

WORLD-WIDE AIRLINE MEMORABILIA QUARTERLY

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*Capital Airlines*

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JULY 8-9-10

# CAPTAIN'S LOG



Delta Air Lines has retired the DC-9 from scheduled service after more than 27 years. The final trip was Flight 542 from Dallas-Fort Worth through Memphis to Atlanta on 01 JAN 93. Delta was the launch customer of the DC-9 when it ordered 15 Series 14 aircraft in APR 63. It was also the first airline in the world to operate the type, when Flight 529 departed Atlanta for Memphis and Kansas City on

08 DEC 65. The airline owned a total of DC-9-14 and 63 DC-9-32 (the order for the 15th -14 was changed to an order for a -32). It also leased another three -14 for a period of time in the early 1970s. Pictured is Delta's first DC-9-14, N3304L "Delta Prince," fleet number 204, delivered on 18 SEP 65. It is shown in its delivery colors, with the "sideways" widget logo on the tail. (Delta Air Lines photo)



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

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

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. If we do not have your correct address, you will not receive your CAPTAIN'S LOG. A charge of \$4 will be made to have a replacement copy mailed to you. There will be no exceptions to this charge.

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

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

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

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

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

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Thank you



LEFT: Downtown Airlines Piper Aztec N646WA was photographed at Penn's Landing in the Delaware River in Philadelphia on 17 JUL 72.  
Photo by William T. Shull.  
(More photos by Mr. Shull and his son are published in PHOTO LOG on pages 24 and 25.)



RIGHT: Southern Airways is the subject of George W. Cearley Jr.'s airline schedule column, beginning on p.16.

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**CAPTAIN'S LOG**

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## TAKE-OFF TALK

**W**e are starting this, the 19th year of the World Airline Historical Society, with another great issue of the CAPTAIN'S LOG. Your editors have again pulled out all the stops and are presenting you with material you won't find in any of the other aviation magazines on the market.

I know because I subscribe to quite a few of these "other" magazines ... and yes, I enjoy them very much. I have been a subscriber to one continuously since 1954 and am in my 40th year now.

But the other day, while doing some research for a future article for the CAPTAIN'S LOG, it struck me that they all have one thing in common ... they all concentrate almost exclusively on aircraft, and aircraft only. Some are dedicated to just propeller airliners, others to airliners in general and still others cover the whole range of commercial, military and general aviation. There are also several magazines that cater to the model builder and mainly those who are interested in models of military aircraft, it seems. I also know of (but do not subscribe to) a couple of magazines that specialize in military aircraft and aviation. Only two of the magazines I subscribe to, have a model column on a regular basis, but they talk mainly about models of military aircraft.

**NONE** of these magazines, however, deal with the wide-ranging subject of airline memorabilia that the CAPTAIN'S LOG writes about ... wings, stickers, timetables, postcards, models, safety cards, playing cards, airports, dining service, cocktail items and so on. If someone collects it, it is included in the CAPTAIN'S LOG on a regular, semi-regular or occasional basis.

As all of you know, my main interest in aviation lies with airlines, airliners and their histories, and with the collecting of photographs of these. But I tremendously enjoy reading and working with the material your editors and others send in, even if I would never think of collecting some of the things they talk about. But that is O.K. The world will be a boring place if we all have the same interests.

Sure, many of the "commercial" aviation hobby magazines look a lot slicker than the CAPTAIN'S LOG. They are professionally typeset, are printed on glossy paper and have color photos ... lots of color photos. I love them all! But what is missing, is the great variety of subjects. This should not come as a surprise. It is a fact of life that there are many times more people who care only about the newest airline or who want to see photos of aircraft in their latest liveries, than there are people who want to read about some of the subjects the CAPTAIN'S LOG writes about. And since these "commercial" magazines are published to make a profit for their publishers, they cater only to this largest segment of enthusiasts. They have to, because they have to pay their staffs and they have to earn back their investment in expensive desktop publishing computers.

Back to the CAPTAIN'S LOG. Are we perfect?

No, I don't think we are. But we could become a lot better than we are now. And that is why **YOU**, the WAHS member and CAPTAIN'S LOG reader, are the most-important person to us. You know that your editors do not receive any payment for their labors. But publishing the CAPTAIN'S LOG still costs money and lots of it! The printer needs to be paid and so does the post office. Then there are other expenses, such as keeping up the membership list, telephone calls, materials to paste up the pages for the magazine and a whole ream of smaller expenses. As we all know, a dollar here and a couple of quarters there adds up after a while.

Each year Paul Collins sits down and tries to figure out a budget for the four issues and the membership list that are to be published. He knows how much money he can expect from memberships, adds an estimate for the small advertising revenue we have, and divides it by four. Sounds simple enough, doesn't it? It would be simple indeed, if everyone sends in their membership fee when they get their first notice. This, unfortunately, is not always so. In some cases, Paul ends up sending people three renewal notices. Since nothing beats money in the bank, it becomes very difficult for him to draw up a budget if he doesn't know at the beginning of the year how much money he can count on to work with. And when these members who are slow in paying, finally do send in their cheques, there is an extra expense to send them the back issues for the year, because these are sent separately and are not included in the quarterly bulk mailing.

If you agree with me the CAPTAIN'S LOG is a **UNIQUE PUBLICATION** that serves your needs, PLEASE SEND IN YOUR RENEWAL IN TIME. You'd be doing yourself a favor and you'd be making it a lot easier on Paul and on the rest of us at this end.

Your editors are looking forward to another great CAPTAIN'S LOG year. Stay with us!

### OUR APOLOGIES!

**WRONG NUMBER**- by mistake the wrong issue number was placed on the front of the DEC 92 issue of the CAPTAIN'S LOG. The issue is Vol.18 No. 4.

**WRONG PLACE**- Ronald Rhodes, the WAHS member who wrote about his flight to Cuba on Cubana de Aviacion for the DEC 92 issue of the CAPTAIN'S LOG, is from Waterloo, Ontario, Canada, not as said on p. 210 of that issue.

For over 20 years, the noisy NORTH STARS growled their ways through the skies



DC-4M-1 OF TRANS-CANADA AIR LINES WAS LITTLE MORE THAN A DOUGLAS C-54 WITH ROLLS ROYCE MERLIN ENGINES (TCA photo)

## AIRCRAFT PROFILE

**O**nly 71 Canadair North Stars (called Argonaut in Britain) were built, but for nearly 20 years they played a major role in Canadian and British civil air transport. Trans-Canada Air Lines and British Overseas Airways Corporation (BOAC) operated sizable fleets of this cross between the Douglas C-54 and the DC-6. And after they were withdrawn from service by these airlines, many continued flying for several more years with small charter airlines, primarily in Britain.

The development of the North Star goes back to 1944. In that year the Canadian government bought from Douglas the rights to build the C-54 Sky-master military transport in Canada under licence for use as a post-war airliner by Trans-Canada Air Lines. The agreement with Douglas allowed the incorporation of modifications in the basic airframe, modifications that Douglas had developed for the new DC-6.

In FEB 45 TCA confirmed her choice of the C-54 as her post-war long-range transport. The airline had also looked at the Lockheed Constellation, but it had found the aircraft technically too complicated operate economically on its domestic routes. The airline, however, preferred the cabin pressurization of the DC-6 over the unpressurized cabin of the C-54.

TCA selected the 1,725 hp Rolls Royce Merlin engine over the 1,450 hp Pratt & Whitney Wasp for better performance at higher altitudes, such as flights across the Canadian Rocky Mountains.

Another factor in selecting the Merlin was that Canada, as a member of the British Commonwealth, did not charge import duties on the engines.

The P&Ws and other American engines, would have been the subject of such duties.

### C-54GM/DC-4M-1

The Royal Canadian Air Force, also in search of a long-range transport, started the order book when it bought 24. The Canadian government then contracted with Canadair at the Cartierville Airport near Montreal, to build the aircraft and Canadair purchased a C-54G as a non-flying pattern aircraft. The first C-54GM (M for Merlin) made its maiden flight on 15 JUL 46. It was powered by the Merlin Mk.620 of 1,725 hp and did not have cabin pressurization because the RCAF did not require this.

Canadair called the aircraft the "North Star".

The next 23 production aircraft, all for the RCAF (which later also bought the prototype to complete its order for 24), were therefore built with a large number of C-54 parts bought in the U.S., including several complete fuselage shells, abandoned on the production line by Douglas when the war ended and further production of military C-54s was cancelled. These first 24 North Stars were therefore virtually C-54Gs with Merlin engines. Eighteen had the Merlin 620 and were called the North Star Mk.1 and the other six had Merlin 622 engines and DC-6 undercarriages (to permit higher takeoff and landing weights) and were called the North Star Mk.M-1.

Qantas of Australia and ABA of Sweden (a predecessor of today's SAS) also expressed great interest in the North Star and during a European demonstration tour from 17 MAY to 06JUN 47, the third aircraft, CF-TEL, was demonstrated to KLM at Amsterdam as

CANADAIR  
**NORTH STARS**

CF-TFC WAS THE THIRD DC-4M-2 BUILT FOR TCA. NOTE THE SQUARE CABIN WINDOWS, INSTEAD OF THE ROUND ONES OF THE DC-4M-1 SHOWN ON THE PREVIOUS PAGE. ALTHOUGH STILL OF C-54/DC-4 DIMENSIONS, THE DC-4M-2 WAS IN STRUCTURE CLOSER TO THE DC-6. (Canadair photo)



well. But there were no sales because the licence agreement with Douglas did not allow Canadair to sell the North Star outside Canada and the United Kingdom. It also forbade buyers of new North Stars in these two countries to sell their aircraft to other airlines within two years of purchase or before they had reached 5,000 flying hours. It was the way of Douglas to protect the market for its new DC-6.

The six RCAF North Star Mk. M-1, with the RR Merlin 622 engines and the DC-6 undercarriages, were the first ones off the production line after the prototype. They were immediately leased to Trans-Canada Air Lines to replace its Lancastrians on the important Montreal - Prestwick (Scotland) - London service. With TCA the aircraft were known as the DC-4M-1. They seated 36 passengers on the trans-Atlantic route and CF-TEM flew the first service on 15 APR 47.

#### TCA DC-4M-2

After completing delivery of the other 18 C-54GM to the RCAF Canadair switched production to the 20 DC-4M-2 for TCA. These were built new and had the cabin in pressurization, wings, tail surfaces, undercarriages and square cabin windows of the DC-6. And although they had the same dimensions as the C-54, they were technically closer to the DC-6.

The first DC-4M-2 was delivered to TCA on 01 OCT 47 and the final one followed already on 04 JUL 48. The six DC-4M-1 leased from the RCAF were returned between April and October 1949. The new aircraft was operated on services to Europe, the U.S., Mexico and the Caribbean.

TCA had two slightly different versions of the DC-4M-2 and the difference was in the engines. The DC-4M-2/3 had the Merlin 622 and 722 with three-bladed propellers and was used on the trans-Atlantic services; the DC-4-2/4 had the Merlin 624 and 724 with four-bladed propellers and was used primarily within North America.

Total capacity of this North Star version in TCA service was 40 in first class layout or 62 in high-density, tourist accom-

modation. But travelling in the North Star was unpleasant to say the least. They were infamous for their high level of engine noise inside the cabin. Even sound insulation between the outer and inner skins of the fuselage did not help much to dampen the racket. The airline therefore developed a "cross-over" exhaust that led the exhaust gases from the three exhausts on the fuselage side of each engine, over the engine to be expelled on the other side, away from the fuselage. It helped a little and eventually all North Stars were equipped with this exhaust.

The Merlin also caused many technical problems, even though it had proven its worth during World War 2 in tens of thousands of fighter and bomber aircraft, including the Hurricane, Spitfire and P-51 Mustang fighters and the Lancaster bombers. During one particularly bad month, TCA crews had to stop an engine in flight 20 times on the Toronto-Winnipeg route alone. The phrase "successful landing on three engines" appeared regularly in the log books of TCA, RCAF and

BOAC (see later) crews. Capt. Leslie Gosling of BOAC arrived four times on three engines in his first nine south-Atlantic crossings on the type.

TCA started to replace its North Stars on intercontinental services with the Lockheed Super Constellation in mid-1955 but operated them on domestic services for another six years. The airline operated its final scheduled North Star service from Sydney, Nova Scotia to Montreal on 30 APR 61. The 19 crashed) were parked at Dorval Airport, Montreal awaiting sale. A few months later, 15 in England, including CF-TFM, a major way in the news in of years later (see related story). Only nine had been delivered and two others had been left Canada, when Overseas went bankrupt. Mexican freight air-

TOWARD THE END OF THEIR CAREERS, THREE TCA NORTH STARS WERE CONVERTED FOR CARGO SERVICES, TWO WERE GIVEN LARGE CARGO DOORS, BUT ONE DC-4M-2, CF-TFF, ONLY HAD ITS WINDOWS BLANKED OUT. (TCA photo)



LEFT: THIS BOAC CANADAIR C-4 ARGONAUT, G-ALHK "ATALANTA", MADE NAME WHEN, ON 06 FEB 52, IT BECAME THE FIRST AIRCRAFT TO CARRY THE NEW QUEEN OF ENGLAND, ELIZABETH II. (BOAC photo)

BOTTOM OF PAGE: CANADIAN PACIFIC AIRLINES BOUGHT FOUR C-4-1 MODELS IDENTICAL TO THE BOAC C-4. CF-CPR, SHOWN, CRASHED WHILE LANDING IN BAD WEATHER AT TOKYO IN 1950. THE OTHERS WERE LATER SOLD TO TCA. (CPA photo)

line LAUSA, which had bought one, then acquired another four, World Wide Airways of Canada bought two and International Air Freighters three.

#### BOAC C-4

British Overseas Airways Corporation (BOAC) ordered 22 North Stars for its Empire services to South-east Asia, Australia and Africa on 30 SEP 48. Contrary to TCA, BOAC had preferred the Constellation, but the British government wanted the airline to Buy British, or if this were not possible, at least Buy Commonwealth.

The BOAC version of the aircraft was known as the Canadair C-4 and the main difference with the TCA aircraft was the engine. The C-4 was powered by the Merlin 626 of 1,740 hp and had three-bladed propellers. In 1952 BOAC also fitted its fleet with the cross-over exhausts.

BOAC called the aircraft the Canadair Four but it became better known by its class name of Argonaut. The first one, G-AHLC, was delivered on 29 MAR 49 and the final one followed on 11 NOV of the same year. G-AHLJ flew the first scheduled BOAC Argonaut service on 23 AUG 49 when it departed London for Hong Kong. This was also the first BOAC service to the Far East flown entirely by a land aircraft. Until then, the service had been operated entirely or partially with flying boats. Soon the Argonaut was operating all of BOAC's Empire services and its was Argonaut G-ALHK "Atalanta" that flew Princess Elizabeth to East Africa on 31 JAN 52 for an official visit and brought her back to England on 06 FEB as Queen Elizabeth after her father, King George VI, had died suddenly.

BOAC had intended the Argonaut strictly as an interim aircraft, until the AVRO Tudor, Handley Page Hermes and especially the deHavilland Comet jetliner would enter service in four years. But when the Tudor and the Hermes proved unsuccessful in 1949/52 and the Comet was grounded in APR 54

after a number of unexplained crashes, the Argonaut soldiered on. It was finally withdrawn in 1956, when BOAC introduced the Bristol Britannia 102 propjet into service. The process was hastened even more when BOAC began taking delivery of the DC-7C in JAN 57.

#### CPA C-4

Canadian Pacific Air Lines bought four C-4-1 models and, like BOAC, called them the Canadair Four. They were identical to the BOAC aircraft. Although popularly also called the North Star in Canada, CPA never used this name. The airline inaugurated service with the type on 13 JUL 49 on its trans-Pacific routes to Asia and Australia, but it found them too expensive to operate and sold its three remaining aircraft (one had crashed) to TCA in 1951, replacing them with four second-hand DC-4s until the DC-6B entered service in 1953.

The RCAF operated its North Star long after TCA and BOAC had withdrawn them. The last ones were finally taken out of service in 1966. One is being preserved at the National Aviation Museum in Ottawa.

#### Other models

Canadair also planned an all-cargo version, the C-4F-2, but it was never proceeded with. In 1952 BOAC considered converting some of its Argo-

nauts to all-cargo aircraft with large cargo doors, but the costs appeared too high and nothing came of the plan.

TCA in 1955 converted one DC-4M-2 (CF-TFJ) and her two remaining former CPA C-4-1 aircraft for cargo use. All three had large cargo doors. TCA's CF-TFF, a DC-4M-2, also operated as a cargo aircraft with blanked-out cabin windows (see photo), but without the large cargo door.

The C-5 was another Canadair project to continue the production. It was identical to the C-4, but had Pratt & Whitney R-2800 engines of 2,400 hp, the same as in the DC-6. This model was almost certainly developed by Canadair in response to the noise problems of the C-4. However, only one was built and it went to the RCAF as a VIP aircraft for 24 passengers and was later used as a navigation trainer. It was withdrawn from service on 28 JUL 66 and was sold in the U.S. Flown to California, it was scrapped some time later.

The C-7 was a project for a larger C-5 for TCA, but the airline preferred the Super Constellation.

Thus came to an end development of the first large airliner built in Canada.

IN OUR NEXT ISSUE:  
A GUN RUNNER  
AND HIS NORTH STAR



# WINGS & THINGS

by RICHARD KORAN

Some time ago, fellow wing collector Ed Young acquired a couple of Lufthansa JU 52 crew patches for his collection from Captain Heinz-Dieter Bonsmann, chief pilot of Lufthansa Traditionsflug operations. In hopes of acquiring similar LH patches for my collection, I photocopied my "Only Ju" column and the "Wings and Things" column to share with Capt. Bonsmann.

Capt. Bonsmann's letter in return was quite revealing, however, when it came to Martin Caidin, who you may remember, was our keynote speaker at the Orlando Airliners International banquet.

"I enjoyed your article about our our JU 52," Capt. Bonsmann said. (But) "I could not laugh about Martin Caidin. He is a storyteller. He did not buy the aircraft (JU 52/3m - Ed.) in South America (but Mr. Weaver) and according to his own book, "The Saga of Iron Annie", he was not aboard during the 'Corpus Christi' flight.

"He rejected at least half a dozen of our invitations and to my knowledge, he never saw the airplane again after it was sold to us by an American bank. So, he doesn't know anything of the modifications. As he had no German licence, which is required for flying a German-registered aircraft, he could not act as pilot-in-command, but could fly from the left seat. (This was offered to him.)

"And he never trained any Lufthansa crew member. We were trained by South African Airways.

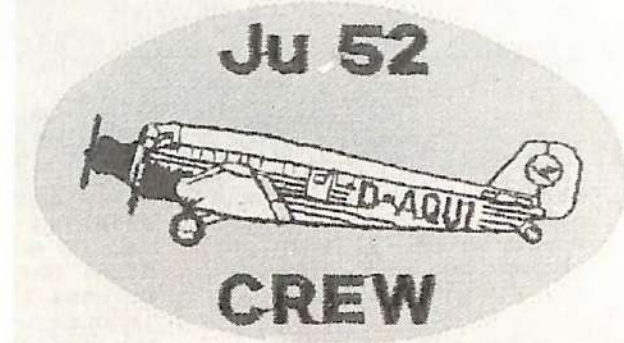
"I only write this to clarify things (because) Martin Caidin gives the impression, that we were not grateful, but he rejected all contacts."

My thanks to Capt. Bonsmann for the patches, along with the history lesson. Thanks, again, to the crew of D-AQUI and their hospitality when they visited Detroit Metropolitan. A special "thanks" again to Captain Walter Eichhorn and the interview in the cabin of Tante Ju. It was and still is a thrill for me for having been in this ageless airplane ... Only Ju.

Regarding wings and badges I have photographed for this issue of the CAPTAIN'S LOG, the Canadian Airways Limited badge is an "old" beauty to say the least. Even the hallmarks on the back are great! Ken Taylor will agree with me as he has a few beauties from that era himself.

I stayed at one of the local hotels for a short layover just to the north of Miami International. Met a few other pilots including one fellow who was wearing a wing I had not seen before. Of course, I initiated the conversation regarding his wing and it turned out to be American International, based at Willow Run Airport, near Ypsilanti, Michigan. American International is the new name of Kalitta Flying Services.

Eva Air wants to be the second international carrier on Taiwan, flying numerous airplane types, including 767s and 747-400s. When John Whitehead acquired his silver Eva wings a couple of years ago, his "contact" came literally through the air from an air-to-air conversation



Junkers JU-52/3m crew patch with a white border. "Ju 52" and "CREW" are in black.

Canadian Airways Ltd. began operations between Montreal and Toronto in 1928. Operations in the St. Lawrence River area included aircraft on skies for winter flying. In the 1930s, Canadian Airways added Junkers W.33s and W.34s. Under railway direction a number of small concerns merged in the late 1930s and early 1940s. The badge is gold overall with McKenzie & Clay, Winnipeg, markings.



Eva Air is bidding to become the second international carrier of Taiwan. Eva Air flies 767s on regional routes with MD-11s and 747-400s either already being flown or on order at present. Eva is owned by the Evergreen Group shipping empire of Taiwan. The wing is now in gold, instead of the earlier silver wings.



American International Airways, Inc. is based at Willow Run Airport, Ypsilanti, Michigan. AIA formerly did business as Connie Kalitta services and is flying freight. The AIA wing is gold, along with many fine details.

with an EVA flight near Vietnam. As John said, "Sometimes wings come in the most-unlikely ways

and other times, when you're sure you'll be getting them, they don't show." The new EVA wing is now in gold.

The prize grouping of the year = so far = has been the four British wings forwarded to me by my Dutch friend Bob Nellensteijn, who lives in the south of Spain. Bob's new neighbor on the Mijas Costa is David Radford, former cabin staff of British Airways, and now retired. He gave his wings to Bob to pass them on to me. Photos of



To begin with a steward's wing from BOAC, a predecessor to British Airways. It has a blue center with a gold lion and gold wire throughout. BOAC operated world-wide jet services between points on all six major continents.



British Airways chief steward's badge made of a light-weight metal. It has the "speedbird" logo in gold on a field of blue. A white band separates the black scroll below, with CHIEF STEWARD in gold. Two clutches hold the badge to the uniform. A very nice item!

these wings are included below, together with their descriptive texts.

My thanks to Mr. Radford for his generosity.



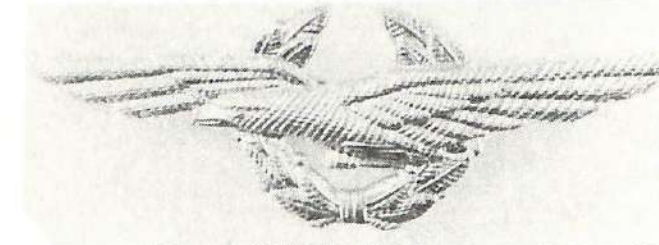
BA steward's wing. It is in gold wire overall, with black backing. The "BA" insignia is centered below the crown in red, white and blue thread.



This is the "Piece de Resistance" of the British Airways items I received. It is a cased steward wing in a fine box. The gold wire has some tarnish around the edges and the center has a gold "S" on a field of blue/purple silk material. It has to be seen to be believed!



This Alidair wing came via my friend in Luton, England. Alidair was formed in 1972 and began executive passenger and cargo flights, plus leasing operations. Two Viscounts were based at Aberdeen, Scotland, to support oil exploration operations in the North Sea. The airline is now out of business. The wings and logo are gold on a black background.



This SAS Commuter pilot shirt wing is a choice collectible too. It arrived not too long ago from Anne Malm and the International Airline Stewardess Historic Museum of Trelleborg in Sweden. It differs from the regular SAS wing in size (roughly 2.75 in/7 cm wide); the wreath is gilded and the eagle is in silver. Many thanks, Anne! A few years ago I acquired another set of SAS commuter wings from their operations at Kastrup Airport, Copenhagen, Denmark. This "Danish version" has a dull finish, as opposed to the "bright" SAS wings from "up north".

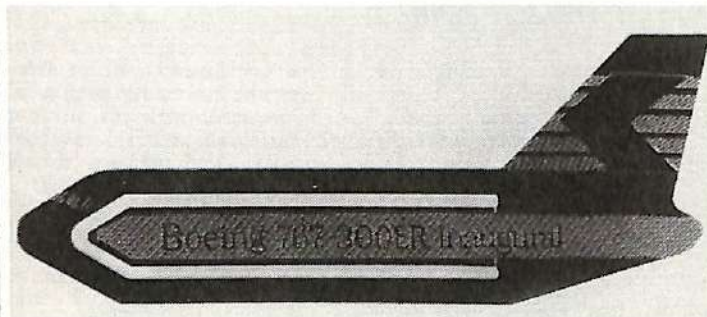
I had the opportunity to spend some time in Toronto on a layover at one of the local hotels with a friend from years gone by. Bert Copping, a captain/check airman for Canadian Airways International Ltd., and a former Pacific Western type, was a "call" from the past... eight years, actually. Bert and his wife stopped by the hotel for coffee and rolls and he passed along a few wings to include in my collection. The current CAI wings had an unusual manufacturing "twist". The spacing of the screwbacks on the two wings is different. Bert said we could call them "narrow body" and "wide body" wings. A look at the photographs will tell the tale.

Bert also passed along a few other goodies, including a very fine metal Boeing 767-300ER inaugural "book mark". It took me a while to figure out how I was going to get all of the detail in the photo, but after some tilting of

the item, I was able to reflect a dark surface to make it possible to see everything ... quite a trick, but it worked! My thanks to Bert!



CAI lapel pin representing the new glass and metal Terminal 3 at Toronto. The pin is all-silver and deep-gray, except for the small logo, which is in red.

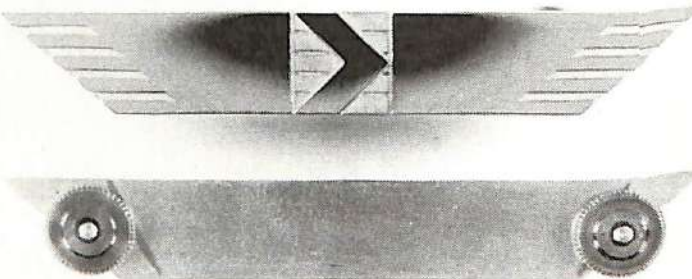


This is a CAI Boeing 767-300ER inaugural "book mark." It is metal with a gold finish. In order to see

all of the detail, I had to tip the piece so it would cast shadows ... and that was quite a trick. But it worked!

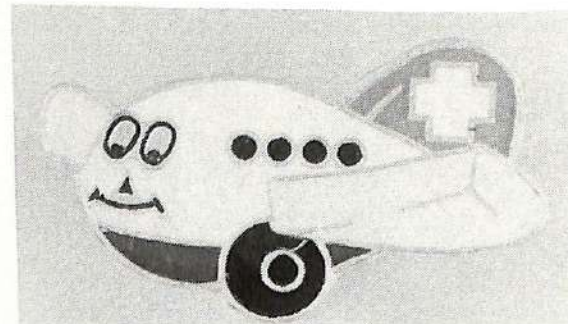
CAI pilot wings. Both are the same except for the placement of the screws and posts for wear on the uniform. You can barely see the

screwbacks on the top wing. ... one is peeking over the top on the right. Both are in gold finish.



Luxair lapel pin celebrating their 1962-1992 Anniversary. A light-blue line goes around the circumference of the center. The logo is

also light blue, on a white field. "LUXAIR" at the top is in black, as are the years at the bottom.



I acquired this Balair lapel pin at the Miami International Airport when I was looking for "Wings and Things" while taking a walk in

the terminal. The fuselage is white, belly blue, wheels and windows black and the wings yellow. The cross on the tail is white.

Perhaps many of you do not subscribe to the Smithsonian's AIR & SPACE magazine, so I would like to quote some of the article "Special Delivery" and the photographs, as the Spruce Goose was taken apart.

"Perhaps no aircraft has fueled a more-potent amalgam of devotion and derision than this one, known as the Spruce Goose. Critics ridiculed it as the Flying Lumberyard and history records that the wooden seaplane's only flight = with Hughes at the controls = didn't even last a single minute. Still, since 1982 millions of visitors have paid homage at this gargantuan shrine to the genius, persistence and ultimately, folly of Howard Hughes.

"But shrines, no matter how beloved or awesome, are seldom profitable. Last spring, the airplane's lessee, the Walt Disney Company, announced that it wouldn't renew its lease. Unable to find another lessee, the Aero Club of Southern California was forced to put the airplane up for sale. In July, after considering a half-dozen serious bids, the flying boat was sold to Evergreen International Aviation for an undisclosed sum to serve as the centerpiece of the future Evergreen AirVenture Museum in McMinnville, Oregon.

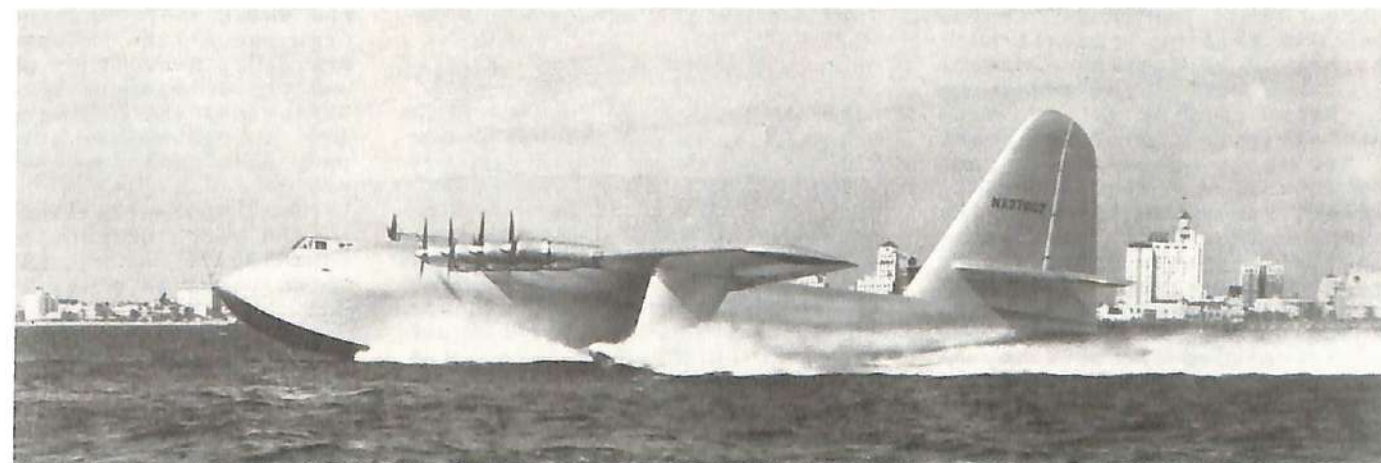
"Evergreen owner Delford Smith had the land, money, restoration experience and a collection of historic aircraft.

"Last October, less than two months after disassembly began, the airplane was shipped out of Long Beach. Smaller components were trucked overland, while the hull, wings and tail went by barge up the Pacific coast, up the Columbia River and southwest on the Willamette River. By the end of the year, everything had arrived in McMinnville, where re-assembly is scheduled to be completed by 1995. The Guinness people never awarded the project a shrink-wrap record. But that's all right. The flying boat has already made all the records it needs."

BELOW: The biggest shrink wrapping project ever! The Hughes HK-1 in her climate-controlled aluminum dome at Long Beach. (Dick Koran photo)



BELOW: 02 NOV 47, the Spruce Goose begins her takeoff run for her only flight ever, less than a minute long, only a few feet above the water of Long Beach harbor. (Gerritsma files)





DICK KORAN

# I KNOW! I WAS THE CAPTAIN!

There are many fellow Quiet Birdmen of the Detroit Hangar with stories to tell. One such QB is Al Roberts, former pilot with TAG Airlines ... and a grand story teller! "Red Socks" is his yarn from the OCT 92 issue of QB BEAM Magazine:

It was the kind of day where the overcast must have been painted a dark grey by a mid-get. The ceiling was extremely low, the aftermath of a violent series of thunderstorms known as a line squall that had recently gone through the area.

There always seemed to be something eerie about instrument flight

Now, all that remained was a low, amorphous rainy cloud layer.

Tag Airlines, the first of the local commuter air taxis, used deHavilland Doves, a twin-engine, nine-passenger (plus pilot and co-pilot) plane. On this trip there were six male and one female passengers.

Aircraft loading, engine start and taxiing were all normal, though we did have a twenty-minute wait on the runway for Airway Traffic Control clearance.

Clearance finally came through and we were cleared for takeoff. Power was advanced to maximum and, after a short run, we became airborne. Before the gear could be retracted with its usual dull thud, we were already in the clouds.

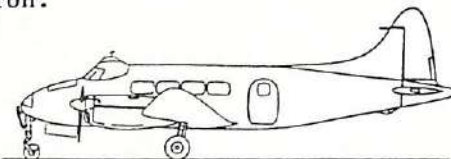
There always seemed to be something eerie about instrument flight. Weird and yet beautiful, as you intermittently see the wingtip lights through the fog.

The climb continued for sev-

-----  
By AL ROBERTS  
-----  
(Submitted by Dick Koran)  
-----

eral minutes to cruise altitude, and only by changing engine sounds (cruise power) could the passengers ascertain we were levelled off. The aircraft was so quiet, some of the passengers could hear the various ATC messages on the cockpit loudspeaker through the closed cockpit door.

The flight had been enroute for some twenty minutes so smoothly, some of the passengers had drifted into the arms of Morpheus. Others read papers and worked out of briefcases. Suddenly we were all sitting in a blindingly-bright flash of light, while simultaneously we were in the middle of a loud explosion. The light was brighter than a thousand flash bulbs and caused instant blindness. First you saw a complete blackness, then slowly vision returned through a dark purple haze which slowly turned to red, and finally, normal vision.



The Seat Belt - No Smoking sign went on. The cockpit door opened. The Captain looked at the ashen-faced passengers. He smiled and in a matter-of-fact voice he said, "We were just struck by lightning. Those of you who have been misbehaving, you've just been warned. All systems are operating normally, and we are in no danger. Destination weather is below landing

-----  
minima so we are returning to Detroit."

Through the open door, the First Officer could be heard reporting the lightning strike, asking for and receiving clearance to turn around. The crew could be seen, calmly going about their duties. They read and answered the various check lists. While the passengers were no longer ashen, they were still understandably tense.

The undercarriage thumped into position, and after the pirouette dance of turns that indicate an instrument approach, the runway appeared in

-----  
"We were just struck by lightning. We are returning to Detroit".  
-----

perfect alignment. The smooth landing was made without incident and the Dove taxied to its parking area. The passenger steps were rolled to the airplane, but it was impossible to open the main door. (Later examination showed the lightning strike had welded it shut.)

The Captain came down from the cockpit. He had the ground crew move the steps to the emergency door. The passengers and crew disembarked. As is befitting, the Captain was the last to disembark, still with a very calm demeanor.

Thirty minutes later, while having a cup of coffee with his conferees, unaccountably, his hands began to shake for a minute....

I know! I was the Captain!

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My thanks to former Tag Airlines Captain Al Roberts. By the way, Captain Roberts also flew for Zantop and the former TIA.

## AIRLINE PROFILE

# The short history of TAG AIRLINES

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By JOOP GERRITSMAN  
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TAG Airlines of Detroit, Michigan, was one of those typical small airlines that start up with much promise, flourish for a few years and then disappear for one reason or another. In the case of TAG, it was a fatal crash that caused it to lose the confidence of the travelling public.

Unfortunately, writing the airline's short history is not as easy as it may seem. The little information that has been published differs widely on many details. Here is what I have found about the nearly 14 years of operations of TAG Airlines and its predecessor, Taxi Air Group, both of Detroit.

### Taxi Air Group

Taxi Air Group began scheduled air taxi services between Detroit and Cleveland (Ohio) in APR 56 with a five-passenger deHavilland Canada DHC-2 Beaver and a nine-passenger DHC-3 Otter, both on floats. The frequency was four return flights each day and the fares were \$14 one-way and \$25 return.

The service quickly became popular with businessmen since a one-way downtown-to-downtown trip took only 1:15 hrs, compared to 3:15 hrs by United Air Lines and Lake Central Airlines. The difference in travel time was the result of the landing sites used. Taxi Air Group used the Detroit River and the city dock at Cleveland's Burke Lakefront Airport on Lake Erie. Each is less than a 10-minute taxi ride from their city centers and the flying time was 55 min. United and Lake Central operated from the main airports at both ends. Their flying time by Convair was only 44 min, but

the ground travel took about 1:15 hrs at each city.

The average load factor on TAG reached 40 per cent and a second Otter was delivered in NOV 56 to replace the Beaver.

However, floatplanes were vital to the success of the TAG service and therefore, flying could take place only from mid-April to mid-November, when the Detroit River and Lake Erie were free of ice. In its first season of seven months, TAG carried 3,100 passengers and 3,300 pounds (1,500 kg) of freight. The plan was to transfer the Otters to Florida during the winter and operate from Miami, Fort Lauderdale, Boca Raton and other places. I don't

-----  
TAG Airlines was one of America's earliest commuter airlines.  
-----

20 years after it went under, it is remembered by only a few.

know if this indeed took place because Taxi Air Group went out of business that first winter.

### TAG Airlines

Ross Miller of the Miller Oil Company of Toledo, Ohio bought bankrupt Taxi Air Group and on 15 APR 57 the Miller Oil Co. bought two nine-passenger deHavilland DH-104 Dove to operate between Detroit City Airport and the Burke Lakefront Airport at Cleveland under the name TAG Airlines. Simultaneous takeoffs were made from Detroit and Cleveland eight times daily. Flying time was 22 minutes VFR and 40 minutes IFR. Because of the short travel time and because Detroit and Cleveland are in different time zones, passengers departing Cleveland actually arrived in Detroit



BURKE LAKEFRONT AIRPORT  
Cleveland, Ohio

This airport, just 5 minutes from Cleveland's public square is known as the "businessman's airport." Used by commercial, private and corporation planes, it also offers excellent food facilities with a panoramic view of Lake Erie and the Cleveland skyline.

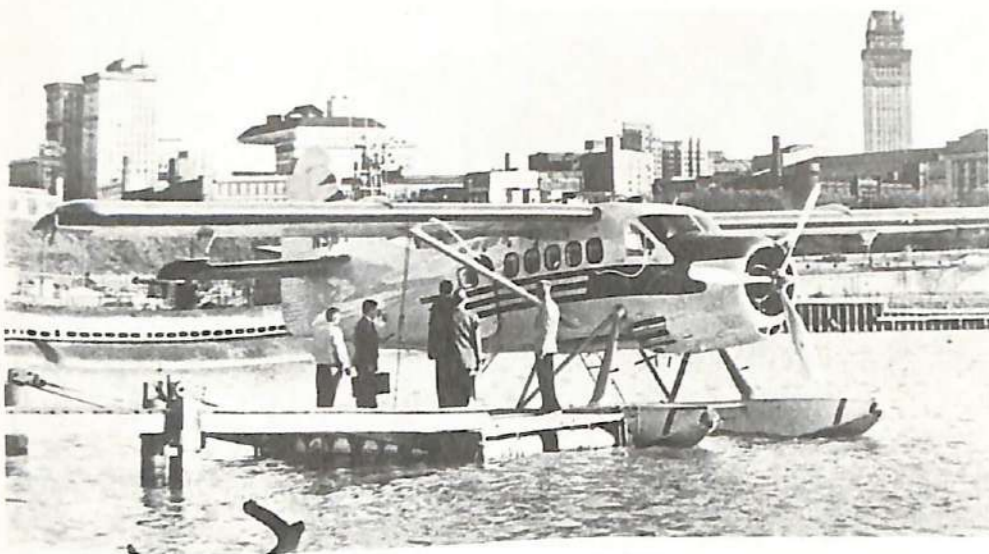
before they had left Cleveland. In the other direction they had to add an hour, of course.

I have found no proof of the actual date when TAG Airlines started operations. In his "Airlines of the United States since 1914," Ron Davies says JUL 57 on p.482 and 01 OCT 58 on p.632. Based on the date of purchase of the two Doves, I accept JUL 57. This is reinforced by Capt. Al Roberts, who flew Doves and the Heron for TAG Airlines. In a letter to

the author, he says, "I started with TAG 07 MAR 58."

Miller also bought a four-engine DH-114 Heron 2 for 18 passengers for a service to Meigs Field, Chicago. The route flown was from Detroit to Chicago and Rockford (both in Illinois) at least twice daily, says Capt. Roberts. Rockford was dropped later and a Chicago-Detroit-Cleveland-Akron (Ohio) route was substituted. Depending on the load factors, a Dove was sometimes substituted for the Heron between Detroit and Chicago, Capt. Roberts said.

How long the Chicago service lasted also remains unknown to me. I have found no mention of it past 1961 and it is known the Heron was sold 31 DEC 62.



TAXI AIR GROUP OTTER IN THE DETROIT RIVER.

Capt. Roberts says TAG started operations with two Doves and one Heron (1). The Doves were N500H and N600H. "Within a couple of months N4274C was purchased as a spare," he said. "This permitted one aircraft to be in maintenance at any given time and also to be used in the event of service interruptions." He said '74C later became N900H (2).

Demand for the air service quickly rose and by APR 63, 15 daily Detroit-Cleveland roundtrips were operated Monday to Friday "on the hour, every hour". About 35,000 passengers were carried that year. Two years later, in APR 65, 11 Doves were operating 30 daily roundtrips Monday to Friday and 10 on Saturdays and Sundays. At peak hours on weekdays, a Dove was taking off at either Detroit or Cleveland every 15 minutes.

Later in 1965 TAG added three Piper Aztecs for service from Detroit City Airport to Columbus (Port Columbus), Dayton and Cincinnati (Lunken). These Aztecs were used exclusively on these routes, says Capt. Roberts. By APR 66 the fleet is said to have included no fewer than 17 Aztecs. However, the Detroit-Cleveland service remained the airline's bread and butter.

"I was a line pilot on the Heron and Dove," Capt. Roberts

(1) However, "Piston Airliner Production List" (see Sources) says the Heron was delivered to North America only on 26 JUN 57, when it was acquired by Illini Airlines. It was sold to TAG in SEP 57.

(2) The Air-Britain Dove/Heron production list (see Sources) says N4274C was operated by Illini Airlines during 1959 and became N700H when sold to Miller Oil. No date is given for the sale.

remembers. "I taught airline procedures to personnel (as I) was the only one who had airline experience.

"Chief pilot at the time was Ernie Fife (Naval Reserve), who later became manager. At my instigation we went from single to two-pilot operation and achieved 99% on-time departures and 98% on-time arrivals."

By APR 69 the TAG fleet was said to be down to seven Doves and four Aztecs. Again, the acquisition and disposal dates for the Doves don't support this, but perhaps Miller/TAG were leasing aircraft from other operators. For instance, "In September of 1958 we also had a Dove 32N which later was also registered into a 00H series," said Capt. Roberts (3).

"As far as I know while I was there (with TAG) all equipment except the Heron was registered to Miller Oil. I left in 1964 to return to Zantop Air Transport and the C-46 and DC-3," he said.

(3) N32N was bought by Miller Oil on 26 JUN 59 and was reregistered N900H for service with TAG Airlines.

TAG AIRLINES HERON N3999A.



One day while flying out of Cleveland, Capt. Roberts wrote the author, "I was going to have Ross Miller as my co-pilot. He became involved in talking to someone on the flight line. I waved my wrist watch at him to show we had only five minutes before departure. He nodded and held up one finger. At two minutes before scheduled departure he was still talking. I told the ramp agent to pull the steps.

"(The agent) answered 'But

FLEET LIST

Taxi Air Group:  
Date Req'd Yr Canc.

DHC-2 Beaver:				
N97T(?)				
DHC-3 Otter:				
N96T	Msn 110	13 APR 56	1958	
N98T	181	16 NOV 56	1960	

TAG Airlines:

The author has identified 13 Doves that have operated with TAG Airlines. All were registered to the Miller Oil Company. Only N600H is known by the author to have actually been registered to TAG (after conversion to Srs. 5BA). Due to this ownership/operator situation, it is difficult to determine how many Doves actually operated with TAG at any given time. For instance, did Miller Oil use any for corporate service?

DH-104 Dove:				
Reg'n	Srs	Msn	Date reg'd	Date Canc
N500H	2A	04347	15 APR 57	
N600H	2A	04350	15 APR 57	28 JUN 68
(Converted to Srs. 5BA and reg'd in name of TAG on 28 JUN 68)				
N630H	2A	04378	03 MAY 64	
N640H	2A	04306	04 JUL 64	
N700H	2A	04348		59
N900H	2A	04342	26 JUN 59	23 OCT 67
N1200H	6A	04448	08 AUG 63	23 SEP 66
N1300H	6A	04440	24 SEP 63	JUL 71
N1500H	2A	04315	23 OCT 63	69
N1600H	2A	04365	27 FEB 64	
N1900H	2A	04380	13 NOV 63	02 JAN 69
N2300H*6A	04444	18 NOV 63	28 JAN 70	
N6387T	2A	04388	13 JUL 62	01 NOV 62

\* N2300H Cr. into Lake Erie 28 JAN 70.

DH-114 Heron:

N3999A	2A	14119	SEP 57	31 DEC 62
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Piper Aztec:  
Up to 17 aircraft, 1965-1970.

Mr. Miller.' I answered 'Are you going to pull the steps or will I?'

"Miller saw the steps being pulled back and with a yell of 'See, they won't even wait for me' at his friend, he ran and climbed aboard. Rather than being put out about my rather rash act, he thought it was the greatest and from that day forth, TAG departed on time, full or empty."

On 28 JAN 70 Dove N2300H crashed into Lake Erie while enroute Cleveland-Detroit. Both crew and all seven passengers died. An investigation found the lower wing-to-fuselage at-

tachment of the starboard wing had failed due to a fatigue fracture. This had remained undetected even though the wings were X-rayed on a regular basis, said Capt. Roberts. The problem was traced to a decision by the FAA. Capt. Roberts said the British had certificated the Dove for a specific number of landings. The FAA had converted this to hours flown.

"Numerous landings with TAG caused this to be an unrealistic number," he said.

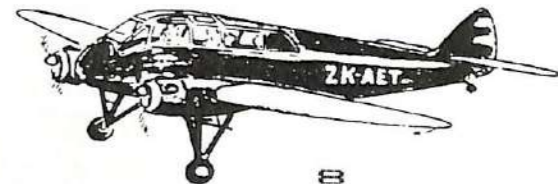
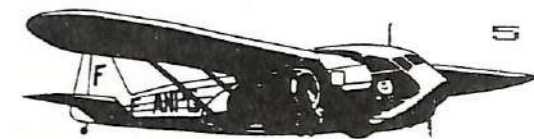
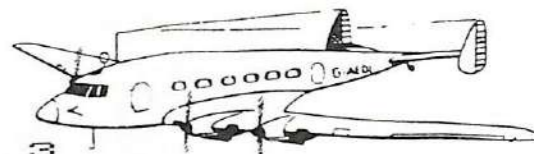
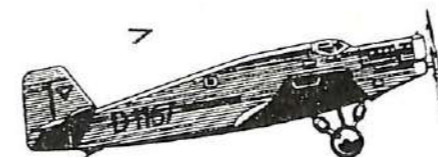
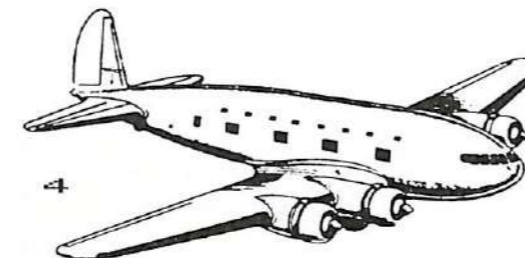
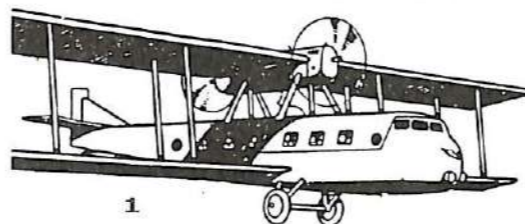
TAG never recovered from the sudden loss of public confidence that was the result of the crash and it ceased operations later that year.

SOURCES:

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The author also gives grateful thanks to Capt. Albert Roberts for providing many details for this history.

NAME THAT PLANE

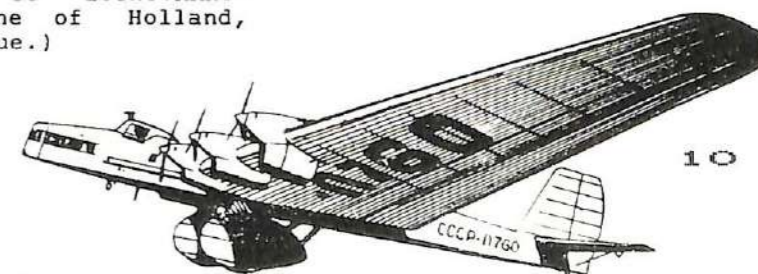


All aircraft shown on this page were in operational airline service at some time between the two World Wars. Sorry, no prizes, but see if you can correctly identify them all.

Mail your answers to the Editor. The answers will be published in the JUN 93 issue of the CAPTAIN'S LOG.

Here is a hint: the USA, England, France, and Germany are all represented by two aircraft, Italy and the Soviet Union by one each. (With thanks to LUCHTVAART-KENNIS magazine of Holland, NOV/DEC 92 issue.)

Closing date for answers: 01 JUN 93





# REPORT FROM THE FIELD

## ALBUQUERQUE

New Mexico



PHOTOS FROM THE FILES OF  
Harm J Hazewinkel

On 08 JUL 29 Transcontinental Air Transport (TAT) and Maddux Air Lines inaugurated an air-rail service from New York to Los Angeles. Passengers travelled by Pennsylvania Railroad from New York to Columbus, Ohio. There they boarded a TAT Tri-Motor for the flight to Waynoka, Oklahoma, via Indianapolis, St. Louis, Kansas City and Wichita. From Waynoka the intrepid passengers took the Atchison, Topeka and Santa Fe Railroad to Clovis, New Mexico. Then they continued their journey by Maddux Tri-Motor to Albuquerque in New Mexico and Winslow and Kinman, both in Arizona, before arriving in Los Angeles, California. The complete trip took 48 hours.

The photo above shows the waiting room of the picturesque station at Albuquerque at about this time. It was furnished in a combination of old Indian and modern pieces. The dining room was furnished in hand-carved tables and chairs, many of which were more than 100 years old. The architecture of the station was in the native Indian abode style. While waiting for their Ford to be readied for the onward journey, eastbound passengers dined on meals prepared and served by the Fred Harvey Company, which also operated the dining car service of the Santa Fe Railroad. (TAT photo)



BOTTOM OF PREVIOUS PAGE:  
Created by Pop Chalee, these panels show various scenes of ceremonial dances of the Navajo Indians.

(TWA photo)

RIGHT:  
Seated in Albuquerque's airport cocktail lounge, is Native American artist Pop Chalee with her husband, Otis Hopkins. Chalee's mural "Fire Dance" decorates the wall. (TWA photo)



Prominently displayed above the TWA ticket counter in the Albuquerque airport terminal is Pop Chalee's the "Buffalo Hunt".

(TWA photo)

# AROUND THE WORLD of Airline Schedules

Copyright 1993  
George Walker Cearley, Jr.



The schedule column in this issue of the Captain's Log is a survey of Southern Airways over its 30 year history of service from 1949 to 1979.

**Southern AIRWAYS**  
JUNE 10, 1949

**Southern AIRWAYS** fly Southern  
One of America's Certificated Air Lines

EFFECTIVE: JUNE 10, 1949

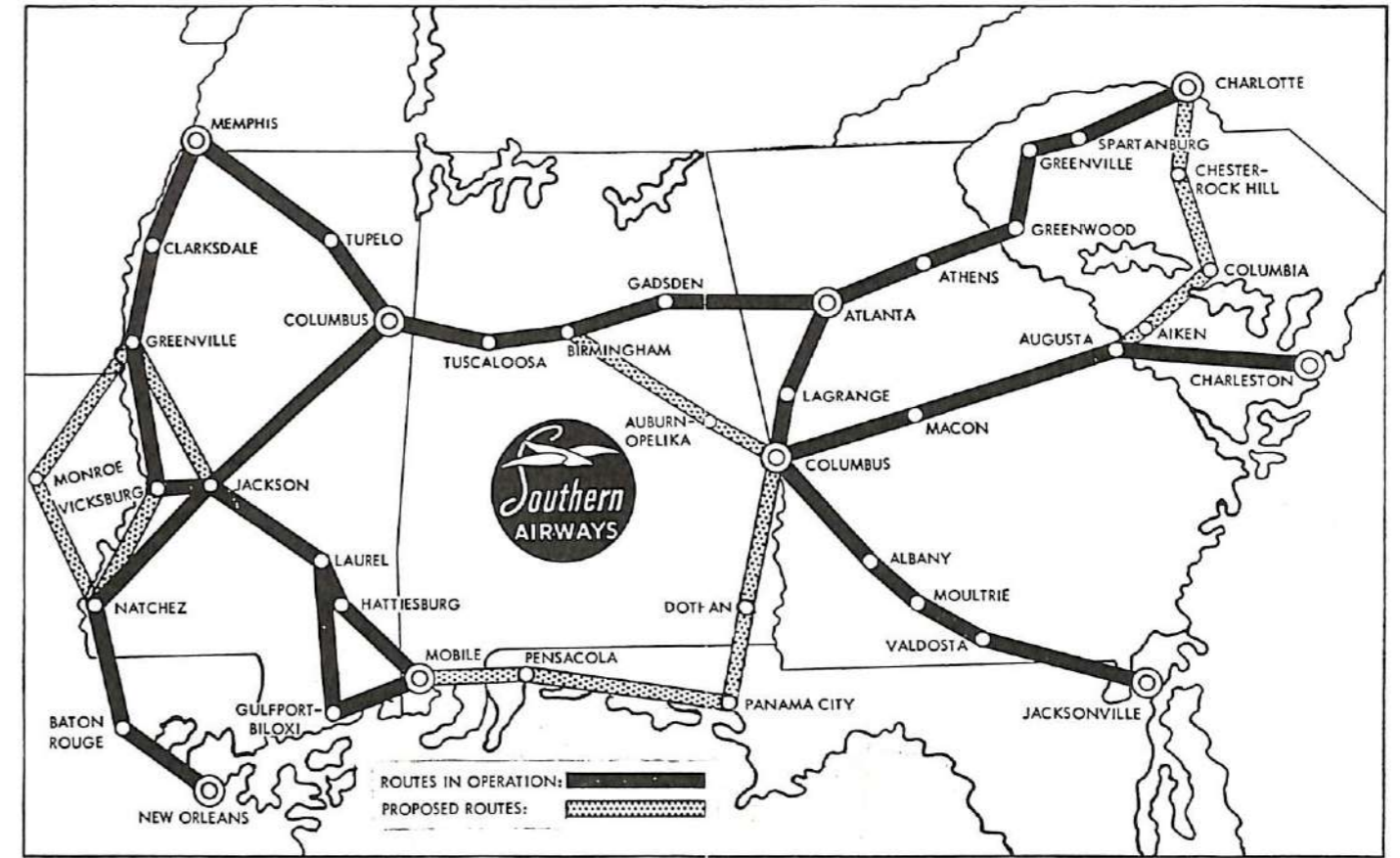
MEMPHIS - BIRMINGHAM - ATLANTA					
Eastbound (Read Down)			Westbound (Read Up)		
Flight 4	STATIONS		Flight 1		
PM	Lv	MEMPHIS	(CST)	Ar	10:30 AM
12:25	Ar	COLUMBUS, MISS.	"	Lv	9:30
1:27	Lv	COLUMBUS, MISS.	"	Ar	9:28
1:53	Ar	TUSCALOOSA	"	Lv	9:02
1:55	Lv	TUSCALOOSA	"	Ar	9:00
2:22	Ar	BIRMINGHAM	"	Lv	8:33
2:27	Lv	BIRMINGHAM	"	Ar	8:28
2:51	Ar	GADSDEN	"	Lv	8:04
2:53	Lv	GADSDEN	(CST)	Ar	8:02
4:40	Ar	ATLANTA	(EST)	Lv	8:15 AM

EFFECTIVE: JUNE 25, 1949

ATLANTA - COLUMBUS, GA. - JACKSONVILLE					
Southbound (Read Down)			Northbound (Read Up)		
Flight 11	STATIONS		Flight 12		
AM	Lv	ATLANTA	(EST)	Ar	3:50 PM
7:50	Ar	LaGRANGE	"	Lv	3:22
8:18	Lv	LaGRANGE	"	Ar	3:20
8:20	Ar	COLUMBUS, GA.	"	Lv	3:02
8:38	Lv	COLUMBUS, GA.	"	Ar	2:57
8:43	Ar	ALBANY	"	Lv	2:19
9:21	Lv	ALBANY	"	Ar	2:17
9:23	Ar	MOULTRIE	"	Lv	1:58
9:42	Lv	MOULTRIE	"	Ar	1:56
9:44	Ar	VALDOSTA	"	Lv	1:39
10:01	Lv	VALDOSTA	"	Ar	1:37
10:03	Ar	JACKSONVILLE	(EST)	Lv	12:50 PM
10:50					

On January 6, 1944, Southern filed an application with the CAB for local service routes in the Southeast. It was five years before the routes were awarded - in early 1949.

Southern Airways' first flight was made on June 10, 1949, from Atlanta to Memphis via Gadsden, Birmingham, Tuscaloosa, and Columbus, MS. Two weeks later, on June 25th, service was inaugurated between Atlanta and Jacksonville via LaGrange, Columbus, GA; Albany, Moultrie, and Valdosta. Then, on August 5, 1949, Southern began flights over a route from Atlanta to Athens, Greenwood, Greenville, and Charlotte.



Existing and proposed routes of Southern as of 1952. The Dothan-Panama City route was added in 1956. Also, routes to Monroe, Louisiana, were also awarded Southern. However, the Mobile-Pensacola-Panama City, Birmingham-Columbus, and Augusta-Charlotte routes were not granted. Also, the route from Columbus to Macon, Augusta, and Charleston was terminated in the early 1950's.

NOVEMBER 10, 1952  
**Southern AIRWAYS**  
DEPENDABLE SCHEDULED TRANSPORTATION  
One of the SCHEDULED AIRLINES of the U.S.

FEBRUARY 1, 1954  
**Southern AIRWAYS**  
DEPENDABLE SCHEDULED TRANSPORTATION  
One of the SCHEDULED AIRLINES of the U.S.

JUNE 29, 1956  
**Southern AIRWAYS**  
New Service to  
PANAMA CITY, Fla.  
DOTHAN, Ala.  
DEPENDABLE SCHEDULED TRANSPORTATION  
One of the SCHEDULED AIRLINES of the U.S.

FLY Southern Airways  
October 27, 1957  
Exclusive Service TO  
EGLIN AIR FORCE BASE  
FLORIDA  
AND THE  
FORT WALTON BEACH AREA

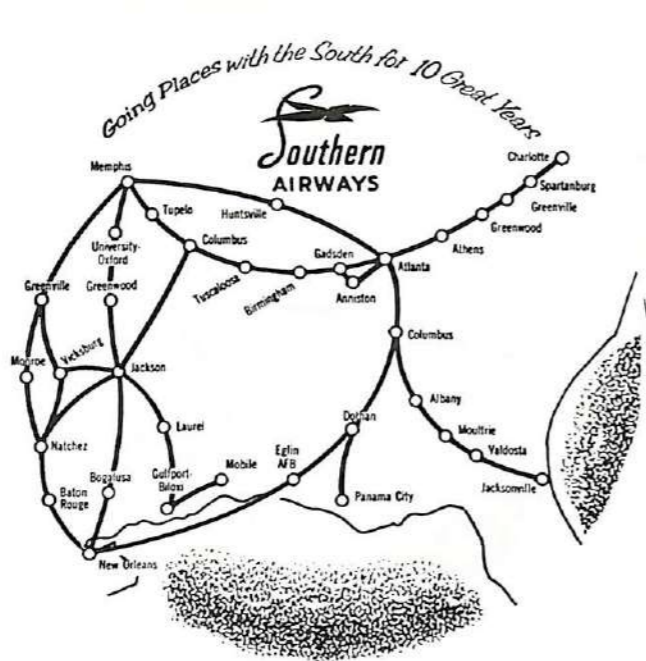
As of Fall 1952 Southern had 463 employees, 2,138 route miles, and served 33 cities. In Fall 1955 Southern received its permanent certificate from the CAB. Southern inaugurated flights between Atlanta, Dothan, and Panama City on June 29, 1956. Then, in 1957, Southern added service to Eglin Air Force Base and the Ft. Walton Beach area.

**Fly Southern Airways**  
February 1, 1959

**WELBROS - Precision Timepiece of Southern Airways**

**NEW Southern SERVICE**

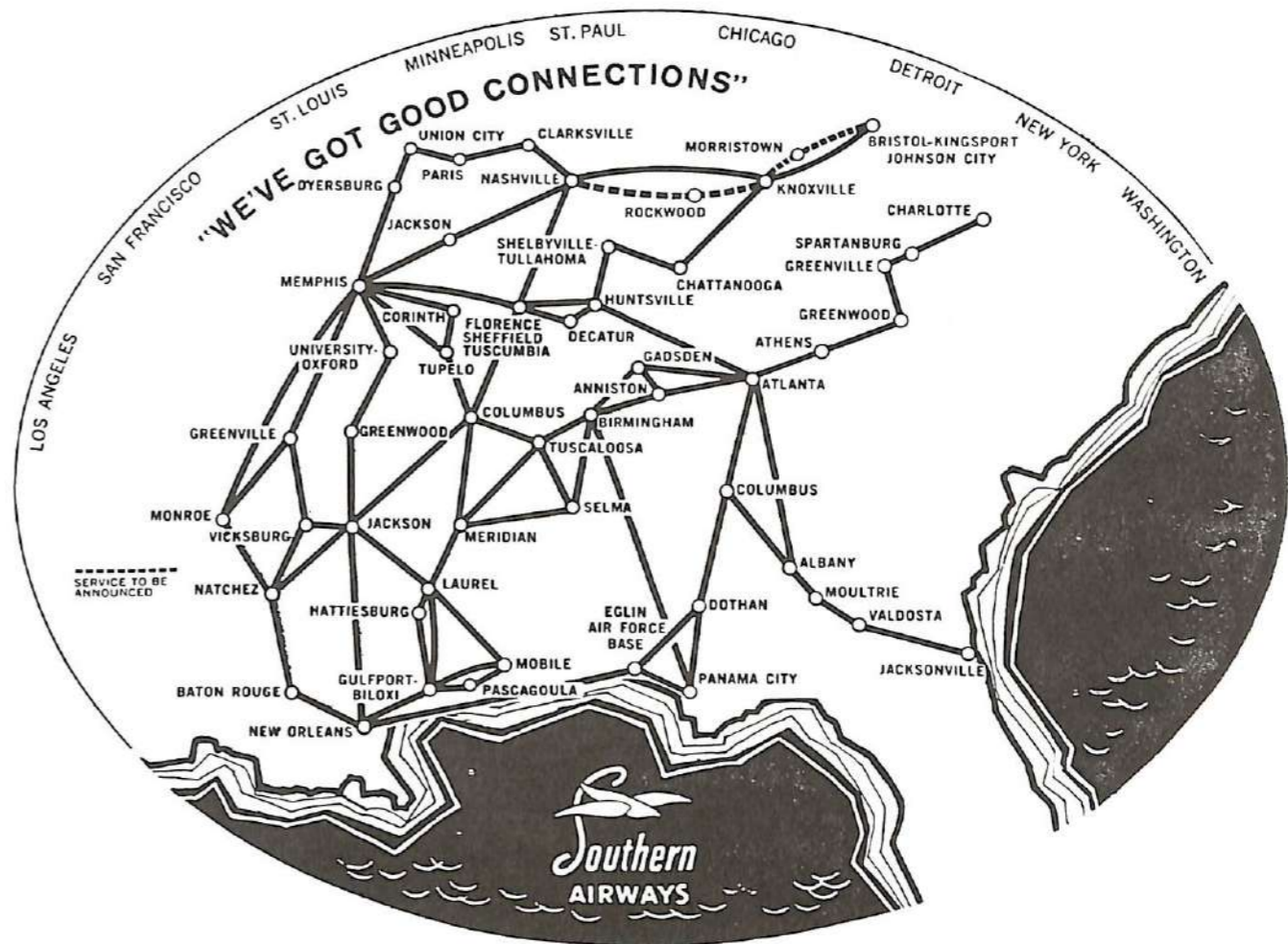
- ★ EGLIN A. F. BASE - NEW ORLEANS
- ★ ATLANTA - HUNTSVILLE - MEMPHIS
- ★ ANNISTON to ATLANTA & MEMPHIS



Going Places with the South for 10 Great Years!

**Fly Southern Airways**

February 26, 1960



In Fall 1958 Southern had inaugurated flights between Atlanta-Huntsville-Memphis, Eglin AFB-New Orleans, and at Anniston, Alabama, as illustrated on the February 1959 timetable at left. Routes of Southern as of Summer 1959 at center. February 26, 1960, schedule (right) shows route extension to Nashville from Muscle Shoals.

Routes of Southern Airways as of Spring 1961, shows former Southeast Airlines' routes in Tennessee. Southeast, with headquarters at Kingsport, Tennessee, ceased operations in 1960.

**fly Southern AIRWAYS**

**"WE'VE GOT GOOD CONNECTIONS"**

Between 47 Cities and the World

May 16, 1960

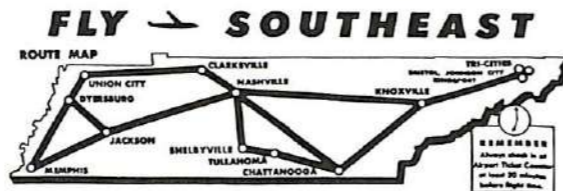
EFFECTIVE MAY 4, 1959

**Southeast AIRLINES**

Serving Tennessee

Something NEW has been added - **Convair Service**

**Southeast AIRLINES**



READ DOWN

**WESTBOUND**

SCHEDULE	Daily Except Sat. & Sun.			Daily Except Saturday			Sat. Only	Sun. Only
	Convair 240	DC-3	DC-3	Convair 240	DC-3	DC-3	DC-3	DC-3
Flight	201	303	309	305	207	311	315	317
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
TRI-CITY EST	Lv. 7:20			2:45	5:30		8:00	5:30
KNOXVILLE EST	Lv. 7:56			3:30	6:06		8:45	6:15
KNOXVILLE EST	Lv. 8:01			3:35	6:11		8:48	6:18
CHATTANOOGA EST	Lv. 8:40			4:19	6:45		9:30	7:00
CHATTANOOGA EST	Lv. 8:40			4:22	6:50		9:33	7:03
SHELBYVILLE CST	Lv. 7:00						6:41	
TULLAHOMA CST	Lv. 7:14						6:44	10:50
TULLAHOMA CST	Lv. 7:17						9:04	
NASHVILLE CST	Lv. 8:20	7:45	11:20	4:15	6:30		9:34	7:04
NASHVILLE CST	Lv. 8:50	8:45		4:25	6:40	6:45	9:44	7:14
JACKSON CST	Lv. 9:41	12:16 P.	5:21				7:41	10:40
JACKSON CST	Lv. 9:44	12:19 P.	5:24				7:44	10:43
MEMPHIS CST	Lv. 9:55			12:54 P.	3:59	7:45		11:18
MEMPHIS CST	Lv. 9:55							8:48
MEMPHIS CST	Lv. 9:55							11:28
MEMPHIS CST	Lv. 9:55							9:08
MEMPHIS CST	Lv. 9:55							12:34 P.
DYERSBURG CST	Lv. 10:04						8:04	12:13 P.
DYERSBURG CST	Lv. 10:07						8:07	12:16 P.
UNION CITY CST	Lv. 10:27						8:27	12:36 P.
UNION CITY CST	Lv. 10:27							10:06

October 29, 1961

**fly Southern aristocrats**

**NOW ENJOY**

- MORE COMFORT
- MORE SPEED
- MORE CONVENIENCE

ROUTE OF THE aristocrats

June 18, 1962

**fly Southern aristocrats**

Announcing New Service to

COLUMBIA - CHARLESTON MYRTLE BEACH

April 1, 1963

**fly Southern AIRWAYS**

Routes of the aristocrats

SEPTEMBER 1, 1964

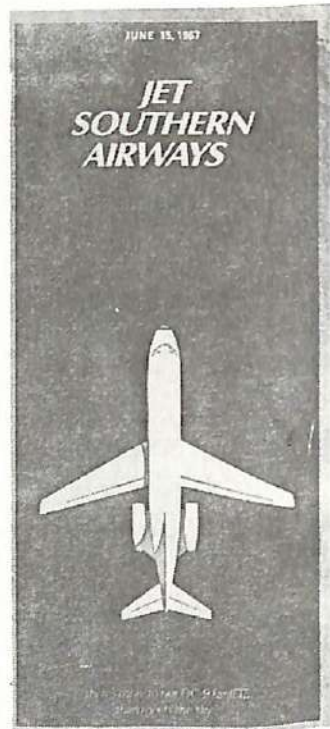
**fly Southern AIRWAYS**

15<sup>TH</sup> OUR YEAR

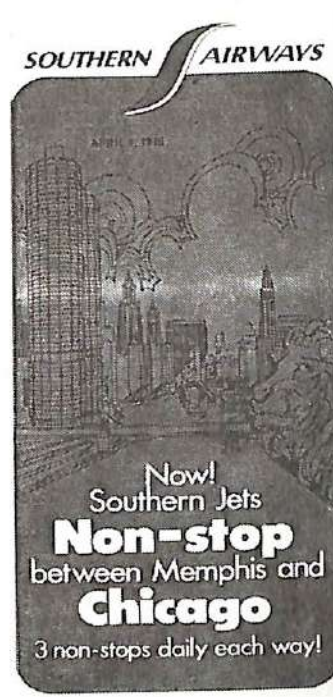
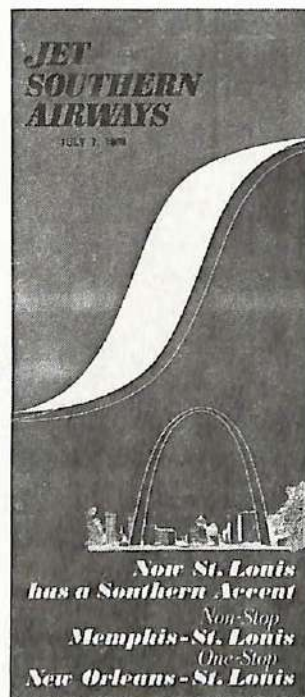
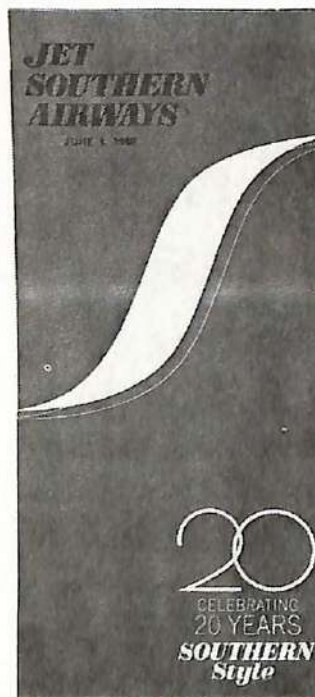
NOW SERVING MONTGOMERY, ALABAMA

In 1960-61 Southern acquired former routes of the Tennessee intrastate carrier, Southeast Airlines. At right are timetable and routes of Southeast as of May 4, 1959. As of that time Southeast was operating both DC-3's and Convair 240's. The Convair 240's were 240-0's originally delivered to American Airlines.

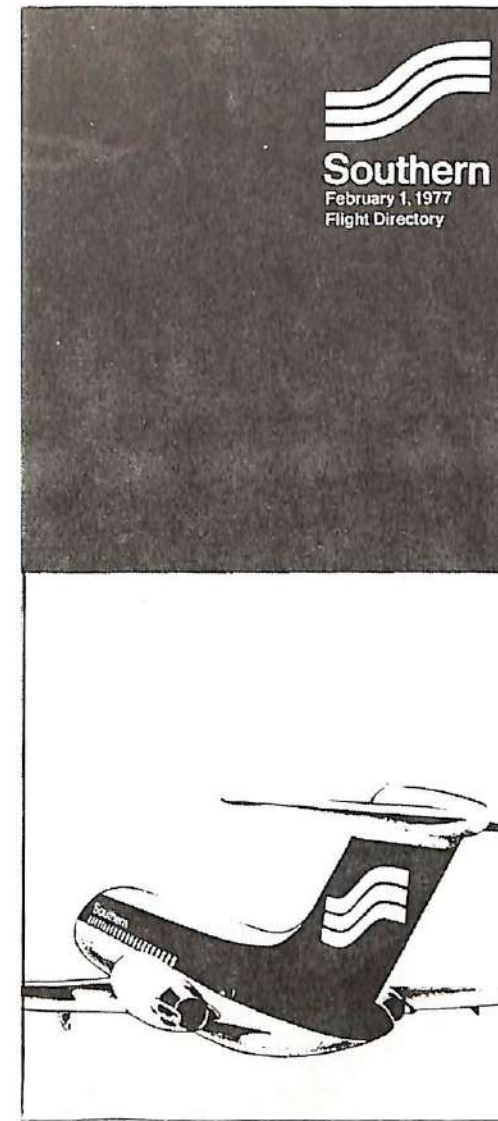
On October 29, 1961, Southern inaugurated Martin 404 flights. In June 1962, as a result of awards in the Piedmont Area Local Service Case, Columbia, Charleston, and Myrtle Beach were added to the Southern system. New quick reference timetable was introduced April 1, 1963. On July 1, 1964, Montgomery, Alabama, was added, on a route between Memphis and Panama City. The Alabama city is featured on the September 1964 schedule at right.



Later in 1964 Anderson, S.C. was added to the system at the same time Eastern terminated service to that city. Several nonstop routes between existing Southern cities were added in 1966-67. DC-9 jet flights were inaugurated on June 15, 1967, between 1) Atlanta-Columbia-Charleston, 2) Atlanta-Huntsville, and 3) Atlanta-Dothan-Eglin AFB. As a result of an award by the CAB in the board's local service carrier route strengthening policy, Southern was awarded a route from Eglin AFB to New York via Dothan, Columbus, GA, and Washington, D.C. during 1968.



Southern celebrated its 20th anniversary in 1969, and that year was one of the most significant in Southern's history in terms of new routes. On May 8, 1969, in the Central Route 81 Case, Southern was awarded Memphis-St. Louis authority. The day before in the Gulf States Midwest Points Case, Southern was awarded New Orleans-Memphis service but not Memphis-Chicago authority. However, the Board reversed itself and awarded the Memphis-Chicago route to Southern on September 5th. In the Southern Airways, Inc., Route Realignment & Extension Case, Southern was awarded new service to Tallahassee, Orlando, and Miami. St. Louis service was inaugurated July 7, 1969; Florida service, February 15, 1970; and Chicago flights, April 1, 1970.



In 1972 Southern had unveiled a new aircraft paint scheme and a new corporate logo, a stylized "S" called the "Flight Mark". Timetable at left from February 1, 1977, includes Southern Flt 242 from Muscle Shoals to Huntsville, and Atlanta. On the afternoon of Monday, April 4, 1977, Southern DC-9-31, N1335U, S/N 47393, crashed on State Spur Hwy 92 in New Hope, GA, while operating as Flt 242.

Southern Airways' last timetable, at right, from April 29, 1979. On July 1, 1979, Southern Airways, Inc., and North Central Airlines, Inc., merged to form Republic Airlines, Inc. Aircraft of the merged carrier included the DC-9 Srs 10, DC-9 Srs 30, and DC-9 Srs 50 pure jets and Convair 580 and Swearingen Metroliner prop jets.

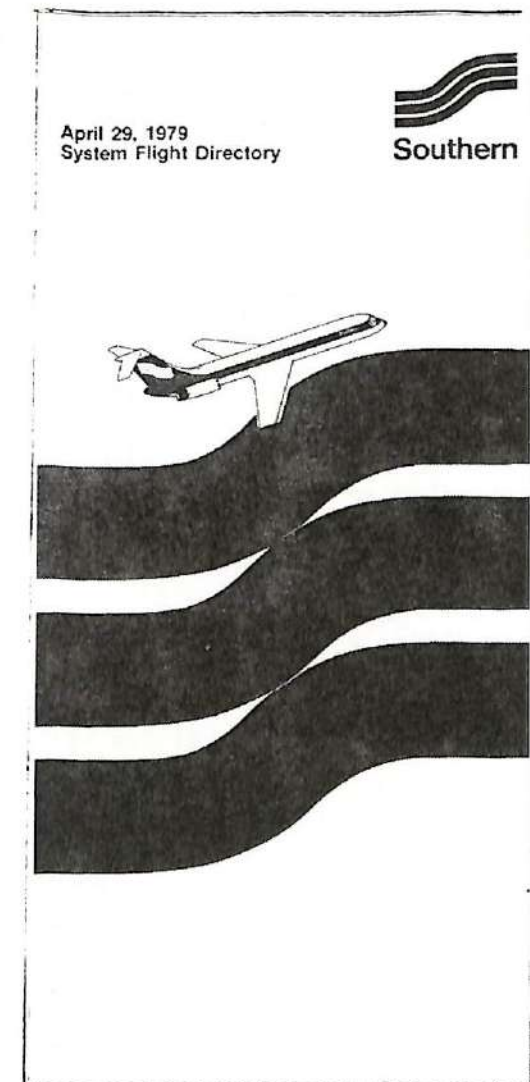
AIRLINES  
*International*  
- D/FW

Airline Memorabilia  
Show & Sale

Saturday, April 9, 1994

9:00 am - 5:00 pm

Holiday Inn - DFW Airport  
NORTH



# AIRLINE PLAYING CARDS

by THOMAS DRAGGES

**M**y subject in this issue will be cards issued over the years by Braniff International Airways and by Braniff II. I hope you will enjoy these cards and as always, please let me know if you have any extras to trade.

#1. The earliest cards I have are from about the mid-1940s. The colors are dark blue with vertical gold lines at the top and bottom. The center logo is dark blue, with the outer circle and the word "International" in red. The background is tan and the stars are white. The mate to this card is brown with gold lines. The other colors are the same.

#2. The next pair shows a stewardess in blue uniform holding up a silver-colored coffee service. The background of this card is blue-gray. The mate has a rust-colored background and the coffee service is also gold colored. The line "Braniff International Airways" across the bottom is black on both cards.

#3. I am not sure when the next series was issued, but my guess is the early-1950s. These are the El Conquistador cards. There are three different sets, each with a full view of the logo in the center of the card. One issue has a dark-blue outer border, the next one a light-blue border and the third one a red border. All have gold inner borders and the logo on all three is in dark and light blue, red and white. Of note is that the bottom half of the shield is in light blue.

#4. The El Dorado logo shows up again, but now along with the El Conquistador logo on the same card. This card is diagonally diagonally divided in halves from the bottom left to the top right corner. One card has a light blue background to the left, the other a tan-color one. The right half is white for both cards. The bottom half of the shield in the El Conquistador logo is in yellow.

#5. The full El Conquistador del cielo logo is shown on the next set. Background is light



#1



#2



#3



#4



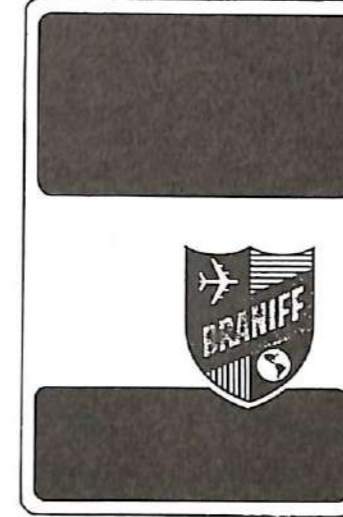
#5

blue with dark-blue borders divided by a white line. The difference in the logo is that both the top and bottom halves of the shield are in dark blue. The mate to this card has red borders and a pink background.

#6-7. The next cards may have been issued when Braniff introduced jet service in DEC 59. The new logo incorporates a jet within the top left quarter. One card has a blue background with white blocks at the top and bottom, the other is white with blue blocks. The logos are the same on both cards: blue, white and gold, with the name "Braniff" in red on a gold background.



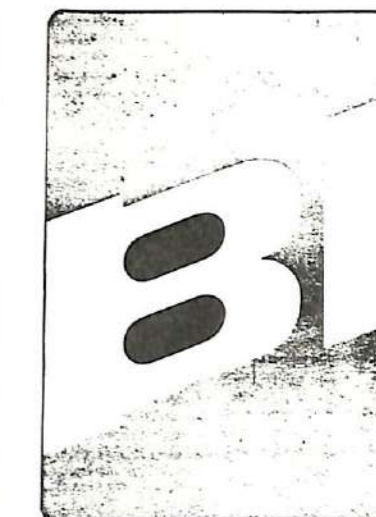
#6



#7



#8



#9



#10



#10a

#8. The next series is made up of six cards. Five of the cards show the "B" in black and "I" in white. The spade and club symbols are also in black, the hearts and diamonds in white. Background colors are orange, mustard-green, bright pink, turquoise, and green. The sixth card in the series has a white background, the "B" in black, "I" in mustard-green, the spade and club symbols in black and the heart and diamond symbols in mustard green.

Please note there may be color variations in these cards because of different print

runs.

#9. In the 1970s, the "talking cards" came on the scene. One example tells you how to ask for a pack of cigarettes (when smoking was still the thing to do) in Spanish and Portuguese, the languages of Braniff's major international destinations. There were two cards to the set. Both had an orange background and white letters "BI", but one had purple within the loops of the "B" and the other had green.

#10. The final style issued by Braniff International first also came in talking cards. The pair came with burgundy and orange backgrounds. The last issue decks were the same in colors and print, but they were not of the talking variety.

#11. The final card illustrated was issued by Braniff II and shows the airline's logo consisting of the name with a white line through it. This pair had a white background with "Braniff" printed diagonally across the card in red-brown. The mate has dark-blue



#9a



#9b



#11

printing on white.

Collectors who would like to trade cards, please see my ad in the Flight Exchange.

Until the next time, and my you always be dealt with a winning hand.

Happy collecting!

# PHOTO LOG

The photos on this page were taken by William T. Shull and his son Bill Jr. at locations in the northeastern U.S. and in southern Ontario. They all show de-Havilland of Canada commuter types: the DHC-6 Twin Otter, the Dash-7 and the Dash-8.

Mr. Shull lives in Lansdowne, Pennsylvania, about four miles from the approach end of Runway 17/35 of the Philadelphia International Airport (PHL). At 5,400 ft long, this runway is used mainly by commuter types. But "when the wind is right, a DC-9, 737 or 727 may be sent in."

"The largest I have seen (using Runway 17) is a Convair 880 some years ago."

## A QUARTET OF PHOTOS

TOP LEFT AND RIGHT: ALLEGHENY COMMUTER/SOUTHERN JERSEY AIRLINES TWIN OTTER N105AC & DASH-7 N701AC ON FINAL APPROACH TO RUNWAY 17, PHL, 04 OCT 87.  
 BOTTOM RIGHT: RANSOME'S N176RA AT THE SAME LOCATION, 24 MAR 84.  
 BOTTOM LEFT: THE "OFFICE" OF AIR ONTARIO DASH-8 SRS.300 C-FMDW, AT LONDON, ONT. 01 JUN 91.



## WHAT'S IN A NOSE?

THESE TWO PHOTOS OF ALLEGHENY COMMUTER AIRLINES DHC-6 TWIN OTTERS CLEARLY SHOW THE MAIN EXTERNAL DIFFERENCE BETWEEN THE SERIES 100 MODEL (ABOVE, AT READING, PA, 08 JUN 73) AND THE SERIES 200 & 300 MODEL (BELOW, SRS.300 AT READING, PA, 09 JUN 78). THE LONGER NOSE OF THE SRS. 200 & 300 CONTAINS SPACE FOR MAIL OR PASSENGER BAGGAGE.



(ABOVE): RANSOME'S DASH-7 N171RA LETTING DOWN FOR THE LANDING ON RUNWAY 9R AT PHILADELPHIA, 11 OCT 86.

(RIGHT): DHC-6 TWIN OTTER N200DA OF DOWNTOWN AIRLINES, AT THE PENN'S LANDING BASE IN PHILADELPHIA ON 04 AUG 72. DOWNTOWN AIRLINES PROVIDED SERVICE FROM THE PHILADELPHIA WATERFRONT TO THE EAST RIVER AT WALL STREET IN NEW YORK CITY. IT LASTED ONLY TWO OR THREE YEARS.



(TOP): AMERICAN INTERNATIONAL AIRLINES DASH-7 AT PHILADELPHIA ON 28 FEB 84.  
 (ABOVE): ALLEGHENY COMMUTER DASH-7 N701AC ON FINALS AT PHILADELPHIA, 04 OCT 87.  
 (BELOW): FORMER HENSON AIRLINES DASH-7 N902HA AT HARRISBURG, PA ON 17 SEP 89.



(TOP): PANAM'S DASH-7 N174RA (EX-RANSOME) ON FINALS TO RUNWAY 35, PHL 01 SEP 91  
 (ABOVE): EX-HENSON DASH-8 IN ALLEGHENY COMMUTER COLORS, BUT WITHOUT TITLES, LANDING ON RUNWAY 27R, PHL 08 AUG 89  
 (BELOW): AIR ONTARIO DASH-8 SRS.300 LEAVING LONDON, ONT. ON 03 JUN 89 DURING THE MOLSON INT'L AIR SHOW. MAIN GEAR WOULD NOT RETRACT AND AFTER CIRCLING IN AREA FOR HALF AN HOUR, CAPTAIN DECIDED TO CONTINUE TO TORONTO WITH GEAR DOWN, WHERE A SAFE LANDING WAS MADE.



# STICKER CHATTER

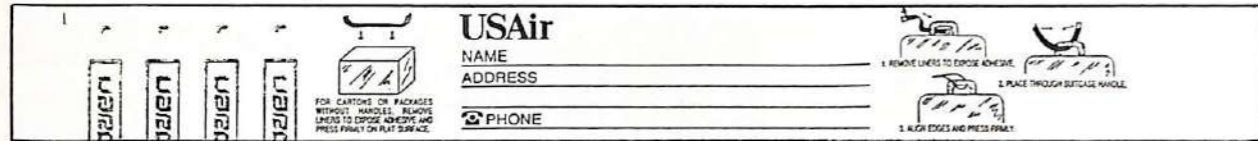
by DON THOMAS

USAir

USAir

USAir

#1



There are not too many new issues to report this quarter.

USAir has a long BIL in red and light blue on white, with name/address lines on the back (#1).

Pratt & Whitney (or is it Northwest Airlines?) has a nice label in dark & light blue, red, silver and white (#2). It advertises the PW4000 engine and pictures a Northwest 747-400 on which it is being used. Pratt & Whitney, United Technologies, Boeing, McDonnell Douglas, Lockheed and other U.S. aerospace manufacturers are laying off people by the thousands, even though their engines and aircraft are improving rapidly. There are too many good used aircraft available from all those bankrupt airlines, and could competition from the Europeans, like Airbus, be a factor too?

(Editor's note: the Europeans are laying off people too, and how many aerospace layoffs are the result of the end of the Cold War?)

I am thankful for the congratulations I have received on my new book AIRLINE ARTISTRY. However, please note the Air France poster on page 25 depicts a Dewoitine D-333 aircraft, NOT a Bloch 120. The dealer who sold me the poster said it was a Bloch and I had no time to edit the book when an opportunity came for my agent to take it to Singapore to be printed, hence the error. Methodical research and editing are the keys to successful writing, and they should not be skipped.

DAVID CHERKIS is always on the lookout for new labels. His latest are the Royal Jordanian



#2



#3



#4

26

"Rally Team" (#3) which is probably more of an auto race team than an airline sticker. It is in white on black, with the airline name at the top in gold, the text at the bottom in red. David also sent in a new Air New Zealand sticker (#4), similar to the other modern ones, but with "national" added and showing the flightless Kiwi bird. The colors are light and dark green, blue and grey.

Reno Air's BIL (#5) is black on white, with name & address lines on the back. It was contributed by PAT MCCOLLAM.



#5



#6

HENK HEIDEN of Holland contributed several nice new labels. The Garuda Indonesian Holidays label (#6) is dark green and blue on white. My two years in Indonesia were fascinating, and included flights to Bali on Garuda.

TEA, or Trans European Airways, was a Belgian airline with charter operations in several other European countries. This label (#7) has a blue background. The outline of and colors on the aircraft are dark blue, with the stars on the tail and the wing on the hat in yellow.



#7



#8

A goofier-looking sticker is Varig's "Let me fly you to Recife" (#8). The aircraft is blue and white on silver background. Recife is the main seaport of Pernambuco State in Brazil, as Salvador is the main port of Bahia State. 65 years ago, when I was sailing to Brazil in the Merchant Marine, we only went to "Pernambuco" and "Bahia" - that is what the ports were called then.

A different version of the "funny face" stickers comes from Balkan Bulgarian Airlines ... and she uses lipstick, no less (#9). This TU-154 label is in red, green and black on white. The "I love Balkan" label is in green and red on white (#10).



#9



#10

Air Namibia may not be the world's biggest or best-known airline, but it tries hard to put out colorful labels. Here are two of the latest, in red, yellow and dark blue on white (#11 & 12). The 747 is an SP model.

"Air Holland, a party to fly with" says this label (#13). It is in orange, blue and black on white.

#13

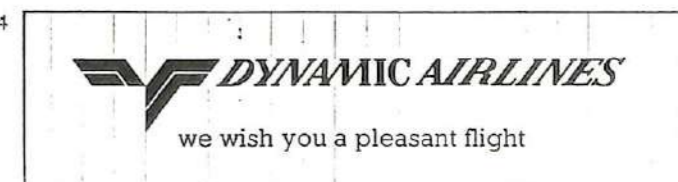


#11



#12

#14



Dynamic Airlines is a small Dutch carrier that flies with two Cessna 500 Citations that were until recently used by the National Flying School to train airline pilots. The label is in light and dark blue on white (#14). Thanks to Henk Heiden again for all the above new ones.

27



#15

HECTOR CABEZAS sent in this striking Icelandair 737-400 label (#15). It is in red (737), light blue (400 and tail logo) and white (Boeing and Icelandair) on dark blue. The contrail from the engine is red (top), white and blue.

Also from Hector came this Gruezi Air label from Switzerland (#16). It is in brown and gold on white. The company flies charters with a Cessna 340 and a 500 Citation (shown on the label).

Finally, contributed by MICHAEL KOPANSKY of Las Vegas this Marshall Aerospace label (#17). Marshall's, of England, have specialized in the complete overhaul and conversion of the Lockheed L-1011. This sticker indicates they do all the major work on the American Trans Air fleet. The label is in dark blue on white, with the usual ATA gold on the fuselage. The wings and horizontal tail plane are in silver.

The next two stickers are from the editor's (modest) collection and serve to fill the space left on this page. Both are older issues from Belgium. The DAT sticker (#18) depicts the airline's FH-227B, a type which first entered service with the airline in 1977 and which was phased out in 1990/91. The colors are black on a bright blue background with white.



#16



#17

The Sabena sticker (19) shows the airline's DC-10-30. The aircraft is in black on an orange background. The sun is white and is surrounded by a gold halo. The airline name in the oval at top left is white on green and at the bottom are both the McDonnell Douglas and General Electric (for the engines) logos.



#18



#19

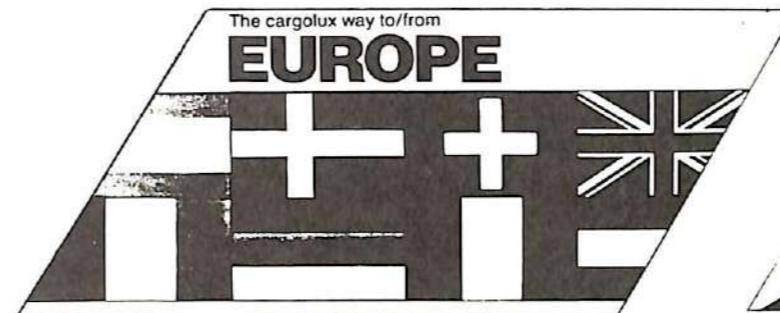
"I never heard of the author, editor, producer or publisher of the book. I have been trying to get word from Morgan Samuel Editions and H.C. Blossom Ltd. since October and sent them a bill for the use of my images. If I do not hear from them in the next month, I expect to sue them for copyright infringement. My address is in the back of the book, so it is evident they made no attempt to contact me for permission to use either pictures or text from my book."

28

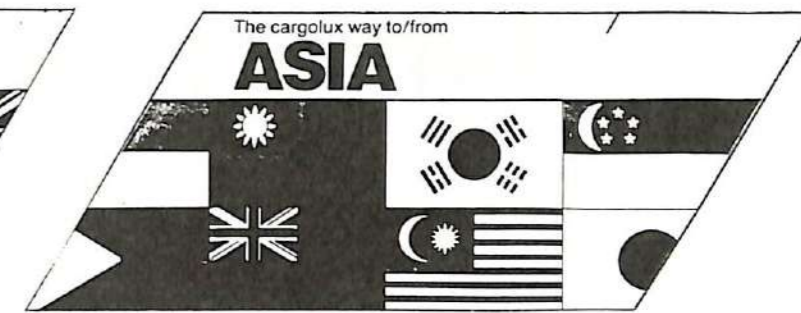
From the Editor.

On 28 DEC 92 Don Thomas wrote me the following:

"... I was less than thrilled by your review of 'FLYING - The Golden Years' (SEP 92 issue, p.193). No fault of yours, but the 84 photos they acknowledged in the last third of the book 'Courtesy Don Thomas' were all stolen from my first book, NOSTALGIA PANAMERICANA, including your fine illustrations of Condor and PAA cruise items.



#1



#2



#3



#4



#5



#6



#7

These Cargolux labels are from the collection of JOOP GERRITSMAN.

Labels 1-3 depict the flags of some of the countries the airline flies to. The Europe label shows, top, from left, Spain, Sweden, Switzerland and Great Britain. In the bottom row are France, Germany, Italy and the Netherlands.

The flags on the Asia label are, top from left, Indonesia, Taiwan, South Korea and Singapore. The bottom row shows The Philippines, New Zealand, Malaysia and Japan.

The USA apparently is such a major market for the airline, it has a flag label all of its own.

Cargolux has also issued a "funny face" label (#4), showing (presumably), a 747. Colors are red, blue and black on a white background.

The next labels (#5-9) are self-explanatory. They all have a silver background and #6,7,8 have elements of the national flags of the countries included in the names. The word Asia in #5 is in yellow with very thin horizontal orange lines across. The latter do not reproduce at all.

The horizontal bars on either side of the airline name are red (top) and blue (bottom), outlined in white. The logo on all is in red and the rest of the text in black.



#8



#9

29



# AIRLINE MODELING

by GERRY COLE

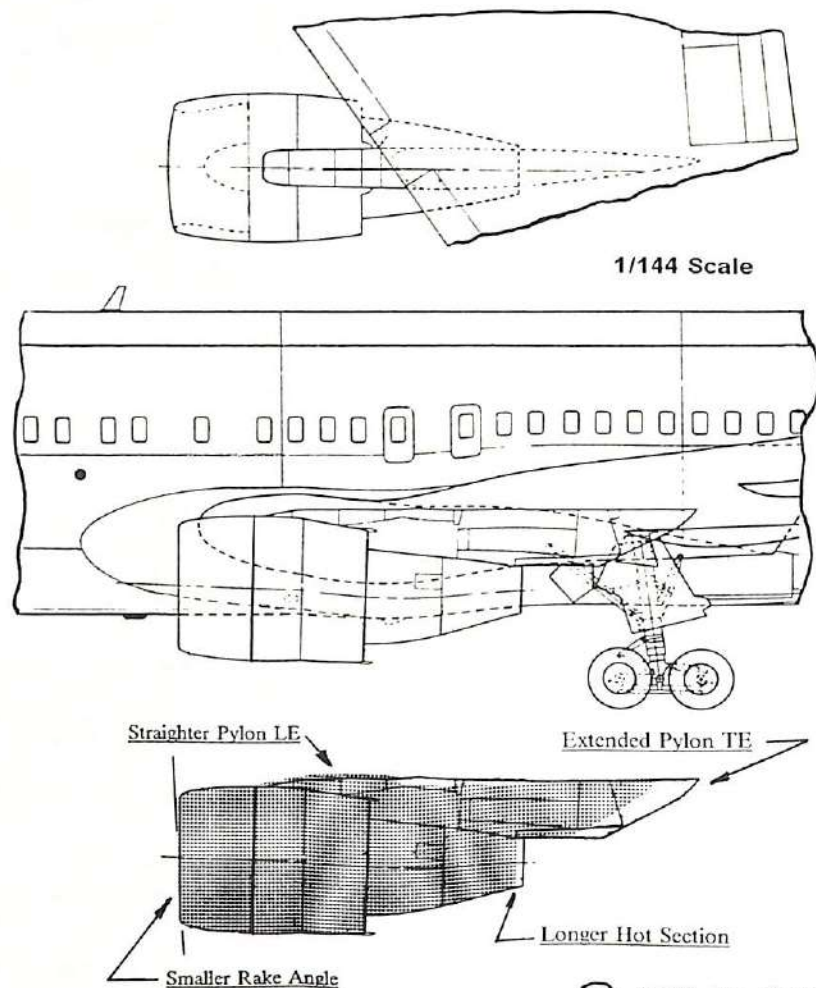
The JAN 93 issue of the IPMS/USA "Journal" listed the Special Interest Groups (SIGs) active as part of the IPMS in the United Kingdom. I noticed a group devoted to "Modern Civil Aircraft" and sent for information.

The group's leader is Peter Smith, 24 Fairford Road, Birmingham, England B44 8DJ. They have 34 members with a wide range of civil aircraft interests, most of whom are associated with the airline industry in some way. If you are interested in sharing airline modeling information with the U.K. group, Peter would like to hear from you. Please enclose sufficient postage (by way of IMO, obtainable at the post office) for a reply.

Some of Peter's comments to me deal with the excellent Revell 1/44 scale 767-300 kit. He observed, as have most of us, that Revell has provided a pretty good representation of the Pratt & Whitney JT9D-7R4 engine used on some 767s, but that there are definite differences between this engine and the GE CF6-80A of other operators. Unfortunately, these differences are subtle and are hard to detect using just photographs as a reference.

In reading the excellent decal instructions with one of Russell Brown's AHS Canadian 767-300ER decals, I noticed some hints on modifying the kit engines to better represent CF-6s. A letter to Russell produced a set of Boeing drawings for both engines! Reducing the drawings to 1/144 scale and comparing the Revell engines to both prototypes, the differences became obvious. Even the Revell model JT9Ds could use some additional work, as the kit pylon appears too short with a straight trailing edge where it should be curved. The pylon top edge between the wing and where the pylon joins the nacelle could be straighter than provided in the kit. The leading edge of the intake is raked back at the bottom a little too much, giving a very GE-like appearance. A piece of scrap styrene should take care of the first problem, and a little sandpaper on the leading edge of the pylon and the in-

## PRATT & WHITNEY JT9D-7R4



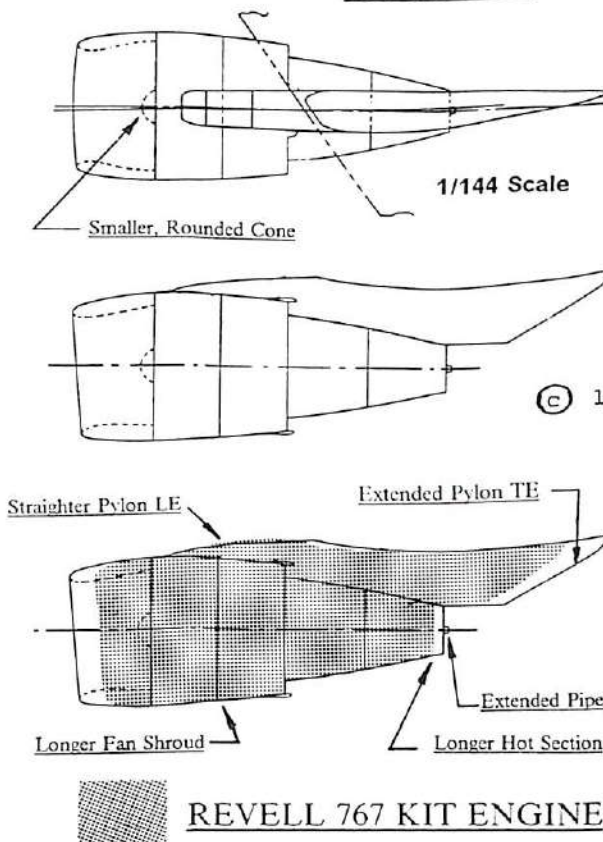
take lip should take care of the other two. The kit's first-stage fan "spinner" cone is perfect for the JT9D.

The transition from Revell kit engines to accurate GE CF6s is a little more involved.

First and foremost, the GE 767 engine has a longer fan shroud section, longer between the back of the first-stage fan and the aft edge of the shroud. One solution would be to use two sets of kit engines to make on good GE set. Cut one set of nacelles right at the fan line, just forward of the raised area on the inside that supports the fan. Cut the second set of nacelles further aft, long enough to give the extra length required AND make up for the loss of material due to the razor saw cuts, and glue the longer

nose to the longer aft section. The rake of the intake is correct for the GE version. As in the case of the JT9Ds, straighten the pylon from wing to nacelle. You will also need to add length to the aft end of the pylon, but at least the shape is correct. You could also lengthen the hot section of the engine slightly, but personally I doubt it would be worth the effort. Note there is a small tube that extends aft of the hot section that is easily duplicated. Drill a hole in kit part #29 to clear .030 in tin-wall hypodermic tubing. Push a half-inch length of tubing into the hole, letting it extend aft of the nacelle about .030 in as shown in the drawings. The fan spinner cone on the CF6 is going to be a bit more of a challenge, since it

## GE CF6-80A



is smaller in both length and diameter than the kit part, and has a circular cross section. You might try carefully sanding down the kit spinner cone, replacing it with a segment sliced from an appropriately-sized plastic bead. When all else fails, raid the spare parts box.

An alternative to the above would be a set of high-quality resin CF-6 engines. Nothing definite yet, but stay tuned.

### Kits:

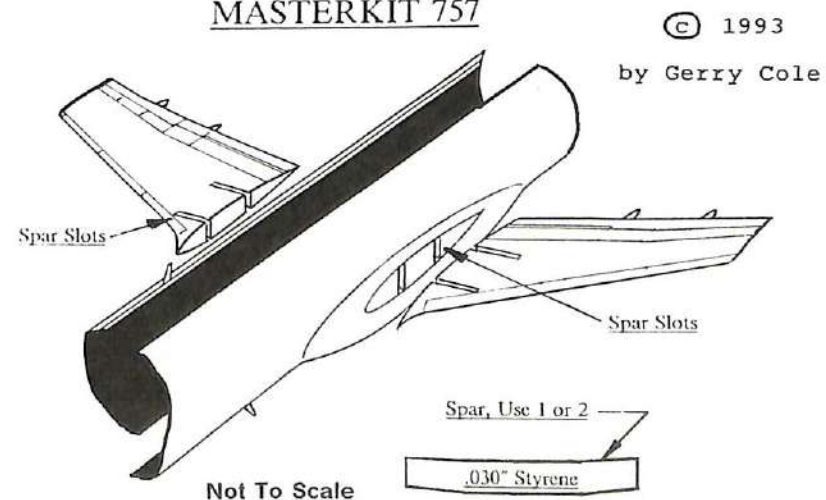
OK, let's get this over with! If you purchased the Hasegawa 747-400 in 1/200 scale with Qantas decals, expecting to find inside the Rolls Royce engines we were promised, you were disappointed. So was I. No, it was not a mistake by the packer. Our friendly kit manufacturer simply did not do a very good job. Worse yet, the Rolls Royce engines hidden in the shadow of the wing on the box make it appear deliberate. When Hasegawa pulls a stunt like this, we know the Japanese hobby economy is in trouble.

Wouldn't it be nice if somebody makes a set of 1/200 scale resin Rolls Royce and Pratt & Whitney 747-400 engines with pylons? As in the case of the 767 GEs, stay tuned.

For about \$16 retail, you get both Rolls Royce and Pratt & Whitney JT9D engine nacelles, virtual copies of the Revell 767 engines, but without the nice internal detail parts. The wings and stab have raised detail and extremely thick trailing edges. All kits I have examined have a mold mismatch between top and bottom wing and stab halves, producing a "step" at both leading and trailing edges. The fuselage is molded without windows and has slightly depressed areas locating both wing and stab. The right fuselage has a distortion in the wing join area that will require application of filler and careful block sanding to correct. Two separate sprues provide landing gear legs, wheels, another fan set (?) and gear doors. Both my sprues had incomplete molding of the stub axles intended to attach the main wheels to the landing gear. The gear itself appears weak and is missing some parts that are shown on the instruction sheet.

Painting and decaling instructions are on the back of the kit box, in full color. Some good finishing tips are here, but the Rolls Royce engine included in the kit is referred to as a GE CF6! Instructions inside are adequate and include a list of 757 operators and the powerplants they employ. There is a note to add weight to the nose to balance the model. Based on the thickness of the plastic parts, I suspect a hefty amount will be required. The butt joint construction of the Leoman resin 757 is retained for nosegear, wing and stab. I am sorry, but I find this totally unacceptable in a kit of this size. Some sort of reinforcement of the wing/fuselage

## MASTERKIT 757



joint should be provided. I suggest a sheet styrene spar running from one wing, through slots cut into the fuselage halves, into the other wing. Use a thick razor saw to cut out a slot for the spar at least half an inch thick.

A Microscale decal is provided for the white-crown, large-titles United scheme. This is one of the best United decals I have ever seen! There is no bleed-through in the blue and the registration on my sample was perfect. Cockpit and passenger cabin windows with silver frames are provided, along with very complete door and window exit markings. One registration, N505UA, is included. There are overwing exits on United's 757s, but no wing walkway decals are included.

Fred Bearslee of Colpar Hobbies here in Denver feels the Masterkit with United decals and color box art will sell much better than the far-superior Welsh 757 at almost twice the price. He may be right. The choice is yours: two so-so 757 kits or one great one for the same money.

The Masterkit Boeing 737-300 model in 1/400 scale has just arrived. Although I haven't had time yet for a complete review, the comments made about the 757 above seem to apply to the new 737. As in the 757, United large-title decals are included.

Sasquatch Scale Models should have my 1/200 scale MD-11 conversion master by the time you read this. I put off sending the fuselage and stab parts until I had had a chance to review the latest reference, "Modern Civil Aircraft 12, McDonnell Douglas MD-11" by Leo

EPA 737-200 IN 1/200 SCALE, BY NIELS SEMPETH



TONY SCHNEIDER'S 1/144 SCALE DELTA 767-300

Marriott. The fine print on the MD-11 assembly sequence artwork verified the fuselage plugs as 100 inches in front of the wing and 121 inches immediately aft of it. The book also substantiated the 17% reduction in horizontal stab area I had first seen in drawings in the Japanese-language publication "Aireview".

#### Reader photos:

Since we were talking about the Revell 767-300 this time, what better than the photo of Tony Schneider's Delta bird? Tony added Fotocut antennas, engine strakes and waste water drains to the stock kit. He needed two ounces of weight in the nose to keep the model on the nose gear. All windows were filled and AHS decal windows and frames applied. Bare metal foil was used for the underside of the fuselage, and Tony says it looks almost too new. Tony lives in Louisville, Kentucky.

From Oxford, England, came the photo of Niels Sempath's Hasegawa 737-200 in the final EPA livery. The decals were made by photocopying logos onto clear decal paper, hand painting of the titles and careful trimming. Additional decals in-

cluded ATP silver cockpit windshield and window frames, AHS registrations and Matchbox 737 door levers and nacelle stencils. The large Canadian flag at the rear of the fuselage was trimmed from the one on the Matchbox Twin Otter kit.

Niels picked this particular aircraft to model because he had flown in it in the livery shown.

#### New decals:

Pals Flight Decals from New Zealand made a brief appearance in the USA a few years ago at an Airliners International convention. Having no U.S. importer, their decals seemed to disappear. Happily, they are still in business, even expanding their line of quality decals. Chief "Pal" Paul Smith recently sent me samples of his 1/200 scale 747-400 decals for the new Hasegawa kits, including markings for Air New Zealand (RR), Cathay Pacific (RR), Qantas (RR), All Nippon (GE) and Thai Airways (GE). My personal favorite, however, is the set of decals for an Air China 747-400 with GE engines. One of these was on the ramp during my tour of Boeing last summer. The Air China 747 has a white crown livery with a large red "bird" on the vertical tail. A smaller bird logo was also included for modeling an Air China 747-SP using the Sasquatch conversion fuselage and horizontal stab. These decals all include black windows with silver frames, door and window exit markings and winglet logos.

Additional Pals Flight 1/200 scale subjects include decals for the Thai MD-11/DC-10, Air New Zealand 767-200, Qantas 767-300, Aerolineas Argentinas 747-200, BA Concorde and Compass (Australia) Airbus A300-600. Pals Flight also carries some 1/100 and 1/125 scale limited run decals for carriers like

## AIRLINE DINNERWARE

by RICHARD W. LUCKIN

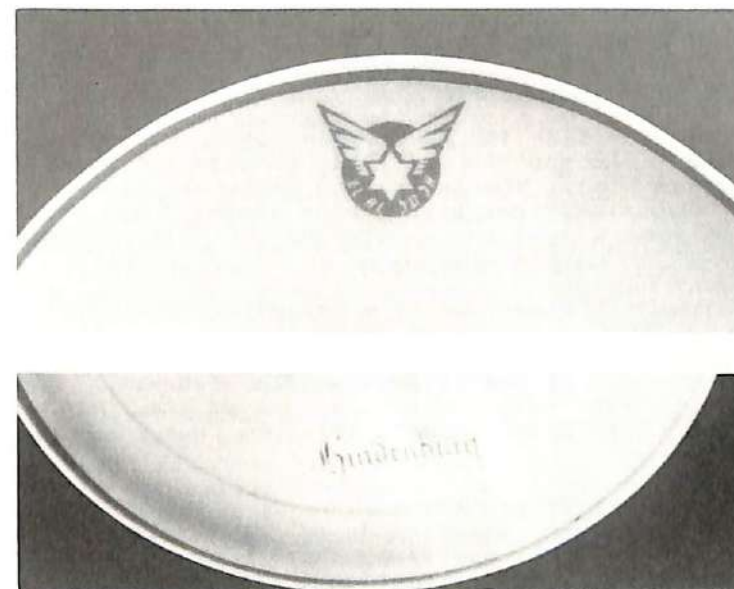
As I start each column, my thoughts tend to ask such questions as "What would the readers like to know? Am I providing up-to-date information? Is the material interesting?"

I am not sure I always know the answers, but providing a variety of photos and information hopefully will satisfy most people who collect airline in-service china and even some of the ceramic advertising pieces.

Having said that, this column starts with:

#1 - (Right) An earlier TWA pattern shared by Dick Wallin. It displays red TWA letters and a gold-colored globe.

#2 - (Below) An older pattern is this E1 A1 piece which has a blue logo. Sorry, I don't know who the manufacturer was.



#3 - For airship fans here is another piece from the collection of Dick Wallin. Decorated in gold, this piece was used on the Hindenburg. The backstamp includes the word Zeppelin.



#4 (Below) - The next piece is a service plate (10 1/4") used by the United States Air Force.

The rim contains lettering in gold with stars on a blue background. The center shield is multi-colored with dark blue, red, black and yellow. The piece was made by the Shenango China Company in 1986.



Although they are not airline china, I thought it might be in-

## AIRLINE MODELING

Garuda, Air Caledonie and Pacific Western. Their address is 38 Parkway Drive, Mairangi Bay, P.O. Box 66058, Auckland 10, New Zealand. Phone (09) 478 - 7904 for quicker service. If writing, be sure to include sufficient postage for a reply.

On this side of the globe, Russell Brown of AHS in Canada is expanding his outstanding line of window decals in 1/200 and 1/144 scales. He also sends along a mouth-watering list of

potential future fleet projects: Nationair, Air Transat, Canada 3000, Air 2000, British Airways, Nordair (final colors), EPA (final colors), CP Air (orange scheme), USAir Express, United Express and American Eagle. To express your favorite from this list, write AHS or call Russell at (416) 294-7615. My choice is the final Nordair scheme with two-tone blue markings and that pretty yellow "Arctic sun" over the cockpit. I only saw one of

their 737s in those colors years ago, but it was beautiful.

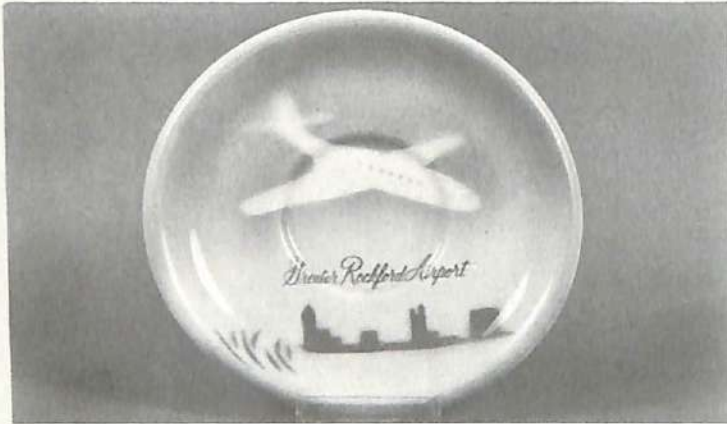
#### Departure lounge:

It has been a real pleasure to receive letters from some of the smaller hobby manufacturers this quarter. These folks are airline model enthusiasts, just like you and I. They have the same time and family time conflicts and job worries that we have, yet they find the time and energy to produce the hobby products we enjoy. Gentlemen, I salute you ... and keep up the good work.

Until the next time and good modeling.

teresting to include a few pieces of airport restaurant china.

#5 (Below) - The first one was used at the Greater Rockford Airport. This saucer was made by Jackson China of Falls Creek, PA. The decora-



tion is done entirely in green, applied in a shadow tone manner.

#6 (Below) - The Sterling China Company of East Liverpool, Ohio, made this piece in 1955. This Philadelphia International Airport plate has a light-blue border, followed by a pinstripe and lettering, both done in dark blue. The plate measures 9 3/4" in diameter.



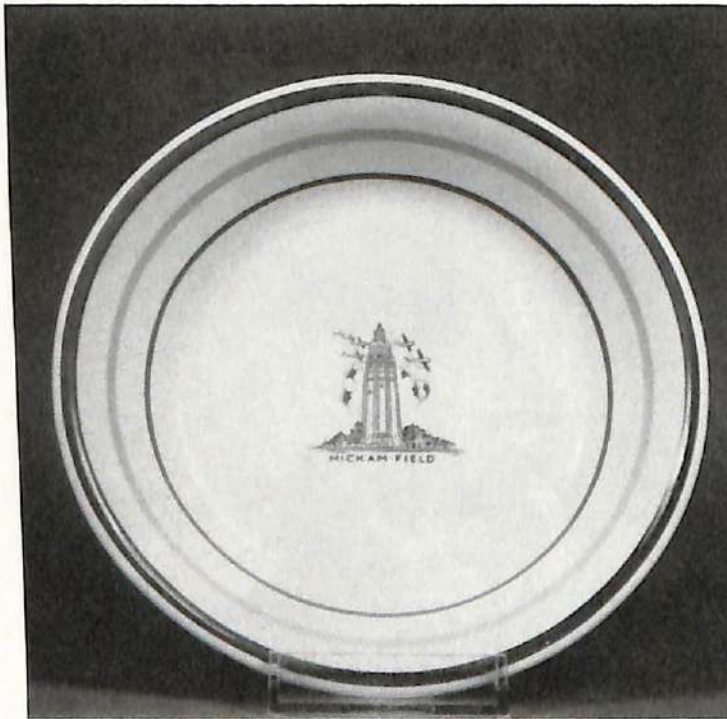
#7 (Left) - The next piece comes by way of Hawaii. As you can see, this pattern was used at Hickam Field. The decoration features blue and yellow pinstripes with a blue center logo. Mayer China of PA was the manufacturer. This company is no longer in operation.

Now let's move on to a few advertising mugs.

#8 (Below, left) - The first one is for Great Northern Airlines of Alaska. The lettering GNA is a bright gold, while the rest of the decoration is in a dark green. This mug was made in the USA.

#9 (Below, center) - This is really not a ceramic piece, but is made of milk glass. New York Helicopter gave away these white mugs with black and red decoration. Glasbake was the maker.

#10 (Below, right) - Another milk glass mug, this was given away by Central Airlines. The decoration is red and blue. Both mugs would be called advertising specialty items.



## COLLECTORS

### HERMAN MARKS

Herman Marks brings an approach to the hobby of collecting airline memorabilia that is not shared by many other collectors.

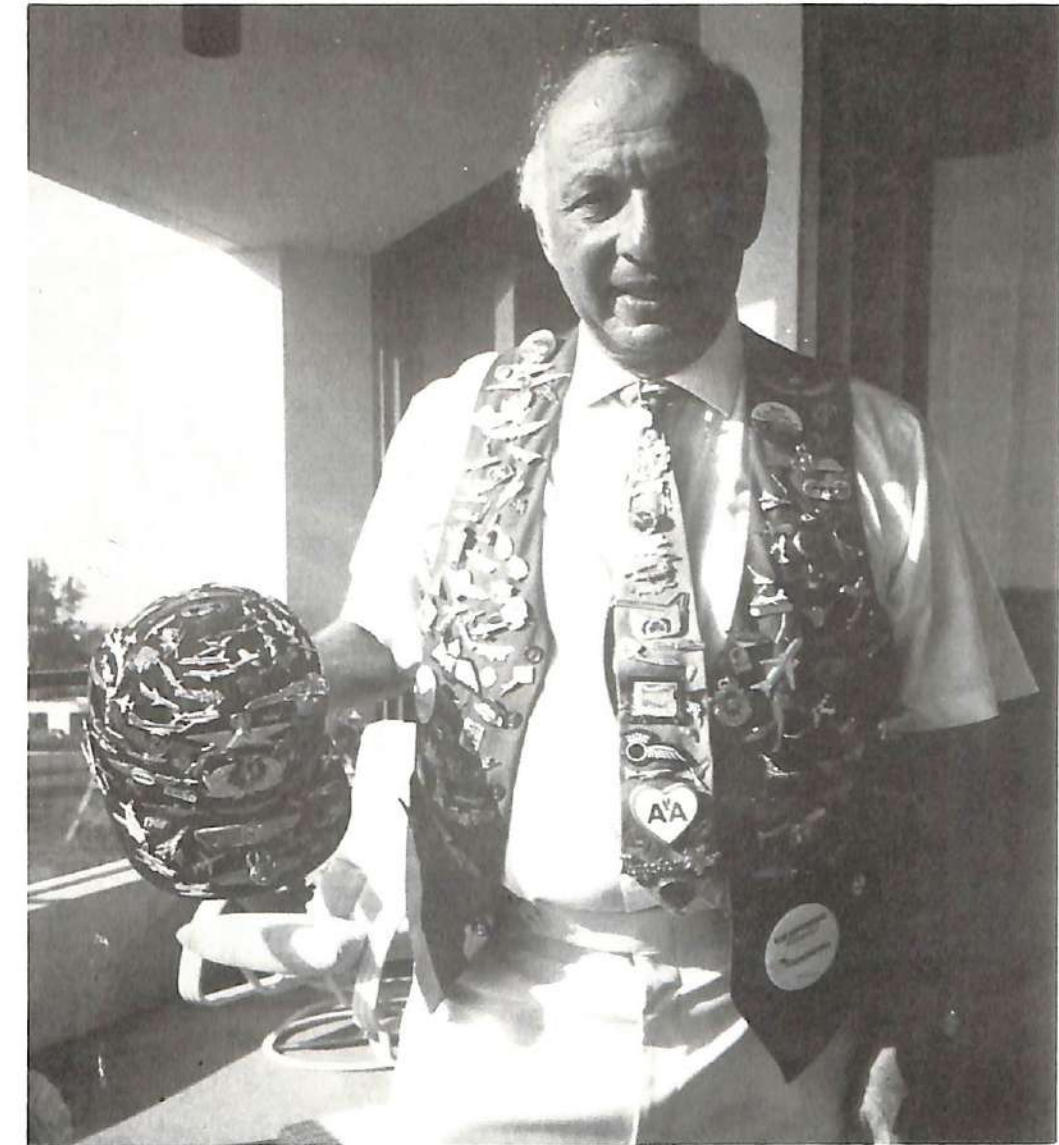
When he started collecting wings 14 years ago, he decided he would not buy any items, but would acquire only by trading and through gifts.

Marks started collecting when his granddaughter gave him a baseball cap when they were visiting EPCOT Centre at Disney World in Orlando. On the flight back home on Delta Airlines, a stewardess pinned a plastic kiddie wings on the hat.

It was the beginning of a collection that now includes nearly 400 airline and military flight crew wings, flight attendants and kiddie wings, military medals and airline anniversary pins from around the world. And as in the beginning, he still insists on trading, not buying, to add to his collection. He usually trades for items such as such as rings, watches etc.

A former marketing executive, Herman Marks was born in Chicago and founded the original Little Big Dollar Stores. He is now retired and lives in Longboat Key, Florida. Most of his wings, pins etc. are pinned to the original baseball cap, a vest and a necktie. Together they weigh 20 pounds and he wears them when he travels, but only when he flies. It takes him and his wife Ivy quite some time to get through customs and the security checks of airports with all that metal on his person, he says with some pride in his voice. It also is a good way to advertise his hobby and acquire more wings.

The most-treasured wings in the collection are a set obtained in Italy. They were used when the Pope flew on Alitalia and his aircraft was renamed "Shepherd One" for the occasion. Another rare item is an original metal medallion once given to Concorde pilots. Today the same item is made out of cloth, says Marks. He acquired the medallion from David Foster, special visits manager for British Airways, during a tour of the Concorde hangar and a trip aboard the aircraft.



Marks also proudly owns a 20-year diamond-studded Delta Airlines captain's wing, a 15-year emerald pin and a 10-year ruby pin from the same airline.

While most items are airline issues, the military items in the collection include a set of German military pilot's wings with the swastika symbol, dating back to 1939 and a Zeppelin issue. He also owns USAAF pilot, bombardier and navigator wings from former 15th Air Force B-24 crew members in World War II.

A couple of years ago retired USAF General James Edmundson, now also living in Longboat

Key, gave Marks his Distinguished Flying Medal with four oak clusters (representing 25 missions) and Distinguished Flying Cross, also with four oak clusters. Retired Major-Gen. Patterson recently donated his Vietnam medals to the collection.

"What I most want to know is if anyone else does this, and if anyone has any wings that I don't have," Marks told the Bradenton Herald newspaper of Florida in an interview last summer.

Well, Herman, just look around you in the World Airline Historical Society. You'll find you have lots of good company.

# POST CARD CORNER

by WILLIAM DEMAREST

Even with all the economic and political upheavals around the world, airlines continue to grow, shrink, add new aircraft and dispose of the old, and change color schemes. The breakup of the Soviet Union has given us a variety of new carriers and, I hope, new postcard issues. Some of the new airlines are featured in this issue. Other airlines, such as United, have introduced radical new color schemes that will keep the shutterbugs happy and the printing presses grinding out new postcards.

In this issue, we feature a few **Golden Oldies**

from the early years of the Jet Age - the Convair 880 and 990. While very few of these aircraft were produced, a number of airlines glorified their Convair jet service by printing several unique and beautiful postcards.

As a check list, you may want to compare the postcards in my collection, shown on the following pages, against your collection. I would be interested

in receiving photocopies of any CV-880 or CV-990 postcards not in this list. My entire collection is now stored on a database for easy retrieval and sorting.

We would also be interested in hearing your comments on the new format for listing postcards by non-airline publishers. Do you prefer having the postcards listed by airline or broken out by publisher? Please drop me a note at my address shown on the inside front cover.

There is a new postcard publisher: Planecards UK. Contact: Martyn Robinson, Planecards UK, 64 Priory Way, Haywards Heath, West Sussex, RH16 3LT, England.



## DEUTSCHE BA

Luftfahrtgesellschaft mbH

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D-7990 Friedrichshafen  
Telefon (07541) 308-0

Technische Daten: Boeing 737-300  
Passagiere: 120  
Crew: 2 Piloten  
3-5 Flugbegleiter  
Geschwindigkeit: 890 km/h  
Reisehöhe: 11.200 m  
Reichweite: 4000 km

### CARD LEGEND (for Airline Issues only)

ab - seen from above  
ac - above clouds  
al - artist's impr.  
bl - seen from below  
cc - combi card  
co - continental size  
dr - drawing  
fl - facing left  
fr - facing right  
gr - on the ground  
ho - head-on  
if - in flight  
il - in the landing  
ls - large size  
lv - long view  
ml - model  
mv - multi view  
nc - new colors

nt - new titles  
oc - old colors  
ov - oversized  
ow - over water  
rv - rear view  
st - standard size  
sv - side view  
to - taking off  
wb - white border

**TEA BOEING 737-300**  
Large: 33,40 m  
Spannweite: 28,90 m  
Reisegeschwindigkeit: 890 km/h  
Maximale Reichweite: 5500 km

Die Schweizer Ferienflieger.

THE SWISS HOLIDAY AIRLINE

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### PUBLISHER CODES

AB - Aviation Center Berlin  
AC - Aviation Color Photo  
AI - Airline Issue  
AP - Aero Postcard sales  
BU - Buchair  
FD - Flight Deck  
FL - Flite Line by Udo Schaefer  
MI - Miscellaneous  
MJ - Mary Jane Railroad Specialt.  
UK - Planecards UK  
SK - Skyliner Cards  
TA - The Aviation Society

Aer Lingus 737-500 (MJ 1090)  
Aero Union Lockheed P-3A  
(MJ 1093)  
Aerocancun A310 (BU 9208)  
Aerochago DC-7CF (BU 9254)  
DC-7CF (MJ 1091)  
Aeroflot:  
A310 (AP A024)  
A310 (FL 344)  
AN-12 (FL 334)  
AN-12 (FL 335)  
AN-26 (FL 313)  
AN-26B (FL 337)  
AN-30 (FL 319)  
AN-72 (FL 338)  
IL-14 (FL 314)  
IL-14 (FL 315)  
IL-18D (FL 329)  
IL-62M (FL 320)  
IL-76TD (FL 340)  
IL-86 (FL 326)  
LI-2 (FL 336)  
MI-26T (FL 331)  
TU-116? (FL 328)  
TU-134A (FL 316)  
TU-154B (FL 317)  
YAK-40 (FL 322)  
YAK-42 (FL 321)  
AeroMexico 767-3Y0 (MJ 1092)  
Aeropol Let 410UVP (BU 9248)  
Air 2000 A320 (TA 096)  
Air Alfa 727-230 (FL 305)  
Air Algerie 727-2D6 (MJ 1094)  
Air Canada DC-9-32 (BU 9258)  
Air China 747SP (BU 9222)  
Air Columbus 737-33A (AP A013)  
737-33A (TA 063)  
Air Enterprise SE-210 (MJ 1095)  
Air France 737-300 (TA 059)  
Air Freight New Zealand CV-580  
(BU 9233)  
Air Guadeloupe F-27J (SK 103)  
737-33A (MJ 1096)  
Air Hong Kong:  
707-336C (MJ 1097)  
747-100F (BU 9219)  
747-100F (TA 066)  
Air Mark 737-293 (MJ 1098)  
Air Moorea DO-228 (BU 9239)  
Air Outre Mer DC-10-30  
(AP A023)  
Air Pacific 747/767 2-shot  
card, co gr (AI)  
Air Sofia AN-22 (FL 325)  
Air Sweden DC-8-71 (BU 9257)  
DC-8-71 (FL 297)  
Air Tahiti ATR-42 (BU 9202)  
Air Tindi DHC-6 (MJ 1099)  
Air Toulouse:  
Caravelle 10B (BU 9204)  
Caravelle 10B (FL 345)  
Air UK Fokker 100 (FL 294)  
100 (SK 110)  
Air Ukraine:  
737-4Y0 (UK 2)  
AN-24 (FL 327)  
AN-24B (FL 318)  
IL-62M (FL 324)  
TU-134A (FL 330)  
YAK-40 (FL 348)  
Air Zermatt Bell 412 (BU 9212)  
Airbus A340 (FL 300)  
Airbus Super Guppy (TA 072)  
Airtours MD-83 (TA-067)  
Alaska Airlines:  
MD-83, co gr fl, night (AI)  
737-408 (MJ 1100)  
Albania DHC-8 (FL 302)  
Adriatic Jetstream 31  
(BU 9228)  
All Nippon 737-281 (FL 352)  
A320 (FL 339)  
ALM L-188F (BU 9249)  
Allymda DHC-7 (BU 9236)  
American Airlines:  
767-323ER (MJ 1102)  
MD-11 (AC S-024)  
MD-11 (FD 73)  
MD-11 (MJ 1101)  
MD-11 (TA 058)  
Ansett Australia:  
737-300 (BU 9272)  
767 (BU 9271)  
A320 (BU 9270)  
Ansett Express Fok.50 (SK 111)



## Lufthansa CityLine

Cubana DC-10-30, AOM colors  
(MJ 1108)  
Cyprus AW:  
BAC 1-11, co if fl nc (AI)  
A310, co if fr nc (AI)  
A320, co if fr nc (AI)  
Delta L-1011 (TA 057)  
MD-88 (AP A018)  
Delta Shuttle 727-200 (APA016)  
Deutsche BA:  
737-300 & SF340, co gr fr,  
at night (AI)  
737-300 (FL 308)  
737-300, co gr fr, at  
Stuttgart (AI)  
SF-340 (FL 306)  
DHL 727-31C (BU 9214)  
Vanquard (FD 72)  
Douglas DC-3, Dougls (MJ 1109)  
East West European YAK-40  
(BU 9268)  
EastWest BAE 146-300 (BU 9230)  
Egyptair 737-500 (BU 9218)  
A300B4 (AP A028)  
Estonian TU-154M (M1 08/92a)

Eurocypria A320 (AP A014)  
A320 (TA 071)  
Evergreen 747, gr fl st (AI)  
Excalibur:  
A320 (FD 71)  
A320 (MJ 1110)  
A320 (TA 062)  
Express Aereo F-27 (BU 9242)  
Fiji Air DHC-6 (BU 9235)  
Finnair DC-9-41 (AP A027)  
First Air HS 748 (BU 9226)  
Germania 737-300 co if fr (AI)  
Golden Air SF-340B (BU 9264)  
Greenair TU-134A (BU 9266)

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1722 N Touchdown at Lighthouse Reef



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# It's a Junkers...!

## ...with one engine?

RICHARD KORAN looks at the predecessor of "Tante Ju"

Driving west on I-94, west of Ann Arbor, Michigan, lives a fellow American Airlines pilot, Brian Van Waggen.

Brian is one of those guys who eats and sleeps airplanes. He spends most of his daily regimen tinkering with airplanes in the cavernous hangar on his "Back Forty." He is also the ultimate aircraft mechanic and tinkerer, to go along with a string of licences that prove to whomever that Brian Van Waggen knows airplanes ... better than even Bo.!

He drove all the way to Florida, dragging a flatbed trailer, to pick up some hulk so he could work on it and make it fly again. He has even driven to the State of Washington to pull some sort of trailer, loaded with spare parts for a seaplane that he would rebuild.

The seaplane itself was on the trailer, the wings taken outboard of the two engines. And, when passing through Chicago during "rush hour," the trailer and plane were more than the legal width by a few feet. The wings were hugging the fuselage as they hurried to Jackson, Michigan, and Saunt Road.

To me, Brian Van Waggen would have made the perfect Air Mail pilot. And I mean that ... he can do virtually anything when it comes to airplanes. I have never seen him without some dirt or oil under his fingernails. And talk about Oshkosh and the Fly-In near the end of summer. Well, you know what I mean.

All this takes me to an article Brian passed along to me about an old Junkers JU-52 (the

single-engine predecessor of the better-known JU-52/3m trimotor) in the magazine 1985 WATER FLYING ANNUAL in which this old bird flies with one engine and is based at the Western Canada Aviation Museum hangar near Winnipeg, Manitoba, Canada.

The article was written by R.S. Grant and the museum gave permission to quote from it. I am using most of the article for this column.

"In June, 1982, a large, corrugated-metal airplane escorted by two Douglas DC-3s, arrived over the flat, prairie outskirts of Winnipeg, Canada. The landing moments later marked the second time that such a huge German Junkers transport carried Canadian registration. The first to do so more than five decades ago became the world's largest single-engine seaplane.

"The old Junkers JU-52/3m had just completed a 1,500-mile flight from Orlando, Florida. Why this classic crossed into Canada may be understood only by delving into the history of Canadian bush flying.

"Wilderness air transportation became a commercial reality in the 1920s. Numerous enterprises prospered, and Canada's pilots, using every imaginable type of airplane, became legendary for their skills, ingenuity and courage. In 1930, several financial groups combined into a single entity to provide reliable air services throughout the Dominion of Canada. Canadian Airways Limited, the new company, selected Winnipeg and Montreal as head offices.

"At that time, most airplanes adapted to bush flying were manufactured from tubing and covered with fabric. These fire-prone materials could be easily punctured. Worse, they became brittle during cold-weather operations. Metal craft in the form of small monoplane Junkers W-34s and W-33s had been found successful in Canada. They were excellent, management believed, but rather limited to carrying small volumes.

"As aeronautics progressed, it became clear that larger airplanes were required for certain fundamental reasons. Larger equipment and supplies could be carried without being broken down and re-assembled. To develop the North economically, the reduction of unit prices was necessary. The larger load per flight, the lower the freight rate.

"With possibilities of Hudson's Bay Company contracts in mind, Canadian Airways president James A. Richardson began to search for a larger metal airplane. Rumors reached him about the new JU 52 at Dessau, Germany. In September, 1930, Dr. Hugo Junkers claimed that his company had 'succeeded in building an airplane with a large cargo space and yet with outstandingly good aerodynamic qualities'.

"On July 3, 1931, Richardson signed a contract for \$70,000 to purchase JU 52, s/n 4006. In August Canadian Airways superintendent of maintenance T.W. Siers, travelled to Germany to familiarize himself with the aircraft's 12-cylinder, 685-hp liquid-cooled Bavarian Motor Works VII A powerplant. (Readers must remember that this craft has one engine.)

"In November, the crated airplane arrived by ship at Longueuil near Montreal, Quebec. After assembly by Fairchild Aviation, Alex Schneider flew the first test on wheels on November 28. With 1,500 pounds on board, the first run took six seconds in a 25-mph breeze. As a landplane, the empty weight was 8,379 pounds. "Immediately dubbed the Flying Boxcar and registered CF-ARM, the largest single-



A DRUGGED HORSE IS SKIDDED ABOARD THE JU 52 CF-ARM OF CANADIAN AIRWAYS ON A SPECIAL LOADING RAMP. WITH THE JUNKERS BEING THE LARGEST AIRCRAFT IN CANADA AT THE TIME, A SPECIAL LOADING DICK HAD TO BE BUILT FIRST WHEREVER SHE WENT TO PICK UP PASSENGERS OR CARGO. ON ONE TRIP IN 1932, 10 PROSPECTORS, FIVE CAMOES, FREIGHT AND THREE CREW WERE ON BOARD. (Photo courtesy Western Canada Aviation Museum)

engine airplane in the world caused quite a stir in the aviation community. (Its wing span of 96.8 feet is 21 inches longer than that of the DC-3.) Virtually a truck with wings, the unobstructed interior with floor compartments had nine openings. A 6-foot by 3-foot roof hatch meant that bulky machinery could be loaded without being knocked down. A right-hand rear entrance measured 6 feet by 4 feet. Floors in the forward end were stressed for

880 pounds per square foot and 771 pounds in the rear.

"A well-publicized journey to Winnipeg via the United States included a stop at Detroit, Michigan. There, the Ford Motor Company, which had been considering a single-engine version of its Tri-Motor, examined the German design. Newsmen described the departure as the 'flight of the air monsters' when a Ford Tri-Motor escorted the Junkers away from the automobile city.

"Despite its promise as a revenue-producing machine, CF-ARM ran into problems."

A series of down-days forced the comptroller to refer to the airplane as a 'white elephant'. Later on the Boxcar spent 297 days on the ground due to inadequate lubrication. Stories were about engine failures and the engine 'conked out on us'.

"It was a matter of time before luck ran out. Canadian Airways decided to replace the German engine.

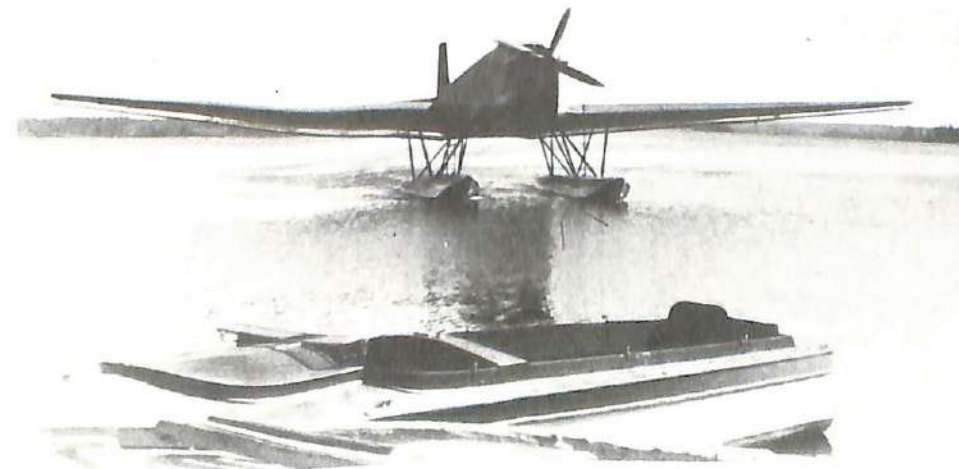
An 825-hp Rolls Royce Buzzard was selected because of the manufacturer's reputation. A setback occurred when Rolls Royce informed Canadian Airways that they no longer produced the type. Eventually, one was obtained in Germany and installed by January, 1936."

TO BE CONTINUED

WHEREVER THE JUNKERS JU 52 CF-ARM WENT DURING HER CAREER IN CANADA, CROWDS WOULD GATHER TO SEE THE WORLD'S LARGEST SINGLE-ENGINE SEAPLANE. SHOWN IS THE ORIGINAL AIRCRAFT WHICH WAS DELIVERED TO CANADIAN AIRWAYS LTD IN 1931. HERE SHE IS MOORED AT THE BRANDON AVENUE FLOATPLANE BASE OF CANADIAN AIRWAYS LTD ON THE RED RIVER IN WINNIPEG, MANITOBA. HER CERTIFICATE OF AIRWORTHINESS Lapsed IN 1943 AND PLANS TO RE-ENGINE THE AIRCRAFT WITH A ROLLS ROYCE MERLIN ENGINE WERE ABANDONED AND SHE WAS FINALLY SCRAPPED AT WINNIPEG IN MAY 47. NOTE THE CORRUGATED ALUMINUM SKIN (A JUNKERS TRADE-MARK) AND THE WIDE ORANGE BANDS AROUND THE FUSELAGE AND WINGS FOR BETTER VISIBILITY IN CASE SHE WOULD GO DOWN IN THE CANADIAN NORTH. (Photo courtesy Western Canada Aviation Museum)



THE "FLYING BOXCAR" WAS AN EXTREMELY LARGE AIRCRAFT FOR ITS TIME, BUT IT HAD AN EXCEPTIONAL PERFORMANCE THANKS TO ITS HUGE FLAPS AND ITS LARGE FOUR-BLADE WOODEN PROPELLER. (Photo courtesy Western Canada Aviation Museum)



## PRESERVATION

# MUSEUM ON THE PRAIRIES



LOCKHEED L-10A ELECTRA, CF-TCC, OF TRANS-CANADA AIR LINES. (WCAM postcard)

### The WESTERN CANADA AVIATION MUSEUM

Submitted by Andoni M. Santiago  
Volunteer with the Western  
Canada Aviation Museum  
with additional details  
by Joop Gerritsma

Besides being the home of the JU 52 replica CF-ARM, the Western Canada Aviation Museum also is home to a number of other historic airliners.

One of these is Vickers Viscount V.757, CF-THS, Msn 279, formerly of Air Canada.

The aircraft was built at Hurn, England and made its first flight on 27 JAN 58 as CF-THS. It was delivered to Trans-Canada Air Lines on 01 FEB.

TCA changed its name to Air Canada on 01 JUN 64 and together with the rest of the fleet, CF-THS received the new bright-red livery. She made her last flight in Air Canada service on 28 APR 74 and was sold to Beaver Enterprises on 12 JUN 75 and resold to Zaire Aero Services in 1978 for spare parts.

However, the aircraft never left Canada and in NOV 82 was acquired by the WCAM. She is now resplendent again in her former Air Canada colors, with

the exterior restoration having been done by Air Canada and the local squadron of the Royal Canadian Air Cadets.

Also on display at the museum is a replica of a 1943 Trans-Canada Air Lines ticket counter and several TCA memorabilia.

The museum also has Bristol 31M Freighter CF-WAE, Msn 13219 on display in the colors of its final operator, North Canada Air. This aircraft was first delivered to the Royal Canadian Air Force with serial number 9699 in JUN 55. She was sold to Wardair as CF-WAE and delivered on 25 JUL 68. North Canada Air acquired her on 02 MAR 70 and donated her to the museum three or four years ago.

Finally, the museum is the winter home for the Lockheed L-10A Electra CF-TCC in its original Trans-Canada Air Lines livery.

She was built in 1937 and has Msn 1116. The aircraft was delivered to TCA on 28 OCT 37, went to the Department of Transport in Ottawa on 03 MAY 39 and operated with DOT and the RCAF for the duration of World War 2. On 10 JAN 56 DOT

sold the aircraft to Mantane Air Service for its services in the Province of Quebec.

In 1962 Air Canada leased CF-TCC from Mantane, painted it all-white, applied the original pre-WW2 TCA logos and used her for a flight across the country to celebrate the 25th anniversary of TCA/AC.

Mantane sold the Electra to the U.S. as N3479 on 03 MAR 69.

After several U.S. owners, former Air Canada employee Ernie Sykes spotted her at a Confederate Air Force show at Harlingen, Texas in 1977. Following many years of negotiations, Air Canada bought the aircraft in 1983 to have her restored for its Golden Anniversary celebrations in 1986. This anniversary was in 1987, but it was celebrated a year early to coincide with EXPO 86 in Vancouver.

CF-TCC arrived back in Winnipeg on 14 JAN 84 and after a thorough restoration, flew again in early 1986. In April and May of that year she flew across Canada over much of the original TCA route of 1938/40 across the country.

Now, CF-TCC takes part in air shows in Canada and the U.S. during the summer and rests at the Western Canada Aviation Museum in the winter.

NOTE: Viscount details from VICKERS VISCOUNT and VANGUARD by Peter W. Davis, Air-Britain (Historians) Ltd, Tonbridge, Kent, England, 1981, and from TURBO PROP AIRLINER PRODUCTION LIST by John Roach and Tony Eastwood, The Aviation Hobby Shop, West Drayton, Middlesex, England, JUN 90.

Bristol Freighter details from PISTON ENGINE AIRLINER AIRLINER PRODUCTION LIST by A.B. Eastwood and J. Roach, The Aviation Hobby Shop, West Drayton, Middlesex, England, JUN 91, and from CANADIAN VINTAGE AIRCRAFT by Michael F. Holt, Western Technicom Ltd., Sidney, B.C., Canada, 1988.

VISCOUNT V.757, CF-THS AT THE WESTERN CANADA AVIATION MUSEUM. (Photo by Beverley Tallon/WCAM)



## PRESERVATION



"THE LAST CAPITAL VISCOUNT," N7471, F/N 384 OF THE MID-ATLANTIC AIR MUSEUM, INTENDED FOR CAPITAL AIRLINES. THE AIRCRAFT STARTED LIFE AS N5591C OF NORTHWEST AIRLINES. IT HAD NOW "RETURNED HOME" TO READING, PENNSYLVANIA. (PHOTO SUPPLIED BY NEAL CARLSON)

# NEW VISCOUNT FOR CAPITAL

"JUST IMAGINE ...  
WASHINGTON TO PITTSBURG IN 53 MINUTES"  
Capital Airlines brochure, 1955

The above headline is of course no longer possible. Capital Airlines, once America's fifth-largest airline, merged with United Airlines in 1961, more than 30 years ago. Why, then, is there a Vickers Viscount in Capital colors sitting on the ramp at the Reading Regional Airport, in Reading, Pennsylvania?

The story of this, the "last" Capital Airlines Viscount, goes back to the summer of 1991. At that time, three ex-United, ex-Capital Viscounts sat in storage at the Sussex County Airport near Georgetown, Delaware. One had been donated to the Smithsonian, but why should the Smithsonian, or any other air museum, want a Viscount?

The Vickers Viscount holds an extremely important place in commercial aviation history. First, a Viscount was the air-

craft used for the first jet-powered, scheduled commercial air service in history, from London to Paris on 16 JUL 50, by British European Airways. Second, a Viscount flown by Capital Airlines was the first jet-powered airliner to operate in the United States, in 1955.

(Ed's note: Viscounts of

By PETE MALASHEVITZ  
Mid-Atlantic Air Museum

Trans-Canada Air Lines began operating on the Toronto - New York route on 04 APR 55. Capital inaugurated Viscount service nonstop from Washington, D.C., to Chicago on 26 JUL 55.)

The four-engine, 48-passenger, turboprop airliner, first flown in 1948, was also noted for design and passenger comfort advances. Its pressurized cabin allowed flights above the weather for additional passen-

ger comfort. Roomy seating with folding seat back tables, two lavatories, a galley, and an award-winning interior design were passenger favorites, along with quieter and smoother performance. Travellers aboard the the first Capital Viscounts were even given special Viscount souvenir coins and they were encouraged to balance them on the edge of their seat back tables to demonstrate the lack of vibration in the cabin.

In 1954, Capital, unable to satisfy its need for a high-speed, economical aircraft through any American manufacturer, agreed to buy 60 Viscounts in Britain for a cost of just over \$1 million each. On 26 JUL 55 the airline introduced the Viscount on its service between Washington, D.C. and Chicago and thus became the first American carrier to operate jet-powered aircraft. By 1959 Capital pilots had flown more jet-powered miles than pilots of any other airline ... more than 66 million miles (106 million kilometers).

Back to Georgetown. The Mid-Atlantic Air Museum has a poli-

<<< THE SAME AIRCRAFT, BUT AS N5591C IN CALIFORNIA, WHERE THE MID-ATLANTIC AIR MUSEUM FOUND IT. THE AIRCRAFT IS A SERIES 7980 AND HAS MSN 15 233.

(PHOTO SUPPLIED BY THE AUTHOR)



cy of acquiring historical aircraft designed, built or operated in the region. The 34-year history of Capital Airlines and its predecessor, Pennsylvania Central Airlines, made one of the Viscount trio at Georgetown a likely candidate for acquisition. A preliminary survey showed the two still available might be combined to produce one flyable aircraft. With this in mind, the museum approached the Capital Airlines Association for possible assistance in the project. The association, composed of more than 1,500 ex-Capital employees and their families, agreed to solicit its membership on behalf of the museum to fund the project to put a Capital Viscount back into the air.

Unfortunately, on closer inspection it was determined corrosion had rendered the two Georgetown aircraft unflyable. Undeterred, association and museum members began a systematic search of every Viscount in existence in the United States. A possible candidate was located in Arizona, but it too proved unacceptable. Finally, the search ended in Chino, California.

One of 15 Viscounts ordered by, but never delivered to Capital, this Model 745D Viscount made its first flight on 27 JUN 57 as Capital's N7471, but it was sold to Northeast Airlines as N6591C instead and was converted to Model 798D standard. Its first flight in this form was on 24 JUL 58 and delivery to Northeast took place on 08 AUG. The airline flew it until 11 SEP 63 when it was repossessed by the Irving Trust Company. It was sold to the Blaw Knox Corporation of Pittsburgh, Pennsylvania in DEC 63 and was registered to them as N6591C on 27 FEB 64. The aircraft was re-registered N820BK on 04 MAR 64. Then, on 18 FEB 69 the Viscount went to Kearney Trecker Corpo-

Capital Airlines		NORTH-SOUTH SERVICE	
effective June 5, 1956		powered by four ROLLS-ROYCE engines	
NEW ORLEANS	EST. 11:00 AM	11:00 AM	11:00 AM
MOBILE	EST. 11:00 AM	11:00 AM	11:00 AM
BIRMINGHAM	EST. 11:00 AM	11:00 AM	11:00 AM
BIRMINGHAM	EST. 11:00 AM	11:00 AM	11:00 AM
ATLANTA	EST. 11:00 AM	11:00 AM	11:00 AM
ATLANTA	EST. 11:00 AM	11:00 AM	11:00 AM
CHATTANOOGA	EST. 11:00 AM	11:00 AM	11:00 AM
CHATTANOOGA	EST. 11:00 AM	11:00 AM	11:00 AM
KNOXVILLE	EST. 11:00 AM	11:00 AM	11:00 AM
KNOXVILLE	EST. 11:00 AM	11:00 AM	11:00 AM
CHARLESTON	EST. 11:00 AM	11:00 AM	11:00 AM
CHARLESTON	EST. 11:00 AM	11:00 AM	11:00 AM
PITTSBURGH	EST. 11:00 AM	11:00 AM	11:00 AM
PITTSBURGH	EST. 11:00 AM	11:00 AM	11:00 AM
CLEVELAND	EST. 11:00 AM	11:00 AM	11:00 AM
DETROIT	EST. 11:00 AM	11:00 AM	11:00 AM
DETROIT	EST. 11:00 AM	11:00 AM	11:00 AM
BUFFALO	EST. 11:00 AM	11:00 AM	11:00 AM
BUFFALO	EST. 11:00 AM	11:00 AM	11:00 AM
NORFOLK	EST. 11:00 AM	11:00 AM	11:00 AM
WASHINGTON	EST. 11:00 AM	11:00 AM	11:00 AM
PHILADELPHIA	EST. 11:00 AM	11:00 AM	11:00 AM
PHILADELPHIA	EST. 11:00 AM	11:00 AM	11:00 AM
NEW YORK	EST. 11:00 AM	11:00 AM	11:00 AM
NEW YORK	EST. 11:00 AM	11:00 AM	11:00 AM

FROM 05 JUN 56, CAPITAL AIRLINES WAS OPERATING ITS VISCOUNTS AS FAR SOUTH AS NEW ORLEANS.

ration of Milwaukee, Wisconsin and became N1898T on 13 JUN 69. This registration was changed to N98KT on 30 JAN 78. The Viscount became N555SL on 29 AUG 78, operating with Monarch Aircraft. It was formally registered to Monarch Aircraft in FEB 84. Another change of ownership took place in NOV 89, when the aircraft was registered in the name of Clara Strauss Abat.

With only 18,000 hours, the aircraft is the lowest-time Viscount known to exist.

Through the efforts of the Capital Airlines Association the Viscount was donated to the Mid-Atlantic Air Museum. A museum crew travelled to Chino to ready the aircraft for flight and on 27 JUN 92 it took off for its new home - 35 years to the day after it had rolled out of the Vickers-Armstrong factory at Hurn in England with manufacturer's serial number 233.

N555SL stopped at the West Virginia Air Center in Bridgeport, West Virginia, long enough to be stripped, cleaned and painted in the once-famous "Nighthawk" livery of Capital Airlines. The original registration number N7471 was also painted on and the fleet number

384 was applied. The highest fleet number of an actual Capital Viscount was 383, so the next number would logically have been the next number in the fleet.

At present in freighter configuration, the interior of N7471 will be refitted using the interior furnishings from the two Capital aircraft at Georgetown, Delaware. This will include 48 seats, galley, hat racks, two lavatories and other features.

The restoration is expected to take more than a year. However, the Viscount will in all probability attend air shows in 1993 as the interior work continues.

The Mid-Atlantic Air Museum is located at the Reading Regional Airport, Reading, Pennsylvania and is open daily from 9 a.m. to 4:30 p.m. More than 20 of the museum's 40 aircraft are on display. In addition to the Viscount, the collection includes a Martin 4-0-4 in full Eastern Air Lines "white top" livery, an R4D Dakota of the Naval Air Transport Service, B-25J Mitchell, P2V-7 Neptune, Sikorsky HH-52, the rare Custer CCW-5 "Channel Wing" and various training aircraft. For more information about the Viscount restoration project and about the museum, write the museum at: R.D.9, Box 9381, Reading, PA 19605, or call (215) 372-7333.

FOR DETAILS OF VISCOUNT OPERATIONS BY CAPITAL AIRLINES, MANY PHOTOS, TIME TABLES ETC., SEE GEORGE CEARLEY'S BOOK "CAPITAL AIRLINES, World's No. 1 prop-jet airline," 1988.

AT THE START OF ITS CAREER, "THE LAST CAPITAL VISCOUNT" LOOKED LIKE THIS NORTHEAST VISCOUNT V.798D. (Delta Air Lines photo)



# STEWARDESS UNIFORMS

By BOB FELD

I must begin this column with a correction:

## Philippine A.L.

Following my article in the DEC 92 issue of the CAPTAIN'S LOG, I have received new information from Philippine Air Lines.

The uniforms shown in that issue were worn from 1978 to 1984 and not as said.

And now on to a batch of new uniforms and their descriptions.

## Air 2000

Air 200 is a British charter airline that has been in operation since APR 87. The fleet includes Airbus 320s and Boeing 757s.

The cabin attendant uniform shown is the current style and was introduced in APR 90. It consists of a black jacket with gilt buttons, a skirt to match the jacket and a white and black blouse. Footwear includes



black patent leather pumps with a heel not exceeding 3" (7.2 cm) and not less than 1.5" (3.8 cm).



## Air Jamaica

Air Jamaica, Jamaica's national airline, was established late in 1968 by the government (initial holding 60%) and Air Canada. The government later also acquired the the Air Canada shares and now owns 100% of Air Jamaica.

When founded, Air Jamaica succeeded an earlier carrier by the same name, Air Jamaica Ltd, which was a joint venture of the government, BOAC and BWIA and which had operated Kingston - New York flights with leased aircraft since 1965. The new Air Jamaica launched operations on 01 APR 69 with two ex-Air Canada DC-9 over routes to New York and Miami.

The stewardess uniform shown here is the current style and has been worn since 1985. It includes a blue-gray jacket and skirt, a yellow blouse and a multi-colored scarf in blue-

gray, dark-blue, pink, yellow and dark-blue. Within each corner of the center dark blue is the airline logo. Completing the uniform are a navy-blue shoulder-strap handbag and shoes that are 2" (5.1 cm) mid-heel or 3" (7.6 cm) high-heel navy-blue pumps.

## Linjeflyg

Linjeflyg provides scheduled passenger services along a comprehensive route system linking more than 20 points throughout Sweden.

The airline was organized on 02 APR 57 and began flying operations on 14 APR. Linjeflyg is owned jointly by SAS and ABA Swedish Air Lines with each holding 50% (ABA is a "paper" airline and also holds the Swedish shares in SAS.)

The first stewardesses were probably hired in 1957 and the uniforms were probably patterned after the fashions of the day. The uniform shown was worn before 1985. It consists of a dark-blue jacket with four gilt buttons with the Swedish crown insignia in the center of each button, a dark-blue skirt and white blouse. The shoes are black 1" (2.5 cm) low or 2" (5.1 cm) mid-heel court-style pumps.







### Merpati Nusantara

Merpati Nusantara Airlines is Indonesia's second-largest airline. It provides extensive secondary and tertiary scheduled passenger services to about 100 points throughout the Indonesian archipelago. The government-controlled carrier is a subsidiary of the national airline Garuda, but retains a fully-separate operating identity. (Garuda assumed management control on 28 OCT 78).

Merpati was formed on 06 SEP 62 with the assistance of the Indonesian Air Force and flight operations started on 12 SEP, connecting Jakarta with points on the island of Kalimantan (formerly Borneo). When the Dutch government transferred political control of Irian Jaya (West Irian, or the western half of New Guinea) in 1963, Merpati was given responsibility to maintain and develop local services relinquished by the Dutch airline De Kroonduif.

The uniform shown consists of a one-button jacket of aquamarine with silk aquamarine trim, an aquamarine skirt to match the jacket, a powder-blue blouse with darker-blue logos silkscreened throughout, a black belt with the Merpati logo on the buckle, and a silk scarf. The shoes are 2" (5.1 cm) mid-heel black-leather pumps.

### Qantas

Qantas, government-owned (but this is changing) since 1947, was established by two young Australian aviators, Hudson Fysh & Paul McGinness as Queensland And Northern Territory Aerial Service (Qantas) on 16 NOV 20. The airline began regular service on a Charleville-Cloncurry route on NOV 22, launched overseas service to Singapore in 1935 and connected Australia with England in 1939. The airline operated as Qantas Empire Airways from 1934 to 1967. After absorbing British Commonwealth Pacific Airlines in 1953, Qantas began flights to Honolulu and San Francisco.

The uniform shown here is the current style and has been worn since 1983. Designed by Yves St. Laurent, it includes a blue/gray jacket with a rust collar and cuffs. The Qantas logo in silver thread on a rust background outlined in gold is on the left lapel and there is a thin gold stripe on the cuffs. The skirt is also light blue/gray with a kick pleat. The blouse is white with the airline logo superimposed throughout the blouse in various colors. The scarf is black-gold-light blue-gold with a white center. Within the center of the scarf is the airline logo in various colors. Two-inch black leather mid-heel pumps complete the uniform.



### South African

South African Airways was established by the Union Government on 01 FEB 34 as a subsidiary of South African Railways to take over the assets of Union Airways. The new airline began operations on that date with a fleet of single-engine Junkers F-13 aircraft. From November of that year they were supplemented and replaced by 15 three-engine JU-52/3M and in 1939, 18 modern twin-engine JU-86 entered service. All civil flying in the country was suspended on 24 MAY 40, following the outbreak of large-scale war in Europe. The airline's aircraft were taken over by the defence department. They continued to be flown in military service by SAA crews. Priority civil passenger service between the main cities of the Union was restored on 01 DEC 44 with six demobilized Lockheed L-18 Lodestars. On 10 NOV 45 a joint BOAC-SAA service to London was started and full service within the Union was restored in 1946.

The uniform pictured is the current style and consists of a dark-blue jacket, vest & skirt, a white blouse and gloves, a dark-blue fedora hat with a white gros-grain ribbon around the base of the hat, and a multi-colored blue-white scarf. Dark blue leather 2" mid-heel or 3" high-heel pumps complete the uniform.

BOB FELD IS THE FOUNDER OF THE WORLD AIRLINES STEWARDESS UNIFORM COLLECTION. FROM 01 FEB 93 TO 30 APR 93, 31 UNIFORMS FROM HIS COLLECTION WERE ON DISPLAY AT THE SKY HARBOR AIRPORT, PHOENIX, ARIZONA.

## WHAT IS IT?

by KEN TAYLOR

POGs. They are the newest (at least to me) collecting craze. It is larger than baseball or hockey cards and in Honolulu, POGs are the only collectible popular with everyone, from children to retired folk. They even play a game with them.

POGs are cardboard press-in lids of Passion, Orange or Guava juice bottles. Old milk bottle lids are also in great demand. I saw a milk bottle lid from a hospital on Big Island sell for \$26 at a swap meet and flea market in Pearl City. Of the 350 or so dealers set up there, more than half had POGs for sale or trade. It would seem that anything manufactured at some time becomes a collectible at some time or other.

That same meet produced a few wings for me, though none of them worth writing home about at 2 o'clock in the morning. But I found one interesting one you'll read about later.

### Answers

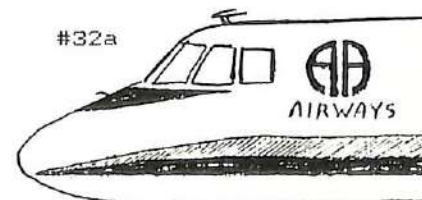
I have had several letters in reply to questions posed in recent WHAT IS IT? columns. There is some real great stuff, I think. You be the judge.



#32

ANTHONY DUVA Jr. of Albany, NY writes "I am not an avid collector of wings, but I am interested in airline logos. #32 shows a wing with a circular 'AA Ltd' symbol. The article states its probable origin is Austin Airways.

"The moment I saw the logo, I remembered something. At the bottom of page 10 of David Mondey's Encyclopedia of the World's Commercial and Private Aircraft (Crescent Books, New York 1981) is a photo of a Nord 262 registered in South Africa. Though Mondey doesn't identify



#32a

N. 262, ZS-IZX



#42

BILL SOHMER of New York says wing #42, a United Air Lines pilot wing, was used in a silver or chrome finish from 1956 to 1979. In 1979 the color of the wing (and of the cap badge) was changed to a gold finish.



#25

#25 is a pilot wing of the Portuguese Air Force. Reference ASMIC JAN/MAR 73, Cat. #CS P01.



#37

Letters from FRANK WARD of Colorado and JON PROCTOR of

47

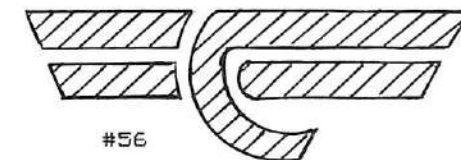
Connecticut sent identical information about #37, the hat owned by DENNIS PATERA. Frank wrote: "It is a hat and badge worn by TWA transportation agents in the late 1940s and early 1950s. In fact, I wore the exact same hat and badge at EWR in 1949. I still have the badge. It is solid brass with the letters TWA in red. Jon wrote that the badge was replaced by the TWA globe logo in 1963. He also says, 'I am at a loss to answer #41 (the projection above and below the circle of the TWA logo) other than to tell you it first appeared on the DC-1 in 1933 and survived until the early Constellation era. I think that the propeller theory is as valid as any, but I have no further information.'"



#41

A letter from MARK FIDLER of Florida brought three pictures of LTU wings, covering 30 years of Lufttransport Union history, beginning in 1955 (For illustration, see next page). This is in response to a question in the CAPTAIN'S LOG of SEP 91.

New What Is Its  
Anyone with answers or explanations, please write me.



#56

#56. A short note from NIEK VERMEULEN of the Netherlands asks for identification of this logo. It is printed on an air sickness bag, without a name.



#57

#57. A note on my desk without a name attached. Did I lose the name? Sorry, sender, but here is your question:

"I have seen a set of Northwest Airlines wings, the US AIR MAIL type, in silver, with the Canadian Military loop and cotter pin-type of mounting on the



# 30 YEARS, EFFORTLESSLY?

back of the wing. Has anyone seen this? Where is it from, and when?

Further from Bill Sohmer's letter, these questions:



#58. AMD Service Squadron in bronze, with a pin back.



#59. C above A C on what looks like an American Airlines eagle. In silver with screw back.

#60. Has anyone seen this logo?



#59



#61

# 61. Further from Anthony Duva's letter: "I have an Air Vietnam patch which I obtained in the late 1980s. It is in red on a white background with gold detail on the logo. I am unsure of its origin." The patch is 3" (7.6 cm) in diameter.



#62

#62. This is the Honolulu flea market wing I mentioned earlier. It appears to be made by a jeweler and has two screw posts and an illegible maker's mark on the back. It is made of silver-colored metal.



#63

#63. Another wing obtained in Honolulu. This LAMSA wing is silver in color with dark green enamel at the top of the shield, white enamel letters LAMSA on silver, a pin back with two screw posts. Does anyone have a date for this piece?



#64

#64. A patch with gold wire on black with a blue shield.



#65. This silver-colored badge has red, white and blue enamel on the outer ring, with a green enamel bird and letters "LAP." There are screw posts on



#65

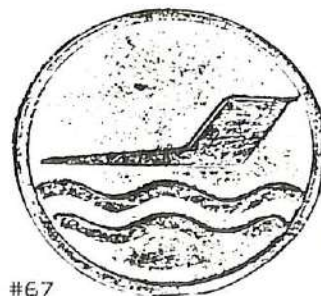
the rear. It is South American. Any ideas for a date and a proper name?

(This is the current logo of Lineas Aereas Paraguayas, the national carrier of Paraguay. -JG)



#66

#66. All-gold with clutch back.



#67

#67. Gold-color, metal badge with screw posts on the back. Logo looks like a dart over water.



#68

#68. Blue enamel arrow and red enamel "air spain". When?



#69

#69. Is this a wing or badge? It has gold wire on black. The center shield is white enamel with a gold bird.



#70

#70. Wing or badge of gold wire on black with silver wire "AR CO" (at least, I think it spells AR CO).



#71

#71. Another wing of gold wire on black.



#72

#72. A gold-color wing with blue enamel ring, white enamel "AIRWAYS" bar, two screw posts on the back.

(Ilford Riverton Airways was a Canadian airline based in Manitoba and operating DC-3s, C-46s and several smaller aircraft. It changed its name to Northland Air Manitoba in 1987. -JG)



#73

#73. To confuse the AAL discussion further, I am showing this cloth wing. I obtained it in 1975 and was told it was from Austin Air Lines.



#74

#74. I know showing wings or badges for the sake of showing only is not my mandate, but I think you will enjoy seeing this worsted wing from Skywest Corporation.

Skywest was the brainchild of the governments of the provinces of Saskatchewan and Manitoba, Canada, in 1975. The airline died before it was born, but not until after two Saunders ST-27 propjets had been painted in its colors.

"We never flew a revenue mile," said a government official who gave me this wing. It has yellow wings, a white circle and white goose on black felt.

I thank the many people who have sent questions or answers to What Is It? I have not acknowledged your letters personally, though you have seen your questions or answers in the column, or will see them down the road. Canadian postage is outlandish. But thank you for your interest and please keep my mail box full.

## BOOKCASE

PROPELLERFASZINATION  
Klassische Propellerverkehrsflugzeuge - heute

Author: Franz Fink  
Publisher: Druck & Verlag Michael Kroeber, Vogelsbergstrasse 5, D6464 Linsengericht 1, Germany  
Hardcover: 60 pages, 93 color photos  
Price: DM 39.80 (1992) (Reviewed by JG)



BOEING 707 & 720  
A pictorial history

Author: George W. Cearley Jr.  
Publisher: George W. Cearley Jr., P.O. Box 12312, Dallas, TX 75225.  
Softcover: 100 pages, 450 photos and other illustrations  
Price: US \$19 (U.S.A.), US \$24 (Canada), US \$30 (overseas). (1993) (Reviewed by Joop Gerritsma)

This book is a gold mine of information on the Boeing 707 and 720 and there is no doubt in this reviewer's mind it will quickly become a standard reference work on these two series of jetliners.

Clear and abundant photographs depict the development, production and operation of both aircraft and show them in the liveries of most - if not all - of their original operators, as well as those of several "second generation" users. More than two dozen line drawings explain the

technical and construction features and show the external differences between the two types and between various sub-models and the engines they used. A concise text backs up the photographs with further details and explanations.

Several tables are included and give chronological surveys of first 707/720 jet service in major cities of the USA in 1958-59, 707/720 inaugurations by airline during 1958-62 and a list of accidents and incidents.

Also explained are the Boeing customer numbers and the technical and performance specifications of all series. So are the functions of special structures, such as the vortex generators, spoilers, leading edge flaps, the Q-system for the rudder pedals and the HF (probe) antenna on top of the tail.

The book is based on the article the author wrote for the CAPTAIN'S LOG in 1987, but it is updated and contains many times the number of photographs. It follows the same format as his earlier title on the DC-8.

Airliner photo books have become more and more popular in the past decade or so. This one has photos of Vickers Viscounts, Douglas DC-3s and Antonov AN-2s still in service in Europe, either with airlines or with "flying museums". Printed on archival-quality paper, it has some beautiful shots of Baltic and Canarias Viscounts and of the Dutch Dakota Association DC-3 in particular. A great little volume for some quick feasting of the eyes over and over again. Photo captions are in English and German, the short main text on each type in German only.



## READERS SAY:



### MORE ABOUT THE MARTINS

Responses by readers

(See CAPTAIN'S LOG, SEP. 92)

The Martin story was especially interesting to me and represents a subject pretty well neglected in the past. Two minor points I thought you'd be interested, follow.

First, TWA didn't operate into Jacksonville, Florida until after deregulation; I'm not sure how it got into the Martin's itinerary ... perhaps mixed up with Eastern (p.146)? Also, TWA called their 4-0-4s "Skyliners," not "Starliners" as referred to in the same paragraph ... take a close look at the photo on the same page, and you can see the reference to it on the airplane's nose. I assume it is just a typo, as you mentioned the Skyliner name earlier in the story.

Interestingly, TWA's 4-0-4s were first in the fleet to be delivered in the white crown skin color scheme; the 2-0-2s came in an all-silver livery. Later, allegedly to disguise them, 2-0-2s got white paint jobs as well. Two oldtimers told me that regular businessmen in those days did not like the unpressurized versions, especially when they flew at lower altitudes in warm weather, often accompanied by thunderstorms. The 2-0-2s were scheduled as far west as Wichita, and of course into Kansas City, where heavy maintenance was performed.

On p.148 you mentioned that

the only external difference between the 2-0-2 and the 4-0-4 was the fuselage stretch of 39 inches. However, the little eyebrow windows above the cockpit windshield were unique to the 2-0-2, making them readily ineditifiable. I have also been told (but cannot confirm) that the 2-0-2s were produced with 9 passenger windows per side, vs. 10 to the 4-0-4, although I have seen several 2-0-2 versions with ten; the additional examples could have been installed later.

Jon Proctor  
Bethel, CT

-----

I worked for TWA for a long time and I want to comment on the Martin article. I worked in PIT (old airport) and we did the ground handling for NWA. So I worked on some of their 2-0-2s.

...the TWA 2-0-2s and 4-0-4s. I worked with them every day. In your "Sources," I knew Dick Hurley, and he and I had many conversations regarding what he printed in his book about Martins. I did not agree with several things. But the things he printed were taken as fact. Not always so.

... However, let me say p. 146. TWA may have taken the old Pacific 2-0-2s, but I don't remember that we ever operated them. But you did not really claim we did.

The seats on the 2-0-2s were always 36, on the 4-0-4s they were always 40. Never more.

50

(Left) TWA 4-0-4, N40410 AT BILLARD AIRPORT, TOPEKA, KANSAS ON 2 FEB 58. (Bill Thompson photo)

Even with 40 passengers and any kind of a gas load, we had weight problems. We numbered the 4-0-4s 401 thru 441, minus 437 (to Hughes), N40401 thru N40441. We were supposed to get 401 to 440, but according to our maintenance foreman, 441 had a wing hole patch, so Hughes took 437 instead. They all had city names (as I remember) as delivered, but lost the names, probably in repaint.

P.148, 5th item, second column. CV-240 had the option of a ventral door. Western optioned all 10 of their order as such, N8401H-N8410H (if I remember correctly). They had no support bars (that we had to be sure were pulled rearward before we went up the stairs to open the door as the plane arrived, to be sure they were locked - we did the same with the old tail bar put on the C-54/DC4s, so the plane would never sit on its tail - I never saw one sit down).

I enjoyed the story, (it) brought back memories. I guess I have entered a Martin 2-0-2/4-0-4 several thousand times. On the planes I worked on, I could enter in the dark and know where things were. When we parked them overnight, we parked them minus ground power. That was expensive. I used to ride them back and forth to work. I lived in Washington and for a short period worked in Baltimore. At that time, I was allowed by law, and did, ride the jump seat. I have also ridden jump seat on NWA 2-0-2s.

(In the) Summer of 1991 I also had the opportunity to spend some time at Mojave. It hurt to see what I called good airplanes just sitting there. At that time, lots of my 880s. And on my way home, I stopped at Tucson to see the graveyard there. Lots of my 707s. Dead in the Desert. I tried to get into Marana, but was not allowed. I did not know the right people. But I know I would have liked it. But may have felt bad again. On the way out, we stopped at Amarillo (AMA) and USAir had I think nine of Piedmont's stretch 727 parked there. I guess by now they are gone.

Tom Meredith  
D'Hanis, TX

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



TWA M-404 from the photo collection of Peter Black. Published by IAWP.

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

by  
Paul F. Collins

When I first put out issue Volume I, No. 1, back some 18 years ago, I never dreamed that I would still be doing it in the 1990's. The LOG has been successful and you can look forward to receiving it for a number of years to come.

Two issues back I made mention of the chance of having to move to Jacksonville, due to the company I work for, CSX, transferring all Cincinnati work to that location. Well, it has happened and I have been to Jacksonville and have put money down on a home. The next several months will be very hectic for me and I wish that all of you bear with me during this time. It has been over twenty years since I purchased a home and I did not realize what a stressful operation it could be!

The membership roster will not be ready to mail with this issue of the LOG. Rather than delay mailing out this issue I have decided to go with the magazine and send the roster out as a separate mailing or wait and send it with the next LOG. I must apologize for this, but it takes a great deal of time to paste up the roster. Again, I ask you to bear with me on this.

As some of you may have noticed, the issue number on the last LOG was the same as the previous issue, Volume 18, No. 3. I did not catch this error while stuffing some 1300 magazines in envelopes. The only damage this might have done is give some members the idea that they are still to receive one more magazine before their subscription expires. Some 400+ members have not sent in their renewals. Letters have been sent to those that have not renewed explaining what had happened and to send in those renewals!

It will not be long until it's convention time once again. Everyone should have received their convention flyer by now, so be sure to fill out the required information and get registered for AI 93! I am looking forward to seeing all of you once again. Be sure to stop by the Society table and visit for a few minutes. My wife Pat and I always look forward to seeing each and everyone of you.

For those of you that wish to host an Airliners International convention there are several things that you need to do prior to going to the business meeting at the show in Washington. If you plan on making a presentation you must contact the current convention committee and advise them that you wish to make a presentation so they can place you on the schedule. You should also obtain a set of rules that was voted upon at the AI 92 meeting in LA. You can contact me at Society HQ and I will be happy to send you a copy. One important thing to remember is that the convention can only be held between the dates of June 15 and August 15.

The 1994 International will be held in Atlanta. The 1995 site will be voted upon at the convention this year. The 1996 convention will be hosted by the WAHS since it will be our 20th such show. Site of this affair has not yet been selected but will be made known at the Atlanta show next year.

I would like to thank all those that attended the OKI Jetliners meeting back in March. This was the week-end of the snowstorm that stopped everything, except those that attended the show. While the OKI show is not big, it fills the needs of those in the tri-state area of Ohio, Kentucky and Indiana. Hopefully someone will continue to host these shows.

While on the subject of mini-meetings, the show in Dallas in early April was anything but a "mimi!" Over 1600 people attend the Dallas bash--Good show George! Your continued support of the mini-convention idea is greatly appreciated. Thanks to all of you that have attended one or more shows this past year.

I would like to advise that I will be hosting a garage sale on June 19, 1993. I am not planning on taking all my airline memorabilia to Florida! I will be "thinning" out my collection of model kits, schedules, slides, car kits, military kits, books, magazines and even some NASCAR material. I will not be giving this material away, but the prices will be right! Come and visit on June 19 at Society HQ, 3381 Apple Tree Lane, Erlanger, KY 41018. Call if you have any questions 606-342-9039.

I would appreciate hearing from anyone out there that would be interested in advertising in the LOG. I have made up some new rate sheets for 1993 and will be happy to forward a copy to anyone requesting information on advertising. Also we still need to hear from anyone that can find outlets for the LOG. This is not a easy project, but it is one that will be able to attract new members to the organization. If you know of a book shop or hobby shop that would be interested in carrying the LOG on a regular schedule, please let us know.

This should close out this issue of the LOG. I am sure that you have found this issue to be as interesting as past issues. Our editors are SUPER! Keep up the good work guys! Until next time,

Happy Collecting!

*Paul*

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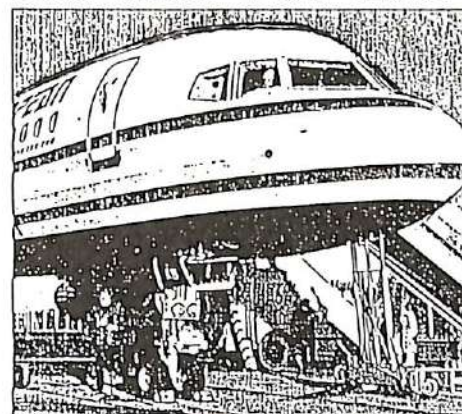
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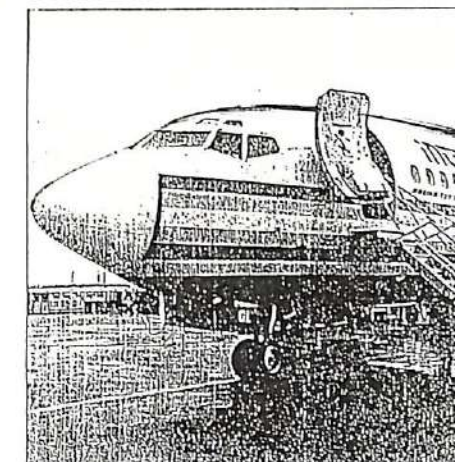
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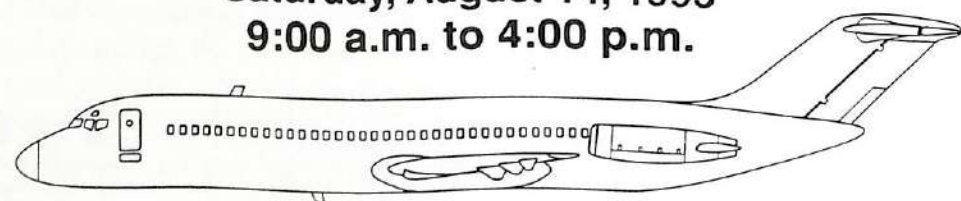
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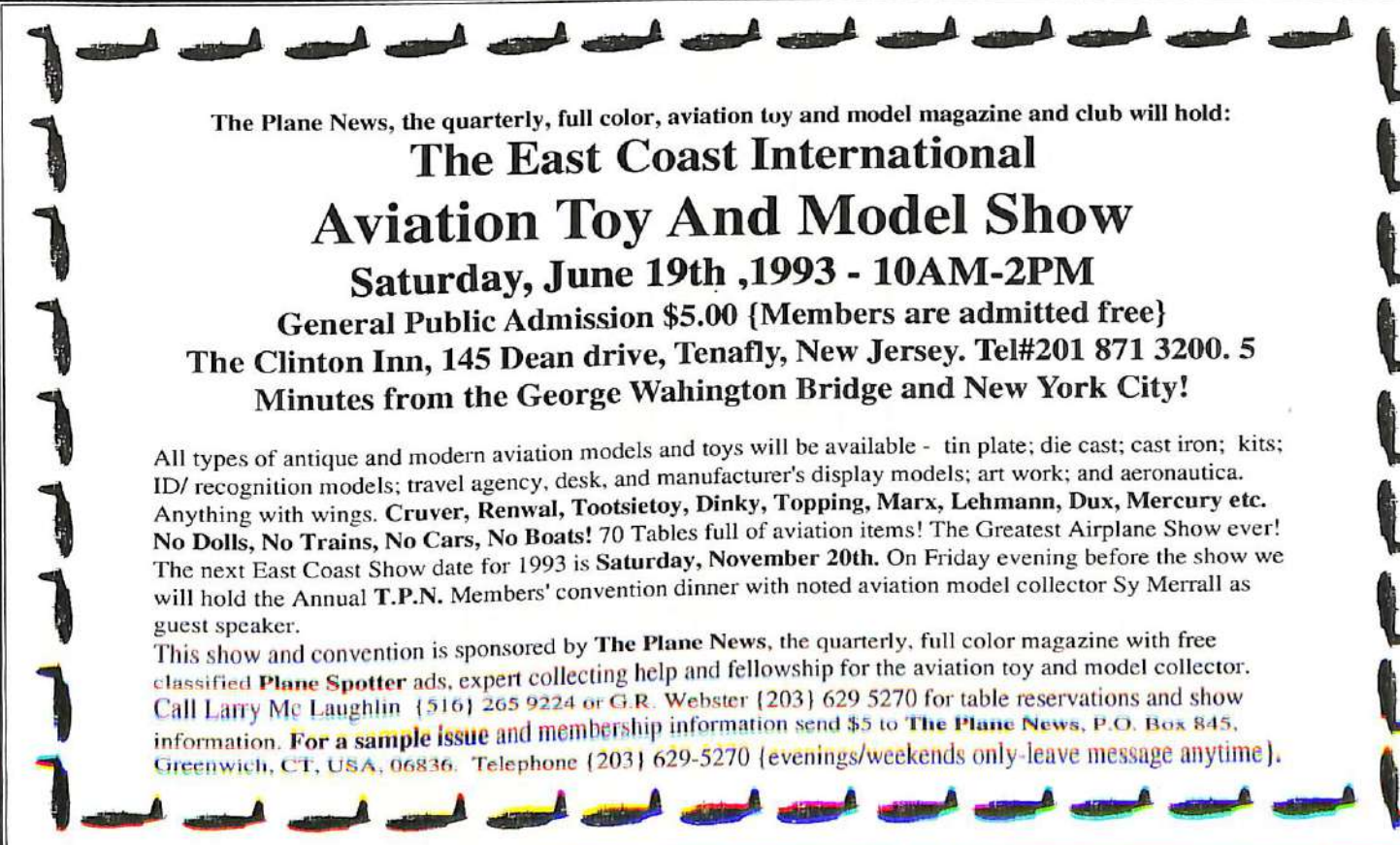
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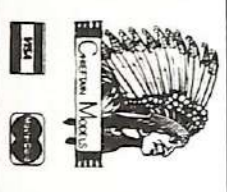
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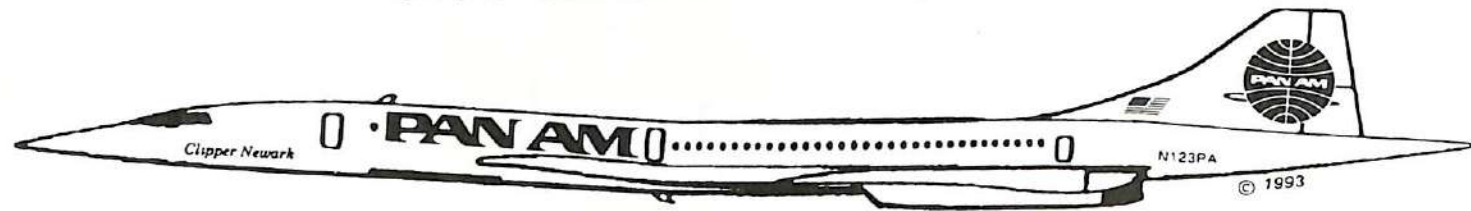
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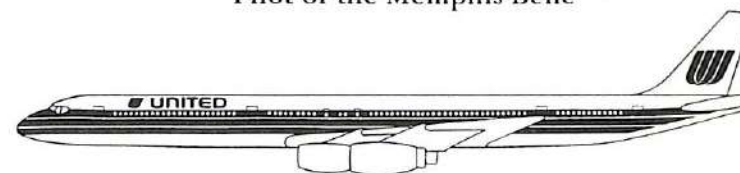
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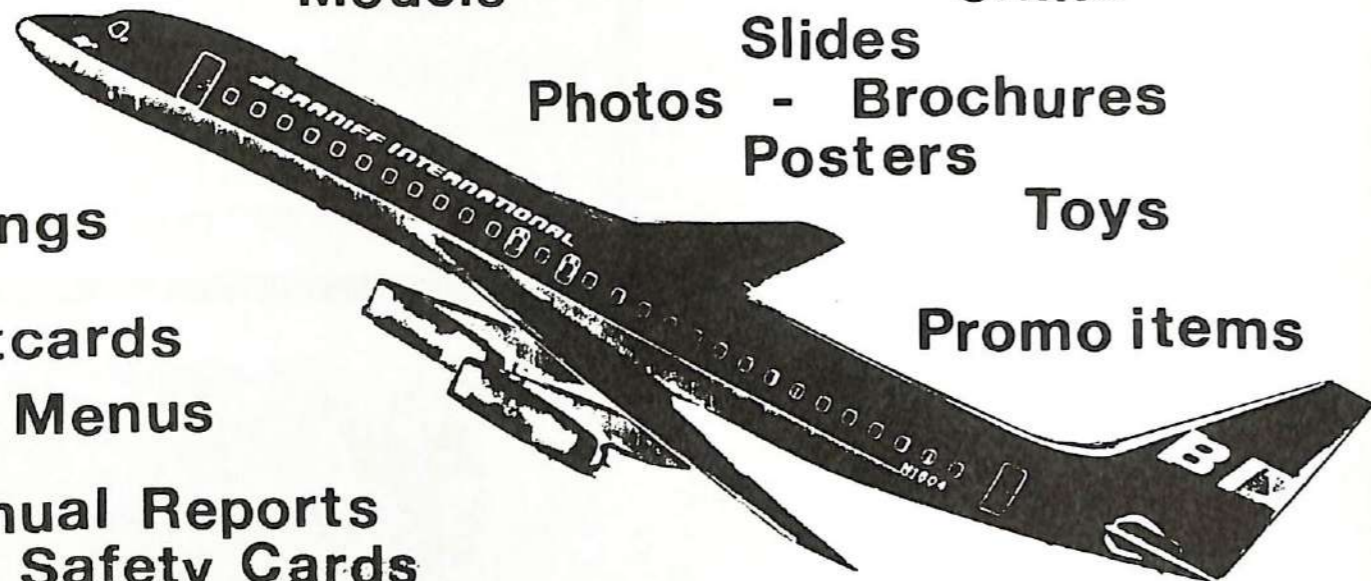
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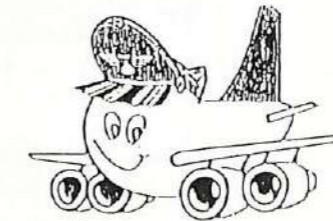
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