aircraft if no longer in service. First-flight dates are also given for each individual aircraft.

The book is organized in alphabetical order by manufacturer and within this by type. Listings are in manufacturer's serial number (Msn) order and there is a comprehensive index by registration at the end of each type's production list for cross-reference purposes.

This is a companion volume to the production lists of piston engine airliners and turboprop airliners by the same authors and same publisher and reviewed in this magazine previously.

All three titles are absolutely indispensable for type enthusiasts and for photographers who like to accurately identify the aircraft they have shot.

SOVIET AIRLINERS II

Author: Peter Hillman  
Publisher: EAH Publications, 1 Thompson Drive, Thatcham, Newbury, Berkshire, RG13 4PJ, England  
Price: approx. \$35 (US)  
Softcover, 236 pages, 11 color photos and 1 B&W.  
(1991) (Reviewed by Joop Gerritsma)

Somehow I missed reviewing the second edition of this production list earlier and that's a shame, because it is invaluable for anyone with an interest in airliners from the former Soviet Bloc.

A wealth of new information has come out of the former Soviet Union since the first edition was published in 1989 and the author gives "thanks to President Gorbachev without whom we would all still be reading volume 1."

The book brings together all known civil and military registrations of the subject aircraft, from the LI-2 (licence-built DC-3) to the TU-204.

Organized by aircraft type, registrations are listed in alpha-numerical order, followed by the Msn and previous identities, if known, and where and when the aircraft was first reported (by enthusiasts at airports or in photos in magazines and books).

Especially valuable is the explanation of the complicated Soviet Msn system, with several types having more than one system.

appear. (Have you ever heard of the 737-KX-150 tanker for in-flight refuelling, or the Series 1000?)

The 737 book has a chapter with details of some major mishaps, while the DC-9 book lists accidents only by aircraft, airline and date. The 737 title also lists Boeing customer numbers for this aircraft. Both the 737 and DC-9 books have capsule histories of operations of the airlines that used or at some time did use the aircraft up to the date of publication. A more-general description of service life is provided for the 146, including a lengthy piece about Air Wisconsin, the major US operator.

All three books have fine selections of photographs. Many of these are by the authors and other hobbyists (especially for the 737) and therefore differ from the standard PR shots.

I don't see the need for the production list in the DC-9 book. This, I believe, is better left to the specialist annually-updated publications.

The books are printed on high-quality

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# AIRLINE MODELING

by GERRY COLE

Greetings from Colorado. My move has been completed, but much of the unpacking has not. The trusty old computer is up and running, however, so let's get right into what's new in airline modeling.

## New kits

Sasquatch Scale Models has released their short-run injection molded Dash 8-300 kit with AHS Canadian Partner decals. The sheet has markings for Time Air and Air Atlantic. Dean Slaybaugh makes it no secret that his models "not up to Hasegawa quality", but they have been used by careful builders to make some very nice models. Sasquatch also has conversion fuselages in 1/144 scale for the DC-8-62 and DC-8-20/50 Revell kits that have recently been re-released out of Mexico.

Perhaps the biggest news = double meaning here, folks = is the availability of a 1/144 scale Boeing 747SP fuselage and tail conversion for the Revell or Airfix kits. An SP conversion has not been available since Allan Hess ceased production of his version many years ago, so get this one from Sasquatch Scale Models while you can. At U.S. \$16.50 it is a real bargain.

The Welsh Models kits in 1/144 scale for the 737-300/400/500 should all be available as you read this column. I was very favorably impressed with my 737-400 kit and its British Midland decals. The fuselage and its formers are on one vacuum-formed sheet, while the wings, horizontal stabilizer and the rear halves of the engines are injection molded styrene. Metal parts include engine nacelle front halves, engine fans and all landing gear parts. I was not as impressed with the main landing gearwell detail castings. They are rather poor excuses for the real thing. I must admit, however, they are no worse than the Airfix attempt at the same detail on their old 737 kit. Welsh plans are much improved over their earlier efforts, with full-size 3-view drawings and helpful detail sketches.

The GE-engine 737-Advanced models have great potential for extra detail that is not shown on the Welsh plans. The NACA-style air inlet at the right rear of the fuselage should have a small "vane" of roughly the same shape, but one-fourth of the length, supported toward the front of the inlet by a strut about six scale inches into the airstream. There is also a prominent "strake", about six scale inches wide and



737-300/400/500  
Corogard top  
pattern and  
pylon fairing.

Gerry Cole photo

a couple of feet long, attached to the upper inside surface of the engine nacelles to direct air flow smoothly into the wing/pylon juncture. On top of the engine pylons, in line with the wing trailing edge, there is a small teardrop-shaped fairing about 8 scale inches long. Look at an old Airfix kit for ideas on shape and location. On the wing upper surface, the Corogard medium gray protective finish shows the result of modifications to the 737-200 wing by its pattern at the tips. There is a "jog" in the top surface color demarcation line where the tip was extended that is not shown on the Welsh to view drawings. It is adding these little details that make a model look "right", especially to someone who regularly flies the real thing.

The Welsh Models 757 with Caledonian decals by Aerocolours includes injection molded parts for either the RB211-535C (short nacelle) or -535E4 (long nacelle) engines. As in the 737 kits, the plans are excellent, even reminding the builder that the Caledonian 757s have eight doors, and noting which windows will need to be filled in.

ESCI/Ertl have re-released two 1/72 scale kits with new

decals. I have not opened the C-47/DC-3 kit that features early Aeroflot markings, but the re-released Fokker F.27 with ATI, NLM and Air France decals is pretty. The large decal sheet provides for the latest two-tone blue-on-white ATI livery, the older Air France scheme and the NLM City Hopper multi-blue scheme once used on Revell F.27 kits in 1/94 scale. Stripes are included for only the first two color schemes, but otherwise the decals appear very complete. I know the box art notes Aer Lingus instead of NLM, but the decals are definitely for the latter.

## New Decals

In the previous issue I reviewed the Condor/Lufthansa decals released by Flight Path. I should have noted that these decals are distributed worldwide by Aerocolours Graphics. They are available direct from them, or through Airliners America/ATP. Vince Klimas of Aerocolours has sent me some samples of their Lufthansa and Condor decals in 1/125 scale, as well as a complete listing of their product line. Sheets for both the Lufthansa colors 737-200/300/500 (sheet FP25-04) and Lufthansa experimental 737-200 "Yellowbird" color scheme

(sheet FP25-05) are available. Sheet FP25-01 provides decals for a 1/125 scale Heller DC-10 with blue outlines, while sheet FP25-02 has decals for a Heller Airbus A300 with bull blue door outlines. The latter sheet also has A320 markings, should one become available. Sheet FP25-03 is rather special, as it provides markings for either a 1/125 Condor 737 (-200 or -300 conversion) or a 727-200. Since both blue and white exit outlines are provided, you will have one set left over for another project.

If you think I have gone overboard with praise for these 1/125 scale sheets with their door and window exit decals, you have never tried to piece together a 1/125 scale door outline from multiple 1/144 scale sets. Now we need a set of 727/737 and Airbus wing walkway emergency exit markings in Heller's 1/125 scale, along with Boeing, Douglas and Airbus window frame decals.

Switching continents for new subjects, Flight Path has just about covered the current Northwest Airliner commuter fleet with 10 new decal sheets. These feature the current bright red crown scheme, with grey fuselage bottom and white stripe and titles. Decals are available for the Dash 8-100 (1/72 and 1/144 scales), BAE Jetstream 31 (1/72 and 1/144 scales), Metroliner (1/144 scale), Fokker F.27 (1/72, 1/94 and 1/144 scales), Dornier DO-228 (1/72 and 1/144 scales) and Saab 340 (1/144 scale). Complete door and window exit outlines are provided in each case in either grey or white, as appropriate for each aircraft type. The Saab 340 decal, by the way, will be included in the upcoming Welsh Models kit. A beautiful air-to-air color photo of Airliner Saab 340 N922MA appears in "Airline Markings 5, Saab 340" by Michael Magnusson and published by Airline Publishing Ltd. This photo shows the fleet number 922 in white, located over the cockpit window. The aircraft has red painted window frames and white exit markings for both doors and windows.

Speaking of kit decals, Aerocolours has provided the decals for the Welsh Models 737 and 757 kits that featured Lufthansa/Condor, British Midland and Caledonian markings. This is a big step up for Welsh Models, as complete decals have never been one of their strong points. The BM decals will do

either a 737-300 or -400 and some interesting swapping of decals is possible. My BM decals are going on a 1/144 scale DC-9-15 in BM "Diamond" service. By the time you read this, Aerocolours will have done Aer Lingus decals for the Welsh 737-500 kit, and Aer Turas decals for their Canadair CL-44J.

The November releases from Flight Path include window sets (cockpit and passenger cabin) in 1/144 scale for the Dornier DO-228, Embraer Brasilia and BAE Jetstream 31. These black decals facilitate building the Welsh kits without cutting out the window areas, making assembly much easier, and are perfect for the Sasquatch kits. At U.S. \$2.00 per sheet, they are easy on your wallet as well.

Perhaps the biggest decal news for November, however, was the release of Flight Path's Aer Lingus decals in 1/144 scale for the 737-200/300/400/500 (sheet FP44-23) and the 767-300 (sheet FP44-19). These decals include the bright blue and dark green stripes, so you will only have to paint the fu-



Electra conversion kit in 1/144 scale  
based on LS Orion kit.  
Name of California builder unknown.

selage crown and vertical fin "shamrock" green and the fuselage bottom grey. Multiple fleet registrations, as well as fleet names and even the Irish flags are included. Wing registrations are provided, along with instructions as to where these decals are to be located. Two more very well done sheets from Flight Path! The 767 decals should look particularly striking on the Revell kit using the Pratt and Whitney engines.

Sasquatch Scale Models has also answered the call for commuter carrier decals. Their

first decal efforts include five sheets covering the USAir Express Dash-8, Beech 99, Shorts 330, Shorts 360 and BAE Jetstream 31 models in 1/144 scale. The decals are printed on a solid clean coat, so you will need to cut apart the various markings prior to applying them to the model. In addition to titles and stripes, registration numbers and window decals are included. Each sheet sells for U.S. \$3.50 direct from Sasquatch Scale Models, P.O. Box 68735, Portland, OR 97267. Include \$0.29 postage for the first decal ordered and add \$0.23 for each additional decal.

The November Sasquatch catalog includes a number of interesting new decals. CBS Models have markings for an American Airlines L-188 Electra for the Revell kit, and a Continental Viscount for the Hawk/Glencoe kit. Windshield and window decals are included with each decal.

Sasquatch is also carrying a limited quantity of Atlantic Models Comair decals for the bare metal scheme EMB-120 Brasilia in 1/144 scale.

I have heard rumors that Larry Brown of AHS has expanded his outstanding line of window decals in 1/200 and 1/144 scales to include the DC-9 and MD-80 family of aircraft. I will have more information the next time.

## Departure Lounge

There would be new-product photos this time, if I only could find the box hiding the macro lens for my camera. It is somewhere in my garage, along with more model kits and reference books than I care to mention. It would be nice to show some photos submitted by you, the reader, but the photo well remains dry. Maybe next time. Until then, good modeling.



# THE PHOTO CORNER

by RICHARD J.  
FEDORCO II

## ROBERT TRADER

Robert Trader is our featured photographer in this issue with some excellent work on some older airliners. Bob is another air traffic controller and he hails from Bloomington, Indiana. He writes he has been shooting photos in both slides and prints since the late 1960s and has a collection of more than 28,000 pictures.

Bob sent along more than a dozen shots for this issue, so I'll keep the article short. But before I sign off, I am relaying a request from Ed Galvin of Brunswick, Maine. He asked me if I know of any good spots for picture taking at JFK. I have not been to the airport in nearly three years and can't help him. Following my recent move to Colorado, I may not get to JFK too often in the future. If there is anyone among you who knows of a good and legal location out at Kennedy, please write to me and I'll include it in my column for everyone.

1. Allegheny Convair CV-580, N5812, Msn 352, at Pittsburgh, PA 19 AUG 77.

2. North Central CV-580, N3423, Msn 77, departing Cincinnati, Ohio, 02 MAY 75.

3. Seaboard World AW 747-245F (SCD) N702SW, Msn 20827 was wearing small Saudia titles on the rear fuselage when photographed on 18 JUN 78.



4. Piedmont 737-201 N735N, Msn 19419 "Appalachian Pacemaker" at Cincinnati, 29 JUN 75.

5. Hughes Airwest Fairchild F-27A N2772R, Msn 44, was awaiting passengers at Phoenix, Arizona 19 MAY 78 ...



6. ... as was the airline's 727-2M7, N721RW, Msn 21200. Same place, same day.

7. Convair CV-600, N94261 Msn 122, of Texas International seen at Dallas/Ft. Worth, 24 OCT 75.







8. TWA 707-131B (note the fan engines!) on finals on 08 MAR 77. This is N783TW, Msn 18402. No location given.

9. Fairchild/Swearingen Metro II of Southern Airlines on 30 APR 78, location not specified. Aircraft is N65Z, Msn TC-242.

10. Douglas DC-9-15, N1061T, Msn 45775, of TWA arriving at Cincinnati, Ohio, 26 APR 75.



11. Fairchild-Hiller FH-227B (below left) in Piedmont delivery colors, Cincinnati, Ohio, 26 APR 75. This is N708U "Catawba Pacemaker", Msn 549.



13. (Above) Piedmont YS-11A-205 N257P Msn 2118, "Santee Pacemaker" at Cincinnati, Ohio, 26 APR 75.

12. (Below right) Cincinnati 29 AUG 75, FH-227B, N706U Msn 566 "Cape Fear Pacemaker" disembarking passengers. It shows the updated Piedmont colors.



14. (Left) Another Piedmont YS-11A-205, N273P "Peachtree Pacemaker", Msn 2122, waiting at Atlanta, Georgia, 18 MAY 79.

# UNIFORMS of the WORLD

By BOB FELD

In this issue of the CAPTAIN'S LOG we are taking a look at the stewardess uniforms of two American carriers that have since departed the scene, and at those of some foreign airlines.



## Philippine A.L.

Philippine Air Lines was formed on 25 FEB 41 with a 28% shareholding by TWA. PAL took over the fleet and routes of bankrupt Philippine Air Transport and services started on 15 MAR with Beechcrafts. The aircraft were destroyed in the Japanese attack on the islands on 08 DEC 41 and services were suspended. They were resumed on 14 FEB 46 with war-surplus C-47s.

The uniforms shown were worn until 1988. I don't know when they were first introduced.

The stewardess or purser could wear either a red jacket with red pearl buttons, a red skirt with an intricate red-white design around the bottom, an off-white blouse and a white scarf with a red border, or a navy blue jacket with blue pearl buttons and a navy blue skirt with a design similar to the one on the red skirt, around the bottom. Her blouse was again off-white and the scarf was white with a red border. A purser name plate or stewardess wings were worn above the left breast. The shoes with this uniform were navy blue leather 2" mid-heel pumps.

## AirCal

AirCal is no longer. It was bought by and merged into American Airlines on 01 JUN 87.

The airline was established as Air California in APR 66 and operations started on 16 JAN 67 with two Lockheed Electras. On 06 APR 81 the airline changed its name to AirCal and adopted a new color scheme and logo.

The first stewardess uniform (left) showed the Spanish heritage of California. However, as styles changed, so did the uniforms. On 06 APR 81 the female flight attendants donned a new look. Their uniform consisted of an azure blue jacket with a large gilt button, an azure blue skirt and beret. The blouse and scarf were burgundy and the 2" wings over the left breast of the jacket were gold plated. Burgundy leather 3" high-heel pumps completed the ensemble. This uniform was worn until 05 MAR 84.

The female flight attendants changed uniforms on 06 MAR 84 (right), to a business look with azure blue as the basic color. The uniform featured a tailored jacket, a vest and skirt or slacks. The blouse was white with thin, multi-colored

vertical stripes in the airline's colors of white-powder blue-burgundy and yellow. Gold plated wings, 2" wide, were worn over the left breast pocket of the jacket. The scarf was multi-colored again in the airline's colors. Burgundy leather or suede pumps with 3" high-heel pumps completed the uniform. This uniform was worn until 12:01 a.m. on 01 JUL 87, when AirCal ceased to exist.



## Hughes Airwest

Hughes Airwest was established as Air West on 17 APR 68, the result of a merger of three local service operators, Bonanza Airlines, Pacific Air Lines and West Coast Airlines. In APR 70 the Hughes Air (Summa Corporation) bought the airline and renamed it Hughes Airwest.

The first issue uniform worn



by stewardesses consisted of a khaki jacket and slacks, a powder blue blouse and beige or tan 1" low heel shoes. A pair of 2" gold wing was worn on the left lapel. This uniform was worn between 1970 and 1972.

Hughes Airwest was put up for sale by Summa in JUN 79 and was purchased by Republic Airlines the following March, reportedly for \$45 million.



#### ^ Finnair

Finnair's history dates to 01 NOV 23, when Bruno L. Lucander established Aero O/Y. The first flight of the new airline was made on 20 MAR 24, between Helsinki, Finland, and Tallin, Estonia, with a four-passenger Junkers F.13. In 1945, following World War 2, Finnish air transport was suspended under the Allied Armistice Agreement. In 1946 the Finnish government acquired a 70% interest in the pre-war airline Aero O/Y and on 01 NOV 47 permission was granted to operate with twin-engine DH-89 biplanes for six passengers. On 15 APR 51 Aero O/Y, now operating under the name Finnair, acquired nine Douglas DC-3 for their new routes.

The uniform pictured is the current style and has been worn since 1986 with minor changes. It is dark blue/black in color and includes a collarless jacket with four gilt loqu buttons and the airline name Finnair embroidered over the left breast in white. A white blouse is worn under the jacket, with a green-blue-red-pink-white and black, multi-colored scarf. The footwear are black leather 2" mid-heel pumps. A pair of gilt 2.5" wings are worn over the name Finnair on the jacket.



#### ^ Antillean A.L.

Antillean Airlines was established as the West Indies Division of KLM Royal Dutch Airlines in 1934, based at Curacao. In 1964 KLM formed ALM as a subsidiary to take over the West Indies Division. ALM started operations with three former KLM CV-340 and in JAN 69 the Dutch Antilles government acquired the majority ownership of the airline from KLM.

The stewardess uniform shown was worn from 1980 to 1987. It consisted of a dark-blue jacket and skirt, white blouse and white tie with ALM imprinted in gold. If the stewardess wanted, she could wear a pull-over sweater in dark blue with gold and aquamarine trim around the collar. Navy-blue, 2" mid-heel pumps completed the uniform.

#### ^ Aeroflot

Aeroflot Soviet Airlines was established in 1923 as Dobrolet under the first Soviet five-year plan. In 1932 all civil aviation in the country was reorganized and Dobrolet became known as Grazdansij Wozdusnyj Flot, or Aeroflot.

During the early 1960s the stewardess was attired in a seersucker dark-blue jacket with three gilt buttons with a propeller design in the center of the buttons and a half-inch white trim around the collar and down the front of the jacket. The skirt is also dark blue with a front kickpleat. She wore a white blouse and a beret-style hat with wings. Completing the uniform, she wore 2" dark-blue leather mid-heel pumps.

In the early part of 1980 the stewardess uniform consisted of a dark-blue skirt and jacket. The jacket has four gilt buttons with a propeller design in their centers. On the left sleeve is a gold bullion wing with the hammer and sickle in the center. Over the right breast pocket of the jacket is a pair of gilt wings.

The dark blue hat is military style with gilt cap badge. Two-inch mid-heel navy blue pumps complete the uniform.

The stewardess uniform in use since 1989 consists of a dark-blue jacket with one gilt button and a pair of gilt wings over the left breast. The skirt is dark blue and the blouse is white. The scarfs worn with the uniform are red for first class and blue for coach. Completing the uniform the stewardess wears 2" black, leather, mid-heel pumps and a red felt hat.

# 47 Years of SAS Uniforms

By ANNE MALM

Scandinavian Airlines System (SAS), the national flag carrier of Sweden, Denmark and Norway, is 47 years old this year. Here follows a brief history of the stewardess uniforms of the past 47 years.

The airline was created in 1946 by merging the three Scandinavian airlines ABA (Swedish Air Lines), DDL (Danish Air Lines) and DNL (Norwegian Air Lines). The ownership ratio is 2/7 DDL, 2/7 DNL and 3/7 ABA.

OSAS (Overseas Scandinavian Airlines System) was officially born on 01 AUG 46 and on 17 SEP an OSAS DC-4 departed Bromma Airport at Stockholm for Idlewild Airport (now JFK) at New York. This was the first commercial flight by OSAS and it was routed through Copenhagen, Prestwick and Gander. Total time for the trip was 27 hours.

When OSAS was created, the company had 30 stewardesses working on the fleet of seven DC-4s serving North- and South American routes. The first stewardesses had a starting salary of about \$60 a month. They wore uniforms that were almost identical to the ABA military-style dark-blue uniform.

A uniform change took place in 1948 when the post-WW2 rationing of fabric was lifted. The new design was inspired by Dior's "New Look". At this time, seven pressurized DC-6s had been purchased by the airline.

In 1951 OSAS changed its name to SAS and also took over the domestic and European services. In FEB 1957 SAS inaugurated its Transpolar route between Copen-



Left to right: 1) The first uniform of 1946 2) The Dior "New Look" uniform from 1948. 3) The stewardesses helped in the design of this uniform which appeared in 1951. 4) Uniform for tropical climates from 1958 5) The so called "Caravelle" jacket from 1959. 6) This uniform was designed by the fashion house Carven, and appeared in 1965. 7) Summer uniform from 1967. Also designed by Carven. 8) So called escort uniform. Worn by ex-stewardesses taking care of children who were flying on their own. 9) The winter uniform used from 1971. Designed by Dior. 10) The current SAS uniform was incorporated in 1983. Designed by the fashion house Calvin Klein.

hagen and Tokyo. This cut the travelling time from 52 hours through Europe and Asia to 32 hours. In this year the fleet included 68 aircraft of a wide variety of types. The airline served 84 destinations in 41 countries.

The airline took its first step into the jet age when the Caravelle arrived in the fleet in 1959. At the same time the first serving uniform jacket was introduced and it was affectionally named the Caravelle jacket. In 1960 SAS started flying the DC-8 for 131 passengers and the impression of the stewardesses was that the aircraft was "huge".

As the years went by, the SAS stewardess uniforms continued to follow the latest styles. In 1965 the fashion house of Carven created a new, less-strict uniform and for the first time they were specifically tailored for each stewardess. In this year the only propliner still flying regularly for SAS was the Convair CV-440 Metropolitan. The rest of the fleet consisted of Caravelles and DC-8s, with two Convair CV-990 Coronados leased from Swissair.

A new light-blue summer uniform, also designed by Carven, came into use in 1967. There was also a red uniform of the same design. This was worn by

the so-called escort hostesses. They were former stewardesses who accompanied children travelling alone, especially the children who were adopted from the Far East at the end of the 1960s.

The 747 was introduced in 1971, during the 25th anniversary year of the airline. The number of stewardesses employed was 900. They now received a new winter uniform, designed by Dior. It consisted of a turquoise colored, sleeveless dress, together with a white blouse, turquoise or brown turtle neck jumper and short jacket.

In 1983 SAS went through its most major change yet. The design of everything, from letter head to the aircraft livery was changed.

Calvin Klein designed a new dark-blue uniform and at the same time introduced a khaki-colored summer uniform. The traditional stewardess cap, which had been in use since 1946, disappeared and was replaced by a beret.

My uniform collection includes SAS stewardess uniforms from 1967 to 1983. In am looking for the uniforms or parts thereof from the period prior to 1967. If anyone has any information, please write me , Anne Malm, IASHM, Heskilleg. 19, S-231 53 Trelleborg, Sweden. Thank you.



## REPORT FROM THE FIELD



N6937C, the L-1049B Super Constellation of Save-A-Connie takes off for her airshow performance. (All photos by Jim JET Thompson)

By JIM "JET" THOMPSON

# OSHKOSH '92: AIRLINER MECCA

This year's annual EAA Fly-In Convention at Wittman Regional Airport, Oshkosh, Wisconsin, was another huge thrill for the airliner enthusiast. In addition to the thousands of general aviation, homebuilt, military and ultralight aircraft on display on the ground and in the air, this year there were several airliners for us transport enthusiasts. They included both new and old aircraft to really give us a feeling of pride. They ranged from a Stinson SR-9 painted in American Airways livery up to a Qantas 747-238B. But the highlight for me was seeing two-thirds of the active and flying Connies in the United States in the air together for the first time. Oshkosh '92 was a true Connie enthusiast's delight.

The one aircraft, and the best known of the two, was the Save-A-Connie L-1049G from Kansas City, painted in basic TWA colors, but with SAC titles. This Connie had been at the fly-in before, but she is always a beautiful sight to see and hear fly.

New this year was N494TW, a C-121A model. This aircraft was built in 1948 for the military and was flown by them until 1968. She was sold that year to

Christler Flying Service, Inc. as N9464. In 1979 the aircraft was sold to Beaver Air Spray in Canada as C-GXKO. Conifair Aviation, Inc. bought it in 1980 and operated it for four years as a sprayer before selling it to motion picture and television star John Travolta in 1984. Travolta had plans to paint it in TWA livery and fly it around the world. This never came to pass and the aircraft was stored at Ryan Field outside of Tucson, Arizona for several years. Silver Skies Inc. purchased her from Travolta in 1985 and sold her to Vern Raburn of Scottsdale, Arizona, in 1987.

Raburn began a major restor-

Vern Raburn's C-121A Constellation in MATS livery shows her colors at Oshkosh '92.



ation of the aircraft in 1991 and put her in Military Air Transport Service (MATS) markings. His original plans were to sell her, but he changed his mind and decided to continue the restoration and fly her in air shows in 1992. And a welcome sight she was, let me tell you!

The C-121A is similar to the L-749A civil model, so now we can see the L-749A and L-1049G.

### Other aircraft

Other new transport aircraft at Oshkosh this year were the Combat Air Museum's DC-3 N808Z from Forbes Field, Topeka, Kansas and the Alexander Aeroplane DC-3 N28AA. Chalk's Internatio-

nal Airlines had their newly-refurbished Grumman G-111 Albatros N120FB on display and it looked great.

The other great classic airliner on display, also new to Oshkosh this year, was the Martin 4-0-4 of the Mid-Atlantic Air Museum at Reading, Pennsylvania. The aircraft is painted in the old Eastern Air Lines "Golden Falcon" colors and is registered N450A. This is another truly beautiful aircraft and it is just fantastic to see it on the air show circuit. (See p.218 in this issue for more about this Martin - JG)

Some of the other airliners attending "Oshkosh" included USAir's DC-3 in Piedmont colors. The aircraft is flown by retired USAir/Allegheny and Piedmont pilots. Basler Airlines had two of their Turbo DC-3s on display. N300BF is the original USAC Turbo Express DC-3 and was painted in full Basler livery and titles. The other aircraft, N96BF, is a Basler Turbo-76 without titles.

Also on display was a replica of the first west-east transatlantic aircraft, the Ryan NYP "Spirit of St. Louis". It is owned by the EAA and is the second replica of this famous aircraft built by the EAA.

### Two old friends

I had an added pleasure this year of bringing along a dear old friend and fellow volunteer from our Ohio History of Flight Museum, here in Columbus, Ohio. I always go with or meet up with fellow-WAHS member Marion

Dave "Seagram W. Hennessey" Binns (left) and Marion Cole meet again after 45 years.



"Gomer" Pyles, but this year I was able to bring along Dave Binns from Columbus. Dave is a walking piece of history and I had always wanted to get him up to Oshkosh. This year I finally succeeded to get him to his first-ever visit to the fly-in.

Dave is an old air show performer himself from back in the 1930s, '40s and '50s. He was primarily a parachute jumper but he also did a flying act with a Curtiss Junior. He did a comedy act as a drunken parachute jumper under the name of Seagram W. Hennessey, complete with Top Hat, tuxedo and tails. The "W" in the name, Dave says, stands for "water, which I don't use very much."

Dave's most-famous jump almost ended in tragedy. It was right here, just north of the Port Columbus Airport in 1937. He was doing a jump for the local village of Gahanna, where he now lives. He had rented a Ryan ST (N14911) from Lane Avi-

ation and got Cliff Haney to be his pilot. But while Dave was squeezing himself into the front cockpit of the Ryan, he somehow and by accident, pulled the ripcord that held his parachute in place. Since he was packed in there so tight, nothing happened.

This was fine, until he got up in the sky to step out of the cockpit to make his jump. The wind got a hold of the parachute, which had started to deploy as soon as Dave got up from his seat. He was jerked out of the cockpit, but one of his feet crashed through the small wind screen in front of Cliff's face. The 'chute continued back and went between the tail surfaces and the steel brace wire, wrapping itself around and tying Dave to the tail of the aircraft. One riser band went across his neck and he blacked out briefly.

Dave and Cliff yelled back and forth for a few minutes and

N450A, the Martin 4-0-4 of the Mid-Atlantic Air Museum at Reading, Pennsylvania. Painted in Eastern's "Silver Falcon" livery, it drew a huge crowd.







TOP TO BOTTOM:

N44V is operated by USAir and looks great in Piedmont livery.

N300BF of Basler Airlines' is the original USAC Turbo Express DC-3.

N96BF, converted by Basler, is a Turbo-67.

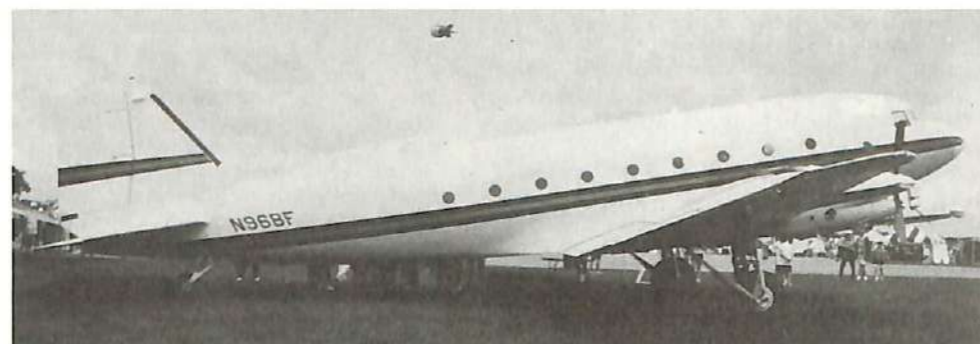
N28AA is a DC-3 owned by Alexander Aeroplane. It was new at Oshkosh this year.

The Combat Air Museum of Topeka, Kansas (Forbes Field) brought their DC-3, N80BZ to Oshkosh this year.

finally Cliff realized he could not do anything to help Dave, so he shut down the engine and bailed out over the side, which is what Dave had been yelling at him to do. All Dave himself could do was ride the airplane down for the crash landing.

About this time, though, that trusty old Triangle parachute did just what it was supposed to do: it opened up full and began slowing the airplane down. But it was not designed to lower that much weight and Dave told me it looked so tight, it would have exploded like a balloon had you touched it with a pin.

Dave and the Ryan passed Cliff on their way down and they bounced to a semi-soft landing with only minor damage to both. Dave was taken to the hospital but was released the next morning. That afternoon he was back at the airport, ready for his next jump. Cliff was back up flying again an hour or so after the incident when a reporter from the local newspaper came out to Lane Aviation to talk about the story he had just heard about. The reporter just happened to run into Cliff, but did not know he was the pilot who had had to bail out. Cliff took him up over the crash site for some photos. When the reporter asked Cliff if he knew where the incident had taken place, Cliff answered



"I sure do," but he did not bother to tell he had been the pilot in question.

Getting back to Oshkosh, one of the great moments of taking Dave up there came on the first day. I managed to get a hold of air show performer Marion Cole after his act that afternoon. I brought him together with Dave and it was just like Homecoming Week. The two had not seen each other since the 1947 air show at Richmond, Indiana. Cole is the only air show performer still around and active from the days when Dave used to perform. Cole was just amazed and thrilled to see Dave again and I stood there, marvelling as the two were recalling the names of those who had performed with them at that Richmond air show, 45 years ago. I have had enough a time trying to remember who performed at Oshkosh last year, let alone at a small air show 45 years ago!

All in all, the 1992 EAA Fly-In Convention at Oshkosh this past summer was another huge success. There were more than 13,000 airplanes and more than 815,000 people, making Wittman Regional Airport the busiest airport in the world for that week. Next year's fly-in and convention will be held from 30 JUL to 05 AUG or so and I highly recommend a visit by any airliner enthusiast. Each year there are new and different airliners and with more and more of the old classics being restored, the fly-in just gets better.

One thing I would like to see next year or so would be to get all airliners together in the



TOP: This newly-refurbished Grumman G-111 Albatross N120BF, c/n 7243, is owned by Chalk's International Airlines.

ABOVE: N-X-211 is one of several Ryan NYP "Spirit of St. Louis" replicas built by the EAA.

air and do several fly-bys. This was done a few years ago with a Ford, Stinson and Junkers trimotors, along with a Lockheed L-12, a DC-3 and the L-1049G. The latter was put in a holding pattern while the British Airways Concorde landed. Talk about a thrill and a half!

Information for this article was provided by: EAA Aviation Center, Oshkosh,

WI; Eastwood, A.B. and J. Roach: Piston Engine Airliner Production List, 1991; Klee, U & others, JP Airline Fleets International, 1992/93. Lane, Foster A., LOG BOOK, Fifty Years of General Aviation;

### AI '92 VIDEO AVAILABLE

WAHS member BILL THOMPSON of THOMPSON ASSOCIATES has made a video of the banquet speech by Capt. Al Haynes at the AI'92 in California.

Capt. Haynes was in command of United flight #232, a DC-10-10, from Denver to Chicago in 1989 when an engine exploded. He, his crew and ground controllers at Sioux City brought the crippled aircraft down, saving the lives of 184 out of 296 people on board.

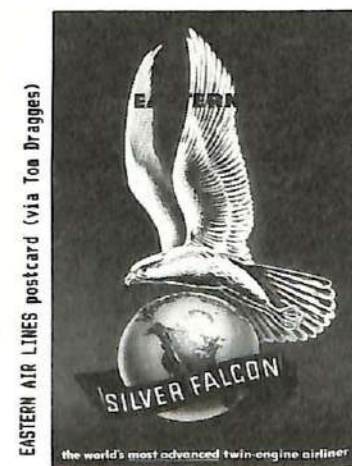
At the Saturday evening banquet of AI'92, Capt. Haynes talked about what happened and about the healing process afterward.

He also showed a video that includes the communication between the crew and the tower at Sioux City.

Bill doesn't want to make a commercial venture out of making the tape available. Therefore it is available in the U.S. for a delivered price \$20, including a \$5 donation to Capt. Haynes' favorite Little League operation at his home location. The delivered price in Canada is \$21 (U.S.) and in the rest of the world \$25 (U.S.). The tape can be supplied in VHS only.

Contact Bill Thompson at Box 668, Beecher, IL 60401.

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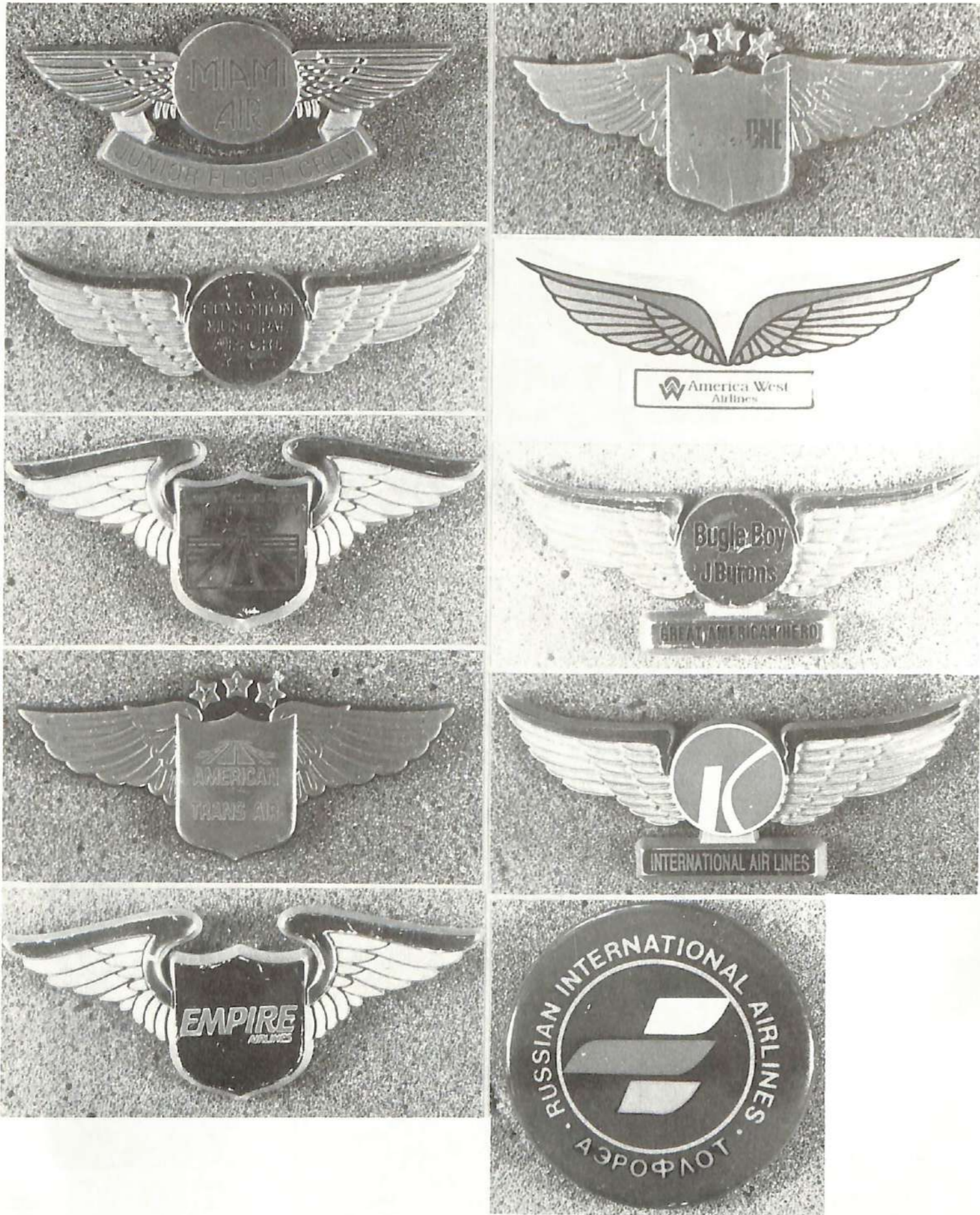
EASTERN AIR LINES postcard (via Tom Draggas)

The SILVER FALCON was built for Eastern by the Glenn L. Martin Company to bring you the highest degree of dependability.



# JUNIOR CREW INSIGNIA

by STAN BAUMWALD



We start off with a new airline, called Miami Air. Based at Miami, naturally, the company flies mostly charters for the moment. PEDRO MUNEZ found this outfit in his rounds as he works for Continental Airlines. This pinback wing is gold with red lettering (#1).

When I was at the Atlanta show, I picked up a couple of airport wings. The Edmonton Municipal Airport wing (#2) is a Stoffel style S-4, pinback with gold and black letters. The other wing is from Rockford Airport (#3) in a Stoffel S-7 style, in silver with blue letters and design.

What would this article be without a contribution by DAVE CHERKIS? He has found at least three new wings. One is from American Trans Air (#4). It is basically the same as the previous issue, except that the letters are roman (straight) instead of italic (slanted) as in the old one. The next one is from a company called Empire Airlines (#5). None of us believes it was issued by the long-defunct Empire Airlines in upstate New York. In fact, nobody is certain, but rumor has it that this Empire Airlines was a California company. Anyone out there who can help? (\*)

The third find by Dave is this Express One wing (#6). Dave's story is that this issue was an error because the prin-

ting came out very weak. Dave sent me one and my opinion is that it probably was printed that way by design, with "Express" just in outline and "One" in bold. My computer does the same thing.

As it turns out, this type of letter doesn't show up very well on the wing and they were all recalled. Dave says a second issue is coming out, showing more details.

JOHN COLLENTINE was the first one to come up with the new issue of America West Airlines (#7). This stick-on wing has "Made in China" stamped on the clear plastic cover it comes in. It is in a grey color, with red letters on the bar.

I also have this "Bugle Boy J Byrons" kiddie wing (#8). This Stoffel S-5 style miscellaneous wing salutes the Great American Hero. And I thought they dropped the "J".

Kiwi International Airlines is a new airline and its first kiddie wing is shown (#9). This very colorful Stoffel S-5 style wing has a pinback. It is in a gold color with the center logo in turquoise, white and a reddish-purple.

HECTOR CABEZAS writes from Frankfurt that one of the Aeroflot spinoffs is called Russian International Airlines. Its wing is shown as #10. This is a charter airline only and uses Aeroflot crew and aircraft, the latter with a different paint scheme. Hector said they give away pinback kiddie wings as shown. These are in black, with a white, blue and red logo in the center. The circle around the logo is in yellow, as are the words Russian International Airlines. The name Aeroflot is in red.

## PRECEDING PAGE

### Left-hand column:

1. Miami Air pinback kiddie wing. Gold with red letters.
2. Edmonton Municipal Airport wing pinback, letters in gold and black. Stoffel S-4.
3. Rockford Airport. Silver, with blue letters and design. Stoffel S-7 style.
4. American Trans Air (#4).
5. Empire Airlines. Romored to be a California company.

### Right-hand column:

6. Express One wing.
7. America West Airlines stick-on, "Made in China"
8. "Bugle Boy J Byrons" kiddie wing. Stoffel S-5 style miscellaneous wing
9. Kiwi International Airlines pinback. Stoffel S-5 style.
10. Russian International Airlines.

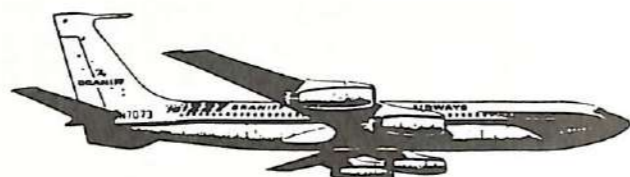


Perhaps the greatest find in quite some time belongs to JOHN RUSSELL. He found this rather unique wing (#11) at the Great Western show at the LAX fairgrounds in Pamona, California, where he met a gentleman who said he had had them since about 1935. This is a junior wing made of brass with an interchangeable center logo. It could be used by any of five different airlines simply by changing the center piece. The five airlines are Transcontinental and Western Air, Western Air Express, Eastern Air Lines, United Air Lines and Pan American Airways. The center pieces are just cardboard with a cellophane cover. Isn't this just beautiful! A great find and a reminder to all that it pays to keep looking at any and all flea market-type shows.

That is it for this time, folks. Keep the information coming ... it helps us all.

Happy collecting.





Copyright 1992  
George Walker Cearley, Jr.

The schedule article in this issue is devoted entirely to a survey of schedules issued by U.S. airlines during the year 1991. The list below is composed entirely of schedules in the collection of Perry Sloan. Therefore, it is only as complete as his collection; so there are possibly a few omissions.

1991 SCHEDULE SURVEY

ALASKA

Jan 8, Apr 7, June 5, Sep 5

ALPHA

Jan 7, Jul 1, Sep 3

AMERICAN

Jan 7, Jan 31, Mar 2, Apr 7, June 1, Jul 1, Aug 1, Oct 1, Nov 1, Dec 18

AMERICA WEST

Feb 1, Apr 7, Jul 1, Oct 27, Dec 15

BRANIFF

? (May have been schedule published, but not confirmed)

CONTINENTAL

Feb 14, June 14

DELTA

Feb 1, Mar 2, Apr 1, May 1, June 1, Jul 1, Sep 1, Nov 1, Dec 15

EASTERN

Jan 1

HAWAIIAN

June 15

MIDWAY

Jan 8, Apr 7, May 1, June 1, Sep 4

MIDWEST EXPRESS

Mar 17, Apr 15, Jul 15, Oct 1, Dec 16

NORTHWEST

Jan 1, Feb 13, June 1, Jul 1, Aug 1, Sep 5, Oct 1, Oct 31, Dec 15

PAN AMERICAN

May 1, Oct 27

SOUTHWEST

Jan 8, Apr 7, June 10, Sep 6

TWA

Jan 13, Mar 18, May 1, June 1, Jul 1, Sep 9, Oct 1, Oct 27, Dec 18

UNITED

Jan 8, Feb 15, May 1, June 7, Sep 4, Oct 31

US AIR

Jan 8, Mar 2, May 2, Sep 4, Nov 1

**AIRLINES**  
*International*  
- D/FW

**Airline Memorabilia Show & Sale**  
**Saturday, April 3, 1993**  
9:00 am - 5:00 pm  
**Holiday Inn - DFW Airport NORTH**

**WINGS & THINGS**

by RICHARD KORAN

Doesn't everyone just pick up and fly to Frankfurt/Main for a weekend?

Our excuse to do this was the International Aviation Hobby Meeting on 31 OCT and 01 NOV 92. A couple of weeks before the meeting, Hector Cabezas had mailed me a folder describing the event. I had received a few of these invitations before, but this time we were able to fly over.

I was on a three-day American Airlines trip, expecting to arrive at O'Hare, on time, that Thursday afternoon. Diane and I wanted to do this, without getting messed up schedule-wise. So I had asked her to meet me at my gate late that morning. Just wanted to make sure we would be together so we could go to the front counter and check in our bags and also go through the security check. I had a set of civvie clothes at ORD operations so I could change and leave my uniform in Ops. Diane was all dressed up and waiting for me when I got to the gate. As some of you know, Diane is the "Admiral" in the family, so she spent the time before my arrival sitting in soft chairs and enjoying coffee and relaxation.

Our tickets were processed FIRST Class (!) and we would be off to Frankfurt/Main = on an American Airlines MD-11 no less!

Since I knew most of the cockpit crew, I was invited to see the new all-glass cockpit configuration with all of the "Gee Whiz" stuff. As a crew member, I was welcome to sit on the jump seat behind the captain for the takeoff and the first portion of the flight. It was an experience for someone like me to be part of the "glass" world.

The warmth of the cabin, however, beckoned as I was ready to relax after a long day. The two of us settled in for the nine-hour flight to FRA. The cabin service by a husband and wife "team" was excellent and it made our day/night/day. The seats are large to say the least and could almost double for a small bed. The service was wonderful and its made us very comfortable. It had been a long time since our previous visit to Germany and I couldn't wait.

We arrived around 8 a.m. on Friday morning = to low fog and a few circuits in the holding pattern awaiting our turn for approach and landing. After picking up our bags, we were off by taxi to the Steigenberger Hotel, not far from the Flughafen. Hector had made our reservations there, as it was close to everything that we would be doing. He would call us later that afternoon to go with him to the airport for a tour of the museum. But first ... some coffee to get the cobwebs out of our heads, and a little nap in our room.

When Hector arrived, we were ready to go and see all of the goodies he was prepared to show us. In the museum, our good friend Jaromir Kral from Czechoslovakia, came around the corner to surprise us. Many of you may remember Jaromir from the Orlando convention. We knew we'd have a good time in Frankfurt.

Hector gave us the Grand Tour of the museum facilities, including some time to just look at all of the aviation history in this room and

have our own thoughts of what we were looking at. There were times when we really did not want to leave .. we had too much fun, too many things to look at. When could we come back? The next time!

Then it was time for Hector to head over and help Lothar Grim, Kurt Preis and Mario Praetor, the organizers of the Frankfurt Hobby Meeting at the Gaststaecke Turnhalle Schwanheim on Saarbrucker Strasse 4, Frankfurt/Main-Schwanheim. How about that for a mouth full! The next two days would be busy.

Around 10 a.m. Saturday morning, we got ourselves going and after a cup of coffee we took a taxi to Schwanheim. There were a lot of familiar faces at the show. Caught sight of Niek Vermeulen and Margaret down a row of tables. Diane and Bruce Shuey were there, too. Then Oleg Charitov came up with a BIG hug for us all. Oleg is

A view of the collection in the Aviation Historical Collection. The photo shows part of the collection of models. Note the model of a Zeppelin "shed" on the shelf immediately above the Panair do Brasil and Avianca flight bags.



And a good time was had by all ... Quite obvious in this photo, isn't it? This was The Party before the party at the apartment of Hector Cabezas before we all whisked our way to the Struwelpetter Restaurant. From left around the table: Jaromir Kral, Erwin Bieber, Val Omalnikov, Hector Cabezas, Diane Koran, Diane Shuey and Dick Koran. Bruce Shuey did the honors as cameraman.





retired now from Aeroflot and he brought with him two new faces from Moscow. Their table was already set up when we got there. A lot of goodies on that table.

Val Omajnikov was there from Toronto, joining in with the rest of us. New faces were introduced too, including Erwin Bieber, a music teacher at the conservatory in Vienna. Alois Weinfurter drove more than four hours from Kirchdorf, near Munich, to be at the hobby meeting. Alois has a museum of airline uniforms and other artifacts in his collection. He doesn't speak English, but he joined in with everyone, no matter what we were doing. Not knowing the other's language is not a drawback among friends!

After a day looking over all kind of airline and aviation goodies = wings, badges, photographs, postcards, models, pins, Lufthansa books and flags, and whatever, you name it, in German or English, somebody had something someone else wanted. It was great! Just like in the States, only you heard German being spoken.

That evening, a group of us went down to the Sachsenhausen area to visit Hector's apartment and a relax a while. The apartment was a feast for anyone's eyes! Not a bare spot on any wall! Glass cases with wine and beer glasses, pictures on all the walls. Our daughter had painted a picture of a horse for Hector some time ago and it was right there. Julie would be proud of that = Hector is. There were old pictures and new pictures, or "more stuff" as Diane would call it, on any wall you wanted to look at. All historical, too ... except some of the "artsy" pictures in the bathroom. Bruce Shuey knows that place!

Hector was the consummate host, pouring wine or beer, while carrying on a conversation. Then the cameras came out for pictures. Some of them are true gems. As I type this, I can still hear all of the conversation going on. What fun!

Thanks, Hector, for being the gracious host. Your home is also a "historical museum!"

Next was a visit to a favorite restaurant, Struwelpeter, on Neuer Wall 3 am Affentorplatz und Kleine Rittergasse 39! How about that! The meal was wonderful (I know, I've eaten there before) and the beer and wine were even better. The bunch of us joined in on a long table with two couples already sitting there. Seeing us, they just slid down a bit and everyone of us was accommodated on the benches. The meals were wonderful .. not to say that we were hungry. I have one of the Struwelpeter menus to savor that night.

Hector said we should head around the corner and go see one of his best buddies, the bartender, Pedro, at the Malaga. Now, that was a place! The photographs Bruce Shuey took, tell the tale. The beer and festive atmosphere helped the whole thing in keeping with a Spanish influence propagated by Hector's rhythmic movements on the dance floor. One can't say we did not have a good time. Then the soup came out. It was so "HOT" ... warm, too, that it would bring tears to your eyes. That got more folks on the dance floor for one more round. It was great night for those who were there. We'll have to do this one again!

My thanks to Niek and Margaret for the drive to the hotel. Talk about FOG! It was so thick, you could cut it with a knife and it took a while to get to the Steigenberger, but we made it. Niek didn't miss a curve either.

Diane took a ride on this old Swiss mountain bus. It used to carry passengers to an airplane that was parked on the grass of an airfield, long before today's loading bridges came into use. This time, the bus drove folks over to the Flughafen so they could tour the Lockheed Constellation near the terminal area. The bus, built in 1947, had a passenger bench along one side and a series of two-person seats on the other. It was driven by Joachim Friedrich and his wife called off the stops en-route.



Sunday found us back at Schwanheim at the Turnhalle. There were a few new faces and I spent a great amount of time at a fellow's books and postcards. He hadn't been there Saturday, so he was very nice in explaining this 'n that, translating from German in some of the books. I did acquire a few cards from him for my military collection.

Diane took a ride on the old bus that used to carry passengers to an airplane parked on the grass of some airfield. This time, the bus drove folks over to the Flughafen so they could tour the Lockheed Constellation near the terminal area. The bus was a Swiss mountain bus, built in 1947. The passengers were seated on a bench along one side and on a series of two-person seats on the other side. It was driven by Joachim Friedrich. His wife called off the stops en route.

Later that afternoon the crowd started to thin out, so the guys in charge, (Grim, Preis and Praetor) started to get things together so we could help out with putting tables away and cleaning up. That was fun, too, in a way, as we got to see the other section of the Turnhalle and the storage areas. It was also the last call for prizes for tickets handed out on Saturday, and the last trades were consummated.

Following all this, a number of us decided to stay for the evening meal at the Gaststaebe, with good soups and German bread. We had better eat, for later we were invited to have a snack with the Russians. Their apartments was near the River Main, not far from Frankfurt itself. We found the place after some gyrations in the car, with a few dead-ends on a street or two. This was a first for my Diane, too! She is amongst us now.!

Val Omajnikov would help us with translations, again, when we spent an hour or so with the Russians. Hector, too, helped. Between them, the translations were free-wheeling since the rest of us didn't speak Russian. When it finally came time to leave, the Russians hugged us so hard, one of them broke my reading glasses in my pocket. But a good time was had by all, as the saying goes. Oleg had put on a good spread with vodka, sausage, bread and lots of toasts as the "clear liquid" worked its "charm".

Hector and Val drove us back to the Steigenberger Hotel = we had a 10:30 a.m. departure Monday morning; Niek Vermeulen and Margaret had left early that evening to begin their drive to The Netherlands, Erwin had left for Vienna,

Alois was on his way to Munich, the Shueys were taking a short side trip to Brussels and the rest of us ... well, we each would go our ways on Monday.

Those of us who were with Oleg and his companions all signed U.S. dollar bills before we left their apartments, as a good luck token. All I have to do now is find someone who can translate the signatures!. Any guesses?



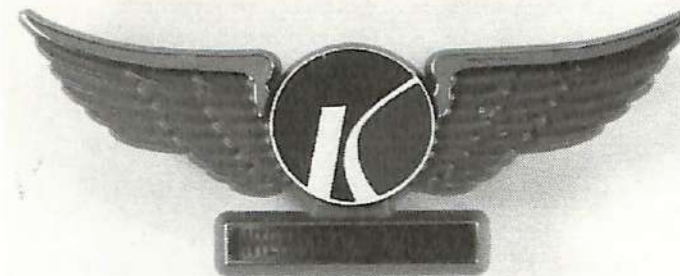
USAir is in the "AIR" these days with all the talk about the British Airways decision to make a \$750 million investment in the U.S. airline. BA "defended the proposed alliance, insisting its terms would not give the British carrier 'control' over USAir, but simply a veto on certain financial decisions," said Aviation Week in NOV 92. The wing is silver with "US" in enamel and "Air" in light blue.



British Airways "has taken over the scheduled services of ailing Dan-Air at Gatwick Airport, bringing to 50 the number of destinations it now serves from London's second-largest airport," says Aviation Week of 23 NOV 92. The Dan-Air wing has a black backing with gold wings and the red and white flag encircled by gold wire. A photo in Aviation Week shows "British Airways" being applied near the front of the 737 fuselage and the Dan-Air logo on the tail.



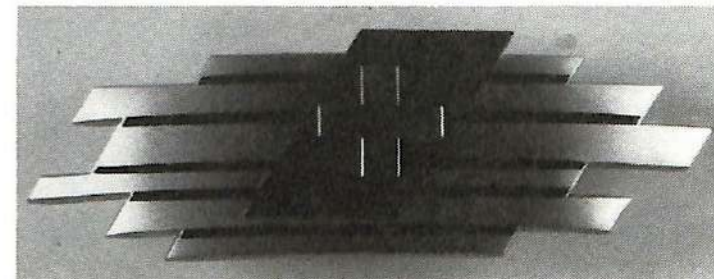
British Airways is in the news these days with all the talk about their "strategic 'globalization jigsaw'," as Lord King described it in a recent issue of Aviation Week magazine. It seems BA's efforts confirm their view "that it would be a major step in becoming a truly global airline," says Aviation Week of 23 NOV 92. The BA wing is black with silver wire and a red "Speedbird" in the center.



Kiwi International kiddie wing. This wing is "gold" plastic with green and purple separated by the stylized white "K". The bar at the bottom has "International Airlines" in green. When I was ready to depart from Newark International not too long ago, I met the Kiwi crew and they gave me a few of the Kiwi International kiddies. The captain was wearing one on his hat as Kiwi hadn't yet acquired their regular insignia.



Luxair Junior Captain wing, acquired from Hector Cabezas at the Schwanheim hobby meeting. This kiddie is quite a kiddie to say the least. It is a beautiful one indeed in gold with the red lion rampant on the blue-white shield. There are a few red "dots" in the crown if you look close. A Junior Stewardess joins the captain in this set.



New Swissair hat badge (above) and wings (below) sent to me by Charlie Dolan, our resident Baltimore collector. They are quite stylized with a polished logo and the Swiss cross in the center, rather than the airplane motif of years gone by. You will note that the right side of the wing has been curved and that there is a notch at left. Both the wing and the hat badge have a "softer" finish on the back.







Druk-Air hat badge (above) and pilot wings (below). Druk-Air is the national airline of Bhutan and flies international passenger services between Bhutan and India. The airline was established by the Royal Bhutan Government of King Jigme Singye Wangchuck on 01 APR 81. Thanks to Tom Malloy, my Northwest connection. The hat badge is VERY distinctive, you have to admit, with a dragon on either side of the central design ... an all gold finish. The wings are gold, too, with a dark-blue padded back.



Garuda Indonesian Airways pilot wing acquired from the captain by Larry Beecher, a fellow Quiet Birdman. He took a vacation trip to the Far East and came away with this wing for my collection. The wing has fine detail along with a gold finish. My thanks to Larry.



East German civil pilots wore this badge that had numbered pendants attached to indicate the number of kilometers flown, e.g. as above, 2 million km. The badge has gold around the perimeter and also on the aircraft. Some white enamel on the aircraft as well. The text at the top and bottom and the leaves, are also of white enamel. The bar is gold with the number in white enamel.



Lufthansa's famous "Tante JU" flew into my hands at the seventh International Aviation Hobby Meet at Gaststättle Turnhalle Schwanheim, near Frankfurt/Main in Germany. D-AQUI flies across the bottom from the light blue skies into the dark blue heavens!



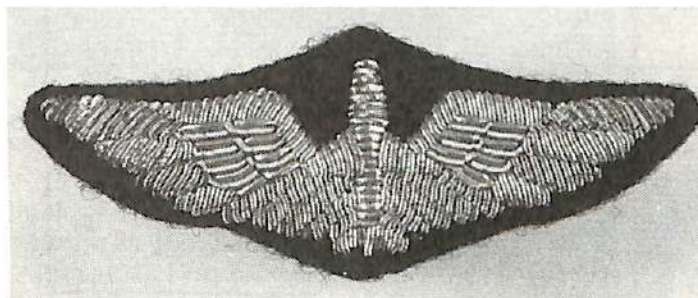
Vietnam Airlines wing acquired at the seventh International Aviation Hobby Meeting near Frankfurt/Main, 31 OCT/01 NOV 92. This wing is patterned somewhat after the Aeroflot wing, but it is heavier in weight and has a pinback for wear. The wing has a gold finish and the center has light-blue enamel along with the gold airplane profile. You will note some "black" marks on the surfaces, but they are just reflections from my camera. My thanks to Hector Cabezas for this great acquisition.



Russian International Airlines pilot wings, acquired at the International Aviation Hobby Meeting in Schwanheim, near Frankfurt. The wings are gold wire on a black cloth backing and are a sew-on badge. A badge was also part of the deal with Oleg Charitinov, the Aeroflot captain we have met before. The logo has white at the top, blue in the middle and red at the bottom of the button. The badge is not shown. (White-blue-red are the colors of the Russian flag as opposed to Soviet flag).



Air Atlanta Icelandic (Flugfélagid Atlanta HF) responded with pilot and ground staff/flight attendant wings. The full-size wings are shown here and are worn by pilots. Ground staff and flight attendants wear half wings. The wings were designed in Germany last year and are also manufactured there. Pilots and ground staff/flight attendants started wearing these wings in 1991. Note the logo! The wings are gold, with some detailing within and below the "A".



This Samoa wing came to me via Ed Young, the West Coast Wing Master. He had acquired two wings and passed this one along to me. Thanks, Ed. The wing was cast, as best as I can tell, but there is quite a lot of detail, as you can see in the photograph. The recessed areas are black to give the piece more definition. The surfaces are light grey.

Pilot wing of LADECO of Chile. It is worn on the shirt. Thanks, Charlie Dolan. LADECO is a privately-controlled airline which operates services throughout Chile and on international routes. I have seen the LADECO aircraft many times in Miami - only because I envy the pilots flying the 707. I have not had much luck acquiring their full-size wings, but thanks to Charlie, I now have a representative one at last. It is in gold, with a silver "aircraft" in the center.

## AIRLINE PLAYING CARDS

by THOMAS DRAGGES

This is my first article since we rocked and rolled in L.A. at AI '92. It was great to renew friendships and make new ones, since I had not been to an Airliners International in four years. Seems every time Bryant Pettit sets foot in California, we have an earthquake. I guess we will have to keep a graph on that one.

Thanks to Al Meder, whom I met at Airliners for the first time, I was able to come up with some cards that I hadn't seen before.

The first is a pair from Air India, of which one is illustrated. The card has a black background with a red box in opposite corners and "First Class" in white in the box, "Air India" under each box. The other card is the reverse, with a white background with the red boxes/white text in the opposite corners and "Air India" in black.

BWIA (British West Indian Airlines) is in hard-pink on a yellow background and an L-1011 flying from left to right. The text "We are the Caribbean" is in black.

China Airlines has a series of cards showing various birds. The one with a parrot is shown. I understand a different one was issued every month in 1992. If anyone has any additional information, please let me know. I am also looking for single cards of the other decks in the series. If you have any to spare, I can trade you for a card of the one illustrated if you need it. The cards have a red border with a pink pattern. The center is tan and the leaves of the tree branch green. The blossom is white.



AIR INDIA



CHINA AIRLINES



BWIA

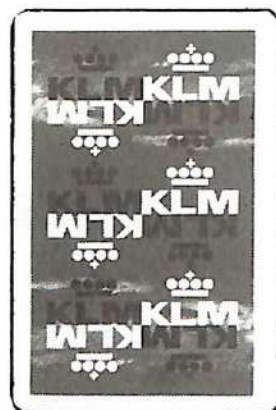


China Airlines also issued a card showing their new MD-11 against a blue sky with cloud formation below. The airline's logo is in blue, the name in Chinese characters in blue and the English name in red, both to the right of the logo.

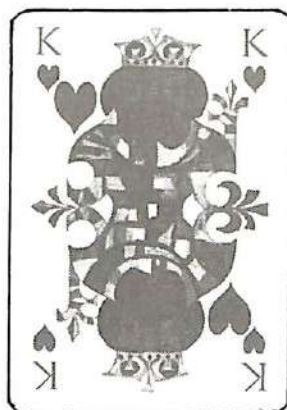


CHINA AIRLINES

KLM have issued two decks of card with identical illustrations but different colors. One has a blue background with white and dark-blue KLM-and-crown logo, the other has an orange background with white and red logo.



KLM

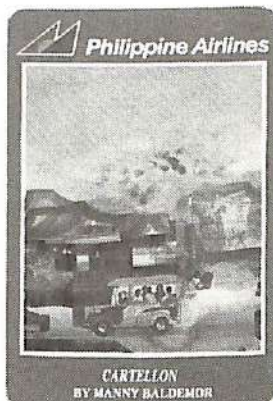


KLM

Gulf Air, the favorite airline of Paul Collins, has this card with purple background. The eagle and names (English and Arabic) are in gold with the eagle's features outlined in black.



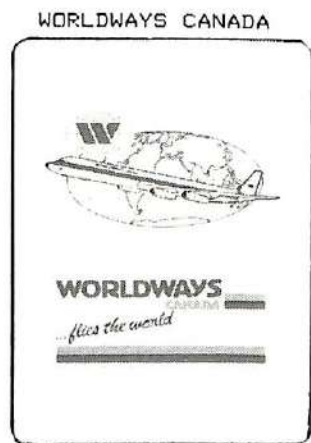
GULF AIR



PHILIPPINE AIRLINES

The Philippine Airlines card depicts a painting, "Cartellon" by Manny Baldemor. The picture is outlined by a narrow white line and a grey-blue border. The airline logo is in dark blue, gold and red, all outlines in white. All text is in white.

Worldways Canada has issued this white card. It shows a DC-8-63 flying in front of the globe. All printing is in blue and turquoise, except the text "... flies the world", which is in red. This card is slightly wider than most airline cards.



WORLDWAYS CANADA

As always, I plead, beg, ask, request, petition you to PLEASE send me any new cards you come across, so we can share them with the readers of the CAPTAIN'S LOG. I have other singles to offer in trade, if you are interested in collecting single cards.

Until the next time, happy collecting and may you have a Very Happy New Year.

**KLM Royal Dutch Airlines**

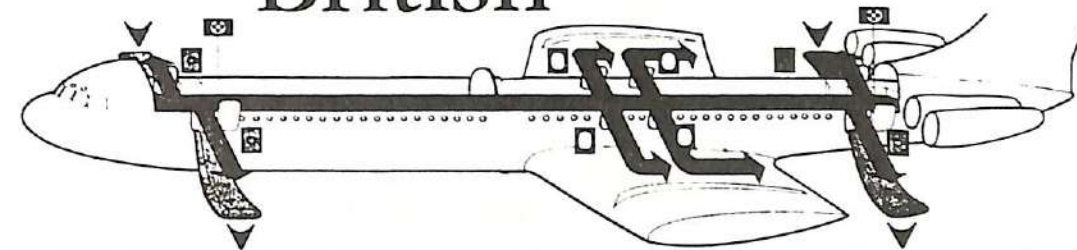
has issued many promotional items over the years, from stickers to postcards to playing cards. Our playing card editor, Thomas Dragges, reports on and shows two new decks from the airline on this page. (Photo: 747-206 SUD/SCD, N1909E "Admiral Richard E. Byrd, Men 22380/539 at LAX 27 JUN 92.) Photo by Joop Gerritsma



**SAFETY CARDS**

©1993 Robert Neal Marshall  
some materials submitted by Pat McCollam

**British**

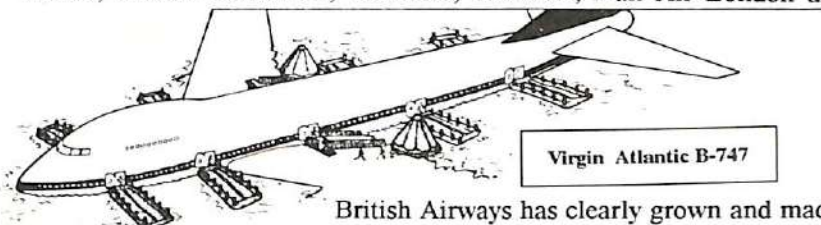
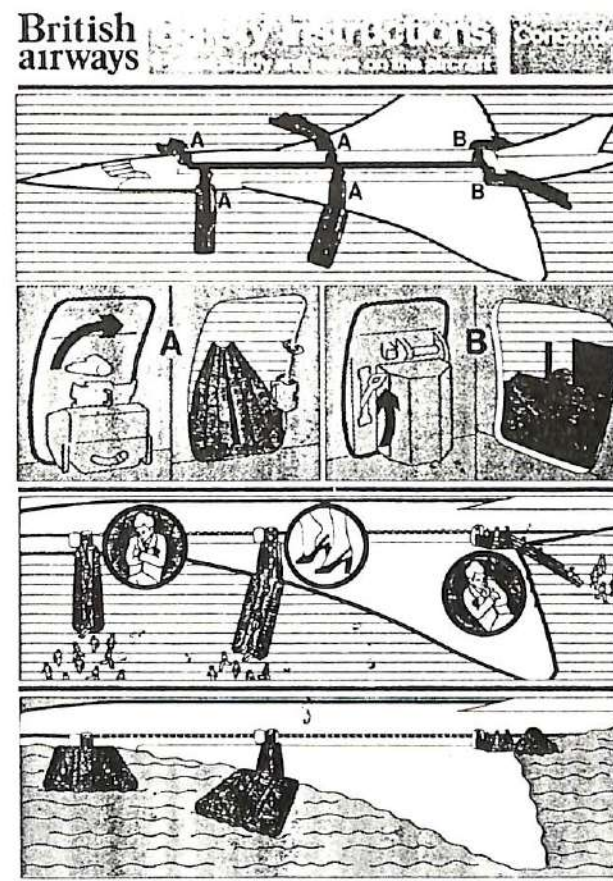


rently part of Great Britain's air transportation system still bear names that demand respect, such as Britannia and Monarch. Even Virgin Atlantic compels imperial reflection for the Virgin Queen herself, Elizabeth I.

In this issue I would like to take a brief network for the British Isles. It is truly Arizona (94,217 sq. mi. versus 113,909 and continues to have today, such a there were at least seven fairly ma- These airlines included B.O.A.C., British Midland among others.



glance at some of the multiple airlines that have provided an extensive air extraordinary that a country which could easily fit inside the state of sq. mi. according to Webster's New Word Dictionary) has had in the past remarkable number commercial air carriers. As recently as the early 1970's jor and several minor British airlines all operating in and out of the U.K.. B.E.A., British Caledonian, Britannia, Monarch, Dan Air London and



British Airways has clearly grown and made its presence known. As a result of the 1974 merger of British Overseas Airways Corporation and British European Airways, British Airways became the combination of the former carriers Domestic, European and Transcontinental service. The late 1980's absorption of British Caledonian further increased the size and reach of this already massive airline.



**BRITISH CALEDONIAN**  
**Emergency Procedures**

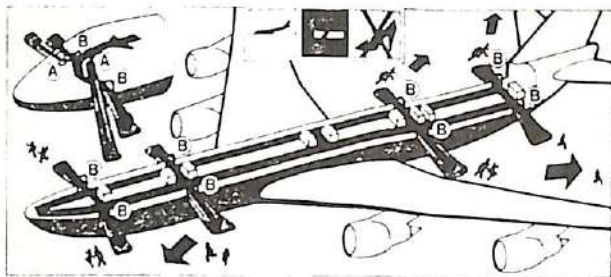
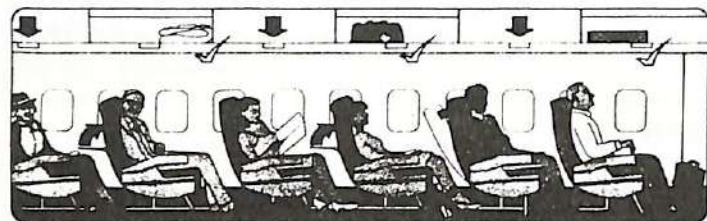
Once the late 1950's and early 1960's combi-cards were withdrawn, B.O.A.C. favored a large fold open book-style card that was sealed in a heavy plastic cover. B.E.A used a two-sided card that appeared as if printing was applied directly on the plastic. Once the merger was complete, British Airways adopted the Transart Inplator. Ltd. printing format formerly used by B.E.A. This particular



design and format lasted many years with variations and additions in safety features pointed out. Eventually, multiple languages were added to the presentation of basic features and many cards were printed for a particular series of aircraft with the registration numbers printed on the cards.

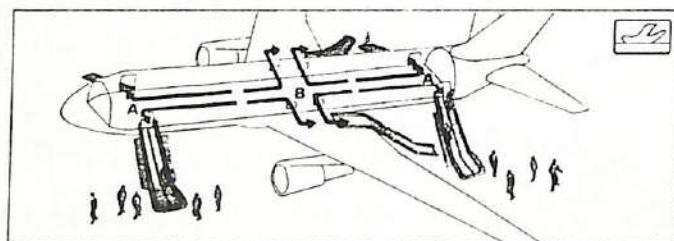
It is interesting to note that after the British Airtours 737 runway fire in Manchester, all cards began to include the image of a crew member pointing away from an overwing exit if fire is present. Also note the Boeing 747 exit plan after British Airways made the controversial move of sealing shut the L3 and R3 overwing exit doors in favor of additional seating. Recent series "Safety On Board" cards have gone back to the book-style cards for British Airways showing a full color photograph of the aircraft on the cover. Inside, illustrations are in bright colors with exceptional detail, including a cabin cutaway showing proper and improper storage of carry-on luggage as well as seat-back and tray-table requirements.

## SAFETY ON BOARD AIRBUS A320



In the category of Charter Airlines, one of the biggest is Britannia Airways. Flying primarily a fleet of Boeing 767's, Britannia started in the early 1960's with Lockheed Constellations then moved to the Bristol Britannia turboprop. Britannia Airways cards are similar in feel and design to the BA cards by Inplastor.

## BOEING 767

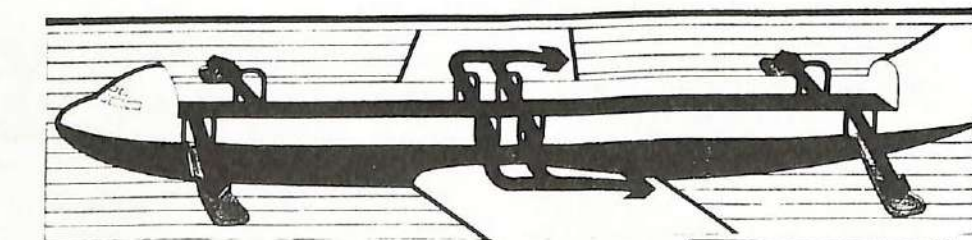


Britannia B-767

## Britannia

British Airtours runs a massive charter operation as a subsidiary of British Airways as does Caledonian. While visiting Marana/Evergreen field in Arizona a few years ago, I happened upon a pile of hundreds of airliner seats stacked high in a back lot. In the seat back pockets were "Welcome Aboard" booklets as well as safety cards, all from one of the former British Airtours 707's. The plane had recently had its interior gutted and the goods were still in place. With permission, some of these cards have been preserved; an excerpt included here. The cards are identical to the British Airways cards of the period except that "Airways" is replaced by "Airtours".

## British airtours



British Airtours B-707

Monarch Airlines started its intercontinental charter and tour operations in the late 1960's with a small fleet of Bristol Britannias. Now primarily operating Boeing 757's, Monarch has also utilized the 720, 707, 737 and BAC 1-11. Again, card feel and size is similar to the aforementioned BA cards except Monarch

Artwork has a hand drawn quality rather than crisper graphics. At the Duxford air museum in England there is an original Monarch Bristol Britannia on walk-through display. The interior has been re-done with airliner seats that are not of the type originally used, however, the interior is in exceptional shape. The Britannia is not unlike the Electra. One obvious exception is that when looking out of the oval windows, the props and engines are huge. In the aft by the rear galley exit door, there is a display case with a "Welcome Aboard" booklet from a Monarch Britannia. True safety card collectors will delight when they see that the book is open to the "Safety Information" page with a full exit floorplan and hatch opening instructions.

## Monarch Airlines



## Laker Airways



In the category of "Budget" airlines one must not forget to pay respect to Sir Freddie Laker's Skytrain DC-10 service. Apparently Sir Freddie is starting up a new service of some sort utilizing 727-200 equipment. Although no longer considered a strictly budget airline with its "Upper Class" service, Virgin Atlantic's fleet of red and white 747's cannot be overlooked.

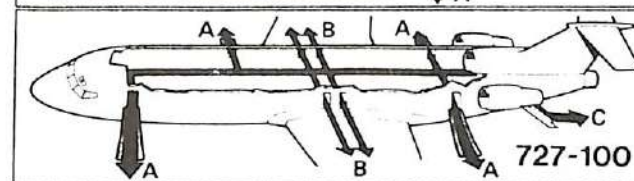
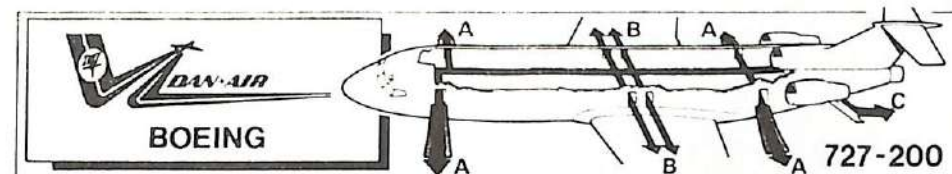
Not exactly "regional" in classification, due to the fact that any flight of more than 400 miles will most likely be international from the United Kingdom, smaller yet established airlines include Dan-Air London. Dan Air started in the 1950's as a charter airline, but now operates both scheduled and charter services. Dan Air utilizes a range of equipment which include the 727, Bae-146, BAC 1-11, 737 and HS-748. Also to be found at the Duxford air museum is a former Dan Air Comet 4 in pristine condition.



Dan Air Comet 4 in pristine condition.

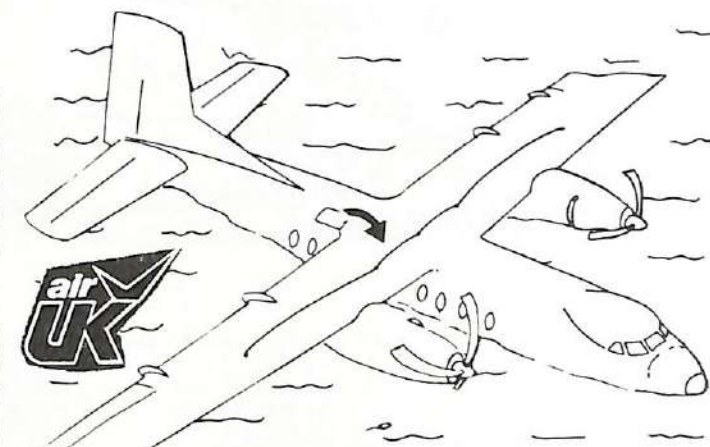
Dan Air safety cards, like most, have come in various shapes and sizes, a late 1980's version is a two sided paper card with a light laminated cover. Art is in black ink with exits and warnings in red; slides,

lifejackets, handles and oxygen masks in yellow. One Dan Air combi-card has completely re-designed the Boeing 727-100 (or at least has indicated two non-existent exits!).

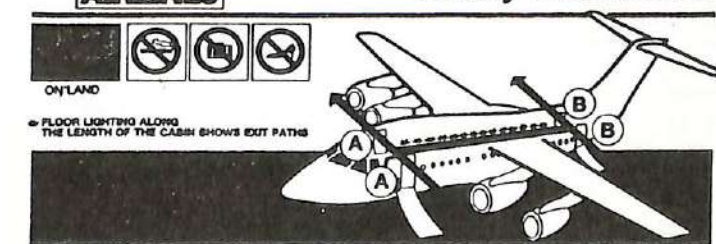


Air Anglia was a small regional carrier that flew DC-3s, Dart Heralds and F-27's. Cards were oversized printed paper sheets. Air Anglia merged with British Island Airways (BIA), Air Wales and Air Westward in 1980 to form Air UK. Air UK soon thereafter turned over its tour business to a new British Island Airways (formed in 1982) which operates BAC 1-11 jets. Some domestic traffic was given to Manx Airlines which operates Viscounts, Short 330's, and F-27's, based out of the Isle of Man (There will be a quiz later!).

British Midland is fairly major contender in the U.K. with a wide domestic and U.K. - Europe network. At one time British Midland operated longer haul 707 services, however, it now operates primarily DC-9, 737-400 and Bae ATP equipment. British Midland and Manx Airlines have cards designed by the



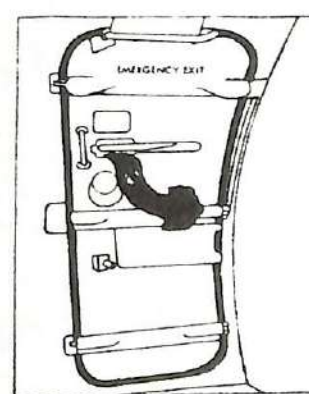
## SAFETY ON BOARD DART-HERALD



## EMERGENCY LANDING INSTRUCTIONS

same company, as British Midland holds an ownership interest in Manx. Cards are small two-sided, cardboard, with light lamination, except for the Viscount cards which appear to be printed plastic. The 707 and DC-9 cards are also in plastic and are the same large size as the BA cards.

Shortly before British Midland retired their Viscount fleet I was lucky enough to catch a Heathrow to Leeds hop on the Viscount. As we took off into the late afternoon sun the front of the spinning props reflecting the light appeared as huge orange platters pulling us into the sky. As the sun

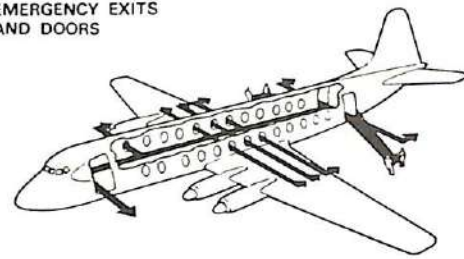


## BAF BRITISH AIR FERRIES LTD.



made its way down I could clearly make out the shadows of dents and buckling in the skin covering the wing. The stewardess, knowing my trip was solely to ride a Viscount, invited me up to the cockpit. The flight crew were clearly pleased and amused at the reason for my journey. "Are you retiring the Viscount primarily for passenger comfort and fuel efficiency?" I asked the Captain. "Oh no" he replied with surprise "they're being retired due to their airworthiness!". I laughed a nervous laugh then remembered all the dings and pockets in the wing. "How soon can you land this thing!!" I half-joked. I took the train back to London that night, but it was a truly a treasured flight for me.

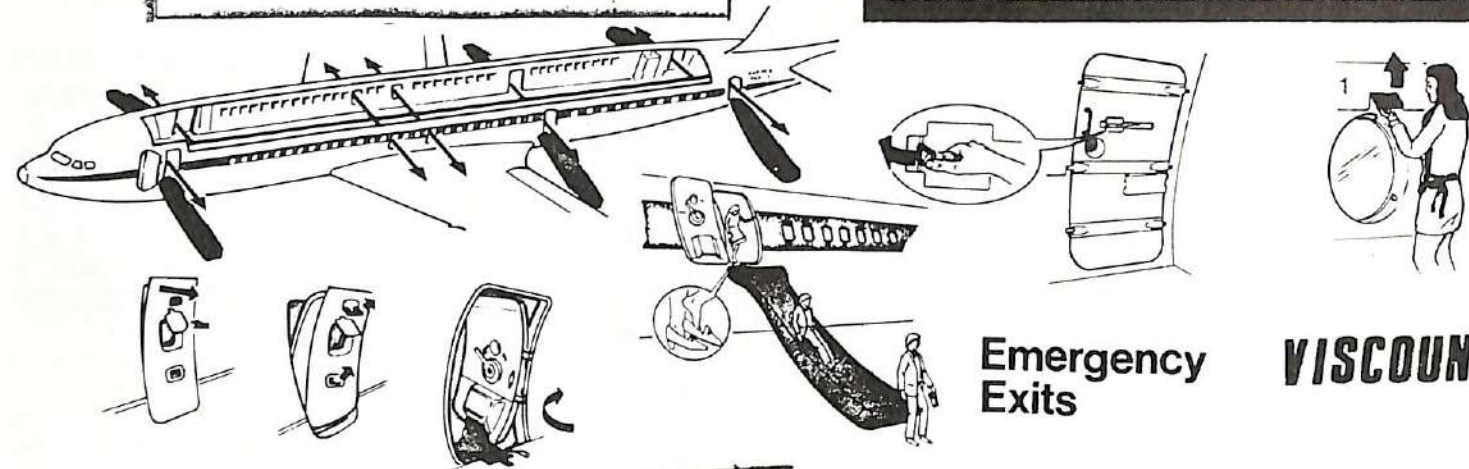
EMERGENCY EXITS AND DOORS



**British Midland**

**British Midland**

Viscount Safety Instructions



Emergency Exits **VISCOUNT**

# SAFETY in Flight

Last, but certainly not least, is an excerpt from a very special safety card. Back in 1985, and it may still be operating today, one could ride one of the oldest airliners in Great Britain: a de Havilland DH89a Dragon Rapide. This eight passenger, fabric covered, biplane indeed had a paper safety instruction sheet that not only pointed out vital safety information and exits, but had a fascinating history of the aircraft and its operator, Russavia. In our short little circle above Duxford air field, one was instantly transported back in time in airline history, experiencing all the sights and sensations of air travel as it was some 50 years ago. Looking back towards the ground was a magnificent view of British airlines and aircraft, all preserved in tribute. The gold and black Monarch Britannia, an old British Airways Super VC-10, a shiny new looking BEA Viscount in circa 1950's livery, a stubby Vickers Viking, an abandoned Trident One alone in a field, and in sharp contrast to the other aircraft was the number two prototype Concorde in it's original red and white experimental paint scheme, now too an old relic in homage to British aviation's proud past.

FLIGHT SAFETY INFORMATION FOR PASSENGERS

**DRAGON RAPIDE**

EMERGENCY EXITS

In the unlikely event that it becomes necessary to evacuate, you can leave as follows:  
**CABIN DOOR** - Opens as marked inside and out. DO NOT TOUCH DOOR IN FLIGHT - GROUND HANDLER WILL CLOSE & OPEN DOOR  
**ROOF PANELS** - Marked 'EMERGENCY EXIT'. Burst out fabric and climb through on to aircraft roof.  
**PILOT'S COCKPIT ROOF** - 'PULLS' behind pilot's head. Pull, push out roof panel and climb out.

TAIL NOSE

EMERGENCY EQUIPMENT

**FIRST AID KIT** - Stowed on wall in rear compartment on right side of aircraft.  
**FIRE EXTINGUISHERS** - PASSENGER CABIN: On left side, on floor under seat, forward of door. COCKPIT: On bulkhead behind pilot's head.  
**AXE** - The PILOT has an axe available if it becomes necessary to break out of the aircraft.

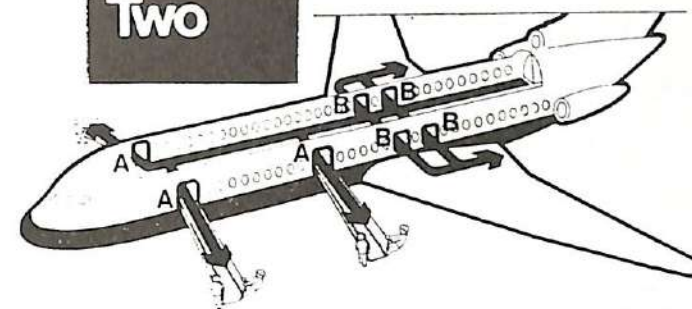
**RUSSAVIA COLLECTION**

**Trident Two**

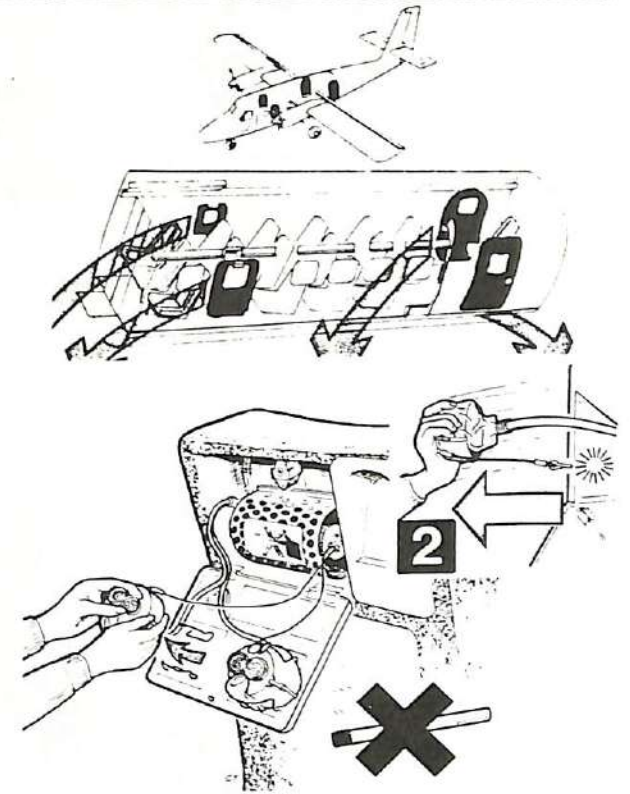
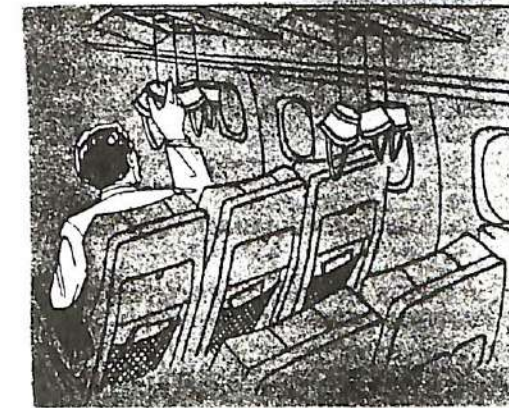
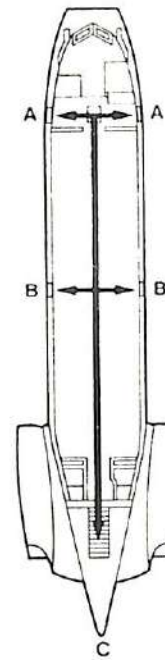
**Gallery**

**DHC-6**

**MANX AIRLINES SAFETY INSTRUCTIONS**



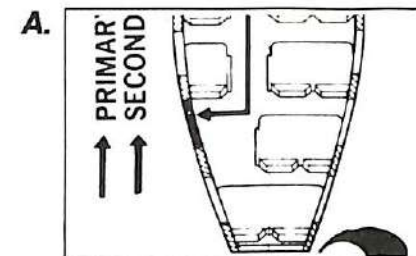
Above: BA Trident Two. Left: BIA BAC 1-11. Right: Not often seen in the U.S., the 757 #3 short exit seen here on a BA 757. Below: BOAC VC-10 Oxygen use.



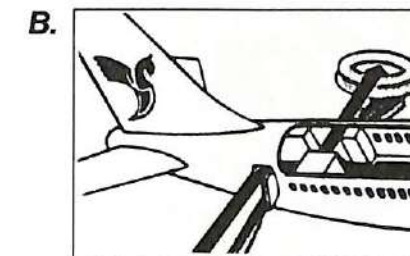
Top: MANX Twin Otter. Above: Laker DC-10 Oxygen use.

## Collector's Quiz

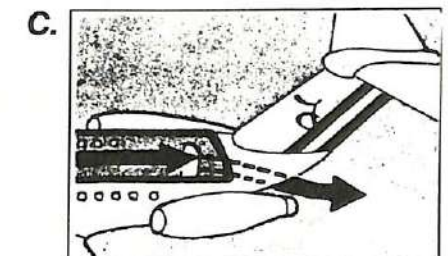
How many aircraft types and airlines can you identify for the following safety card excerpts?



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



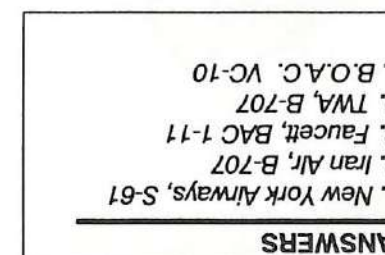
Aircraft: \_\_\_\_\_



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



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



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

**ANSWERS**  
 A. New York Airways, S-61  
 B. Iran Air, B-707  
 C. Faucett, BAC 1-11  
 D. TWA, B-707  
 E. BOAC, VC-10



# WHAT IS IT?

by KEN TAYLOR

Erin Love is walking on air!  
You remember Erin, don't you? She is the girl who started collecting kiddie wings about a year ago. Her story was printed in this column in the MAR 92 issue of the CAPTAIN'S LOG. She has received a potfull of wings and a book about kiddie wings and she wants to say "Thank you" to Dave Cherkis and Bill Gawchik. You have made her day.

Replies this time have come from DENISE BREULT, DICK KORAN, TOM MALLOY, JAIME ROJO and ROY THOMPSON. Thank you all!

## Answers



#26. Two different answers were given: Dutch Army trades badge, no dates given; and pilot's badge of the Austrian police, 1977.



#27. Observer wing of the Royal Netherlands Air Force. No dates given, but see the book by Russ Huff for more details. (Note by JG: Photos show it was in use in the late 1950s, but I don't know when it was first used and if it is still being used now.)



#23. A badge from Yellowstone Tours, somewhere in the 1920s.



#24. The book "Orders, Decorations and Medals" by Littlejohn, says: "In 1933 Vidkun Quisling formed the Norwegian version of the Nazi party, which he named Nasjonal Samling (National Unity). The emblem of the movement was the Sun Cross of St. Olaf, Patron Saint of Norway." The badge pictured in the book by author Littlejohn is a gold cross on a red circle. The badge shown here is made of copper and is worn on the upper left sleeve of the uniform and on the kepi as a cap badge, and has a resemblance to the Nazi national emblem.



#25. The consensus is this is a Portuguese Air Force jacket wing. No dates were given.



#29. Officer's cap badge from the air force of Thailand.

#30. Two different answers were given: cap badge of flight cadets, Belgian Air Force 1928, and U.S. Air Service World War I collar badge.

## New Questions

Now for the new questions, and a fine lot we have, from TOM MALLOY, ANNE MALM, ED YOUNG and FRANK WALDORF:

Ed Young writes "I inherited my dad's collection of pins and wings in 1943 and in the past 49 years have increased the collection from 400 to over 4,000 pieces. I wondered if you would print a list of unknowns without pictures."

Sure Ed, let's give it a try. Here they are:

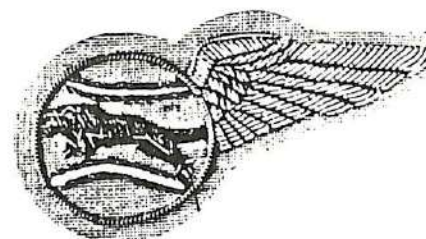
- a) Pilot wing, Lipha
- b) Pilot wing, Maple Air Instructor
- c) Pilot wing with diamond shapes inside (studio prop?)
- d) Pilot wing with two globes with TOA (studio prop?)
- e) Pilot wing, possible Aztec calendar in center
- f) Pin wings, castle turret, letters SAIE
- g) Pin, AN/TP8-1c, Radar
- h) Pin, Bowie knife
- i) Pin, silver, horizontal line, another with "bump" over it
- j) Pin, aircraft gold, twin elliptical wing, single fin, 1940
- k) Pin, circular, 2-engine aircraft, MALERT on wing
- l) Pin, gold, oval, US map, AA on it, birds atop AA
- m) Pin, gold prop with silver wings
- n) Pin, gold wing, CATS, 1940 era
- o) Pin, gold wing with WLC on inverted cloverleaf
- p) Pin, gold wings red letters DAC
- q) Pin, gold wings, triangle, map of Mexico inserted
- r) Pin, gold wreath, bird in center, crown on top, orb below
- s) Pin, gold wreath, eagle holding UIL or UJL
- t) Pin, gold wreath, white bird
- u) Pin, gold bird in flight, crown on top
- v) Pin, gold stylized arrow, 4-engine jet inside
- w) Pin, jet engine on gold oval
- x) Pin, missile, silver, long mid fins, lopped tail fins
- y) Pin, NYSAC on aircraft shape, 1947 era
- z) Pin, red & white triangles, front view of bird
- aa) Pin, side view of bird flying across circle
- ab) Pin, silver dragon (laser communications?)

- ac) Pin, silver eagle, bearing Valkenreide
- ad) Pin, silver oval, 3 red "curve" designs
- ae) Pin, silver wings, circle with NFA in it
- af) Pin, silver wings, shield with 3 red vertical stripes
- ag) Pin, small ALPA, S in circle in center
- ah) Pin, small wings, shield, red & white vertical stripes, blue top
- ai) Pin, gold winged M in circle
- ak) Pin, small, gold/black, 2 birds w. wings down.
- al) Pin, small, wreath, bird, star at top
- am) Pin, winged stylized bird, gold
- ao) Pin, winged with ornate possibly Belanese dancers
- ap) Pin, winged, gold, black star center, crown top, wreath
- aq) Pin, winged, small, gold, shield, white triangle, AEL
- ar) Pin, winged, very small, gold, illegible letters if any
- as) Pin, winged with 2 Fs back-to-back in center.

At Airliners International '92 I met Al manuel of Brooklyn, Al, a collector of roadside memorabilia, is known as Mr. Ashtray. He has an ashtray inscribed PAC AIR. The question is, who is and when was PAC AIR?

Also at the AI 92, I was asked the question "Who is or who was Argonaut Airways? Where were they from, and when?"

Now some pictures:



#47. Gold wire wing with black panther or lion. What, who, when?

#48. QEA is Qantas Empire Airways of Australia. This cap badge was in use in 1965 when my sample was collected. In what years was this type of badge used?

ANSWER: Qantas Empire Airways was formed on 18 JAN 34 by Qantas Airways and Imperial Air-

#48



ways (of Britain) to operate the Singapore-Sydney sector of the London-Sydney route. Actual service started on 08 DEC 34. This badge was probably in use from this time until 1967 (See #48a) - JG



#48a. Next in this series is QA, Qantas Airways. When was the name changed?

ANSWER: On 01 AUG 67, when the word Empire was removed because it held no longer any significance in the airline's worldwide operations - JG



#48b. This Qantas cap badge was in use in 187 when I flew to and from Australia. What are the years of its use?

#48c. The new Qantas cap badge. When was it first used?

#49. This wing is from Ansett and was issued prior to 1981.

ANSWER: Used by Ansett Airlines of New South Wales, 1979-1981. See Dick Koran's Wings & Things in the CAPTAIN'S LOG, MAR 91, p.50 - KT

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#50. British European Airways cap badge. The supplier of this picture did not say if it is in gold or silver. Could someone date it?



#51. Wire on cloth. Could someone name and date it?



#52. Cloth wing, but who, what and when?



#53. This wing was collected in the Philippines. It is in bright silver with an orange center. Any ideas?



#49





# MEETINGS & CONVENTIONS

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

THIS IS A FREE LISTING FOR GROUPS AND INDIVIDUALS

\*\*\*\*

06 MAR 93 (Saturday)  
MUNICH, GERMANY

7th International Aviation Hobby Meeting by the Club of Aviaton Friends Munich and the Aviation Frinds Munich. At Musterhaus of the Bauzentrale Planung und Bau, Airport Munchen II, Nordallee 43. Open 1000 to 1700 hrs. Hobbyists and professional dealers from everywhere are welcome. See Dick Koran's WINGS & THINGS for what this one is all about. For more information: Josef Schmitt Jr., Frau-von-Uta Str. 24, D-8000 Munchen 82, Germany, or call Germany 089-424037 (home) or 089-977 5341.

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

## Airline Memorabilia Show & Sale

03 APR 93 (Saturday)  
IRVING (DFW) TX

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

24 APR 93 (Saturday)  
ARLINGTON, VA.

Airline Collectibles Show; The Rosslyn Westpark Hotel, 1900 North Fort Myer Drive, Arlington, VA 22209 Ph. (703) 527-4814. Hotel is 4 mi from National Airp. 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 20856, (410) 381-4626, or Tony Trapp, 608 Valley Dr, SE, Vienna, VA 22180, (703) 938-0175.

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

1993 Vancouver Aviation Expo, Canada's largest aviation memorabilia show. Open 0830 - 1600 hrs. Delta

1993 VANCOUVER AVIATION EXPO



River Hotel at Vancouver Airport (YVR). Presented by the Vancouver Aviation Historical Society and West-flight aviation news monthly. Buying, selling, trading. Admision \$4, Ch under 12 free. Display tables Can \$40/US \$35, incl 2 ada. Payment by cheque or money order payable to H. Tenby, 407-1540 Mariner's Walk, Vancouver, B.C., Canada V6J 4X9. For hotel res., Delta Hotel, toll-free Can 1-800-268-1133, U.S. 1-800-677-1133. Mention Vancouver Aviation Expo to receive convention room rate.

19 JUN 93 (Saturday)  
LOS ANGELES

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

08-10 JUL 93 (Thurs-Sat)  
WASHINGTON, D.C.

Airliners International '93 Location: Hyatt Regency Crystal City Hotel, 2799 Jefferson Davis Highway, Arlington, VA 22202, at National Airport. Hosted by

## Important Announcement

Starting with the next issue of the CAPTAIN'S LOG, all MEETINGS AND CONVENTIONS information will be handled by Paul Collins. This includes the free calendar announcements as in this column, the paid advertisements and the distribution of flyers.

The reason for the change is simple: once I have sent the pages to Paul for printing, I have no control anymore over when you will receive the issue. On several occasions in the past, when Paul experienced a delay at his end, or when the printer took longer than he had expected, several of the shows at the top of the column were over when you received your issue.

Since Paul is much better able to pinpoint when the completed issues will be mailed, he will take over this column to ensure it is timed to the actual publication dates of the CAPTAIN'S LOG.

Please send your show information to: Paul Collins, 3381 Apple Tree Lane, Erlanger, KY 41018, USA, or call him at (606) 342-9039.

Thank you!

Joop Gerritsma

260



JULY 8-9-10

the Washington Airline Society. This is the annual Big One as far as airliner conventions go. A full schedule of events is being planned, including tours of Andrews Air Force Base (Home of Air Force One), Baltimore/Washington International, Dulles International and Washington National. Special tours of the National Air and Space Museum's Garber Restoration Facility, the Mid-Atlantic Air Museum's Viscers Viscount in full Capital Airlines colors, and more ... much more. Hotel room rates \$79 plus tax per night for up to four in a room. (Rates valid from 04-13 JUL. For registration info: Airliners International '93, P.O. Box 1631, Rockville, MD 20849-1631, or phone (703) 920-6477, (703) 256-9304 or (301) 593-2242. Hotel res. call 1-800-223-1234 or (703) 418-1234.

11 SEP 93 (Saturday)  
NEWARK, NJ

Airliner Show, Rosslyn Westpark. For info: Bill Gavchik, 88 Clarendon, Yonkers, NY 10701, or call (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, files, trading & more on the program. For info write: CAI, P.O. Box 440713, AURORA, CO, USA 80044-0713. Please note: On occasion the meeting takes place on a day other than the last Tuesday of the month. Check with CAI before making travel and hotel reservations.

### CAUTION:

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

\*\*\*\*

If you want a paid advertisement in the CAPTAIN'S LOG, or if you want us to distribute your show flyer, please contact Paul F. Collins, 3381 Apple Tree Lane, Erlanger, KY 41018 or phone (606) 342-9039.



New card just released by Mary Jayne's Railroad Specialities, Inc., is this very nice LADECO CARGO 707-327C. Photo by Frank Litaudon taken at Miami Int'l 9-29-91.

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

by

Paul F. Collins

With this issue of the CAPTAIN'S LOG we close our 18th year as a Society. As the President of the organization and publisher of the magazine, I would like to thank the staff of the LOG for all the time and effort that they put forth each issue to give us such a quality publication. I've said it before and I have no problem saying it over again, the LOG is THE BEST collector/hobby magazine that any organization could hope to have. My hat, and I wear a few, is off to Mr. Gerritsma and his staff for a job well done.

I would also like to thank all of you that have sent in your 1993 renewals, early, as requested on the forms sent out with the last LOG. It has been a number of years since I have been able to start off a publication year that I had some idea of how much money I would have in the bank to work with for the year. It is very hard to make a budget out when you only have about one-third of the membership renewing at the beginning of the year. While I still do not have over half the renewals in now, I do have an idea how our year will be going. If you receive a renewal notice with this issue of the LOG, please send it in as soon as you possible can.

With regards to membership renewal forms sent out with the last issue, I must apologize to a number of our Life Members. It seems that a few received a renewal notice in error. If you are a Lifer, and received a notice, just fill it out and update your entry on the roster or give it to someone you know that might be interested in become a WAHS member.

Several members have written in requesting information on the Life Membership program. When this program was offered several years ago, so many members took advantage of it that I had to put a hold on the number that could be Life Members. We currently have about 100 people in the program. Until we have a influx of new members, this program will be on hold. We currently have a little over 1300 members in the U.S., some 70-80 members in Canada, and about 125 members in other countries around the world. I will keep you advised if and when the program will once again be accepting new members.

For those that have sent in their renewals I would like to thank you for participating in the survey that was included on the form with regards to the printing of the membership roster and the three quarterly updates. From the forms received back it seems that almost 90% favor keeping the annual roster as part of your membership package. A number of comments were written in regarding the 3 updates. I believe if we're going to continue with the annual roster, we should continue to do the quarterly updates, this is to be fair to new members. If everyone sent in their renewals when they receive their notices, it would cut down considerably on the size of the updates sent out later, especially the first update that comes out with the second issue of the volume. More on this as ideas develop. Your suggestions and comments still welcome.

In the last issue of the LOG, our Editor made some comments with regards to some complaints received from members with regards to getting the LOG issues out on a more timely schedule. I must say that I was somewhat suprised at the number of people sending in notes with their membership forms containing words of praise and support. From what I read, 99% of you understand our problems. Your support is certainly appreciated. I am forwarding on to Joop the notes that you sent. As all of you can understand, WE WOULD LIKE VERY MUCH TO GET THE LOG OUT ON A REGULAR SCHEDULE. We don't work at getting behind--just the opposite--WE WANT THE LOG OUT ON SCHEDULE! Thank you for your support and understanding.

You will note that there is a little more advertising in this issue of the LOG. Also that the number of flyers included with this issue has increased--somewhat! If you know anyone that has a product or service for sale that members would be interested in, have them contact Society HQ and we will be happy to talk with them about advertising in the LOG.

If everything has gone as planned, we have also enclosed registration information for Airliners 93 with this issue of the LOG. I have been advised by the AI 93 committee that everything is coming together for the BIG SHOW in Washing, DC July 8, 9 and 10. Be sure to send in your registration as soon as possible.

One of the flyers included with this issue is from Mary Jayne's cards. I received a sample set of the cards and was very impressed. The airline cards are great, but have to admit that the train cards offered are super. Make sure you get your order in quick because these cards will go fast.

Please patronize our advertisers. For them, it's a good deal and to their advantage to advertise in the LOG. For you, the member, it's a good deal because you can get some good deals and find out about what is available before others. It is a good two way street!

That about wraps up issue number four of Volume 18. We hope you have enjoyed the magazines that you have received this year. We look forward to serving your for years to come.

Happy collecting!

*Paul*



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# BOEING 707 & 720

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CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



# CONTENT DELETED DUE TO PRIVACY CONCERNS

JULIUS GRIGORE, JR., 425 Harbor Drive, Venice, FL 34285 offers his revised "NYRBA Triple Crash and Outlaw Covers and Postal Markings" which received the Arnold Meyer Award for the best work on Transoceanic Flight for 1990-1991, awarded by the AFA Board of Directors, for \$17.50 postpaid (outside U.S. add \$6.00). Julius continues to need NYRBA, Canal Zone, and Panama memorabilia and aerophilately. Particularly interested in material signed by Roy W. Ammel, Byrd, Juan Trippe, Will Rogers, Lindbergh, and other such material. Write to the address above.

JOHN CORPENING, 3333 North Oak Park Ave., Chicago, IL 60634 312-725-4181 is always buying and trading for worldwide flight attendant wings and insignia. Please send description and price or trade list. Photocopy of what you have is desirable.

KENT KISTLER, 3506 221st Ave. SE, Issaquah, WA 98027 has Republic Airlines route map for sale. The map is painted on some type of composition board and measures 2'10" X 3'6" and is 1" thick. Blue background with cities and route lines in red and white. Map shows routes just after merger with Hughes Airwest. Asking \$75.00 including packing and shipping via UPS. For additional information please include SASE or call 206-392-8268.

Kent is also looking for a North Central Airlines cap badge worn in early 1950's. Also wants airline issued aircraft postcards. No trades at this time.

## FOR THE GOOD OF THE SOCIETY

### LIMITED NUMBER OF MEMBERSHIP CARDS AVAILABLE

Since the Society began selling the plastic membership card last year, the program has been very successful. So successful that we have only about 150 cards left in our inventory. If you would like to have one of these cards, please send \$2.00 to Society HQ and we will get it out to you as soon as possible. This is a one time deal. We purchased 1,000 cards and so far have distributed about 800. Those that have seen the card or purchased one, are very impressed with them. If you want one--don't wait to long!

### SOCIETY MEMBER RECEIVES AWARD

Society member Julius Grigore, Jr (#2850) has won the Arnold Meyer Award for the best 1990-91 published work on Transoceanic Flight presented by The Aero-philatelic Federation of the Americas. Mr Grigore won the award for his works about NYRBA titled "NYRBA Triple Crash and Outlaw Flight Covers and Postal Markings. Julius will also receive a separate plaque from the AFA as well in recognition of his work.

Our congratulations to Mr. Grigore for receiving these awards.

### MINI-CONVENTION NEWS AND UPDATES

Starting with the next issue of the LOG (Vol 19 No 1) all information regarding the time and dates of all mini-conventions should be sent to Paul Collins at Society HQ. We have been publishing dates of conventions that have long been over by the time the LOG is published. Joop and I believe that I will have

better control of what should be listed and what should not, with regards to the time the LOG goes to the printer. We will greatly appreciate your help on this. PLEASE send me your dates as soon as you possibly can--the sooner the better!

13 March 93 (Saturday)

Stuttgart, South Germany

4th International Aero Hobby Meet. Show to be held at Zentrum Bernhausen, Bernhäuserhauptstr. 2, Filderstadt-Bernhausen. All types of airline memorabilia will be available. Contact M. Kühl, Adlerstr. 32, C-7042 Filderstadt-Bernhausen, Germany.

25 April 93 (Sunday)

Gatwick Airport, West Sussex

4th Gatwick International aircraft enthusiasts convention. Sunday 25 April, 1993 10 AM to 5 PM at the Edgeworth Club (next to masefield House) at Gatwick Airport, West Sussex. All types of airline memorabilia will be available. Contact Tom Singfield, 25 Chennells Way, Horsham, West Sussex RH12 5TW England.

8 May 93 (Saturday)

Reno, Nevada

1st time show at Reno, Nevada to be hosted by Bruce Shuey, WAHS member. Meeting will take place at the Airport Plaza Hotel. Feature will be the arrival of the Air France Concorde on Friday, May 7 and its departure on Saturday morning, May 8. Vendors area available--for table and show information contact Bruce Shuey, 5068 W. Wathen Ave., Fresno, CA 93722 or call 209-275-8353.



### THE FLYING PIG AIRLINER CATALOG

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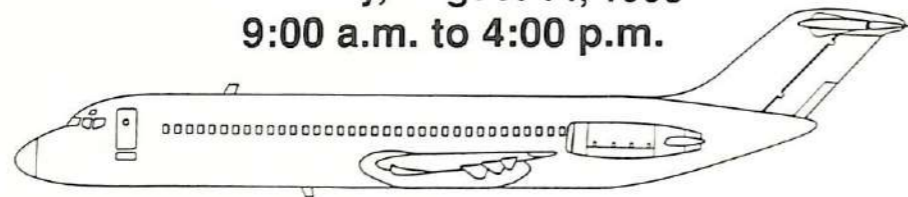
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The Plane News, the quarterly, full color, aviation toy and model magazine and club will hold:

**The West Coast International  
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Saturday, March 20th, 1992 -10AM to 2PM

General Public Admission \$5.00 {Members are admitted free}

The Holiday Inn, Ontario International Airport,

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All types of antique and modern aviation models and toys will be available - tin plate; die cast; cast iron; kits; ID/ recognition models; travel agency, desk, and manufacturer's display models; art work; and aeronautica. Anything with wings. Cruver, Renwal, Tootsietoy, Dinky, Topping, Marx, Lehmann, Dux, Mercury etc. No Dolls, No Trains, No Cars, No Boats! 50 Tables full of aviation items! The Greatest Airplane Show ever! The East Coast Show dates for 1993 are: Saturday, June 19th and Saturday, November 20th. Shows are held at the Clinton Inn, Tenafly, NJ, 5 minutes from the George Washington Bridge and New York City. This show is sponsored by The Plane News, the quarterly, full color magazine with free classified Plane Spotter ads, expert collecting help and fellowship for the aviation toy and model collector. Call Larry Mc Laughlin {516} 265 9224 or G.R. Webster {203} 629 5270 for table reservations and show information. For a sample issue and membership information send \$5 to The Plane News, P.O. Box 845, Greenwich, CT, USA, 06836. Telephone {203} 629-5270 {evenings/weekends only-leave message anytime}.

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## THE CONCORDE COMES TO RENO

The Air France Concorde is sponsored by McGinley Travel and radio station KOH. It is scheduled to arrive in Reno the afternoon of May 7th and will depart for Paris Saturday morning, May 8th. COME SEE IT!!

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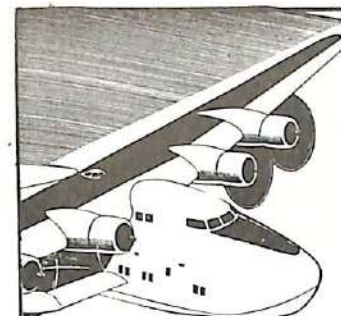
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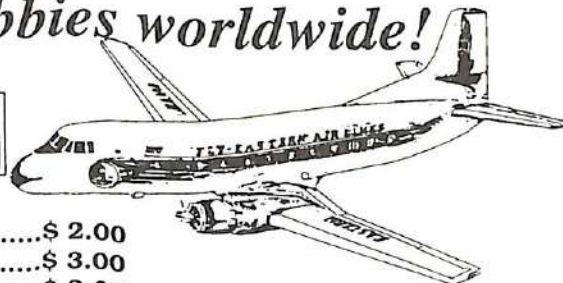
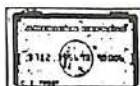
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