

CAPTAIN'S LOG

VOL. 19 NO. 2
JUNE 1993



World Airline
Historical Society

In this issue:

CONCORDE POSTCARDS
BOSTON LOGAN AIRPORT
LAPSA / AIR PARAGUAY



JULY 8-9-10



All 12 passengers and three crew of the Consolidated Commodore NC664M "Puerto Rico" flying boat of New York, Rio, Buenos Aires Airline (NYRBA) walked away without injuries from this forced landing, 15 mi and five minutes flying south of Havana, Cuba on 13 AUG 30. Commanded by Capt. Herman E. Sewell, the "Puerto Rico" was en route to New York when the accident took place. Cause was determined to be a seized engine due to valve failure. After transfer of her ownership from NYRBA to Pan American Airways on 15 SEP 90, "Puerto Rico" was dismantled and taken

to Miami for repairs. at PAA's 36th Street Airport (now MIA). She was sold to Louisa A. Chamberlain on 04 JAN 37 and operated by Chamberlain Air Lines until 20 APR 42, when sold to the Aircraft Exploring Company, New York. No details are available about her further career. The photo is from the Julius III & Wren Grigore Collection and was made available by Julius Grigore, president of the Latin American Air Mail Collector's Club of the Aerophilatelic Federation of the Americas (AFA) and president-editor of the NYRBA Study Group.



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

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

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

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

Thank you

THE FLIGHT EXCHANGE

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

CONTRIBUTIONS ARE WELCOME

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

DEADLINES AND PUBLICATION DATES

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

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



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Readers are reminded that the WAHS and the CAPTAIN'S LOG are both non-profit, all-volunteer organizations for which a few give up much of their spare time so that all will benefit. Your editors (see inside front cover) welcome contributions in the form of copy, information and photographs for inclusion in the CAPTAIN'S LOG. However, no payment can be made for contributions.

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SUPER JETLINER STUDY

Drawing by Boeing of an intercontinental passenger jet for 550 - 800 passengers. Boeing has reached an agreement with the four partners in the Airbus consortium of Europe, to jointly conduct a one-year feasibility study of large airliners. Only one day before the announcement, Boeing said it would cut production of its 737 through 767 models by 35 per cent because of cancelled orders and postponed deliveries.

FLIGHT MANIFEST

- 66 TAKE-OFF TALK the Editor
- 67 End of an Era:
Delta retires the DC-9 Rick Neyland
1960s exciting times for Delta . Capt. C.M.Williams
- 71 REPORT FROM THE FIELD Jim (JET) Thompson
Boston Logan - Part 1.
- 75 AIRLINE PLAYING CARDS Thomas Dragges
KLM cards.
- 77 A GUN RUNNER AND HIS NORTH STAR Joop Gerritsma
Hank Warton smuggled arms to Nigeria.
- 79 STICKER CHATTER Don Thomas
Who is UltraAir and where is it from?
- 81 AIRLINE MODELING Gerry Cole
MD-11 feature, and photos of real
aircraft to help the modeler.
- 84 POSTCARD CORNER William Demarest
Concorde Golden Oldies.
- 88 WINGS & THINGS Richard Koran
Tony Jannus award for Herb Kelleher.
- 91 AIRLINE DINNERWARE Richard W. Luckin
Theme feature on cups and saucers.
- 93 AIRLINE PROFILE Antonio L. Sapienza
Lineas Aereas Paraguayas/LAPSA.
- 97 JUNKERS WITH ONE ENGINE Richard Koran
Predecessor of "Tante JU" - Part 2.
- 98 JUNIOR CREW INSIGNIA Stan Baumwald
Presenting new issues.
- 100 AIRLINE SCHEDULES George W. Cearley Jr.
Fairchild F.27 services, 1958-60.
- 106 AIRLINE SAFETY CARDS Robert Neal Marshall
The Caravelle.
- 110 WHAT IS IT? Ken Taylor
Answers and new questions.
- 112 AIRLINE HAPPY HOUR Al S. Tasca
A variety of swizzle sticks.
- 113 MEMBERSHIP NEWS Paul F. Collins

As I am typing this, the Airliners International Convention in Washington is only seven weeks away and I am hoping this issue will reach you before then. I hope to renew acquaintances or meet as many new people as possible. Meeting you, the WAHS members and CAPTAIN'S LOG readers, is always one of the highlights of these conventions for me.

The program put together by the convention committee looks like a winner and I have registered for several of the tours. I wish I could take part in all of them, but that would leave me with insufficient time for the trading floor to acquire new books, photos, postcards and what not for my collection.

I will be driving to Washington and stop by at several of the regional airports along the way. With any luck, I will

NAME THAT PLANE ANSWERS

Following are the answers to the Name That Plane puzzle in the MAR 93 issue of the CAPTAIN'S LOG (p.13).

I don't know if the puzzle was too difficult, or that there is no interest in this type of feature, or that you received the issue too close to the deadline of 01 JUN and figured your letter would not arrive in time.

Whatever the reason, I had received only ONE response by that date.

That single response came from Douglas F. Rounds of Zebulon, GA, who named all 10 aircraft correctly.

The aircraft shown are:

1. Farman F.180 Oiseau Bleu (France)
2. Junkers JU 86 (Germany)
3. deHavilland DH-91 Albatross (England)
4. Boeing 307 Stratoliner (USA)
5. Potez 62 (France)
6. Savoia Marchetti SM-73 (SM-81 also correct) (Italy)
7. Junkers W 33 (Germany)
8. General Aircraft (Monospar) ST-25 (England)
9. Curtiss AT-32C Condor (USA)
10. Tupolev ANT-20bis Maxim Gorkii (Russia)

Our thanks to Mr. Rounds for his interest and our congratulations with his perfect score.

TAKE-OFF TALK

have some space in the next issue or two to bring you one or more photo pages of the aircraft I have photographed while there. As I have said in the CAPTAIN'S LOG before, these smaller airports may not provide the excitement of wide-body, international and inter-continental traffic, but their mix of medium and small jets and commuter airliners is (in my eyes anyway) every bit as interesting as the "heavies" at JFK, LAX, SEA, MIA and so on.

As you will in this issue, your editors have again assembled a fine series of columns and photos. It shows again that the CAPTAIN'S LOG can hold its head high when being compared with other aviation hobby magazines on the market.

MARTIN LOST?

Some sad news: in the DEC 93 issue, we reported on the efforts of the Western Aerospace Museum at Oakland, California, to preserve Martin 4-0-4 N470M. The aircraft stands derelict at Oakland airport, slowly rotting away in the salty climate.

Jim Gordon of San Francisco has advised me the museum can not help save the aircraft, because it has no money. As matters stand now, the museum is barely able to survive itself.

"I pray somehow someone can step in and save N470M. The popularity of N450SA of the Mid-Atlantic Air Museum proves the value of saving 4-0-4s," Jim writes.

I (Joop) hope this does not mean the Oakland aircraft will be lost forever. We should be able to save more than just the one Martin.

A RESIGNATION

Even sadder news is that one of the CAPTAIN'S LOG'S long-time editors, Jim JET Thompson, is resigning for circumstances beyond his control.

JET must be spending more and more time helping his elderly parents in their daily living. This, and some other commitments, are leaving him little time for the time-consuming research for and writing of his airport histories. The many of you who are devotees of JET's articles have no doubt noticed the frequent absence of his column over the past two years.

JET contributed his first column to the CAPTAIN'S LOG in the Spring 1983 issue. It dealt

with the history of Baltimore-Washington International. By co-incidence, it was the year the convention was also held in Washington. In this issue, JET returns to the northeast to visit Boston Logan. His column was so long and detailed, I was forced to split it over two issues. More than a dozen historic photos and postcards of the field did not find space in this issue. Together with the final one-third of his text, they will be included in the SEP 93 issue.

Thank you, JET!

On your behalf, I thank JET for all the hard work he has put into the CAPTAIN'S LOG during the past 10 years and for the terrific way he has always co-operated with me and helped me with his columns.

For the time being, I will assume the role of airports editor, but ONLY UNTIL A NEW AIRPORTS EDITOR HAS COME FORWARD. I simply do not have the time to add this responsibility on a regular basis to what I am already doing for the CAPTAIN'S LOG. Therefore, until further notice, please send any airport material you may have and want to see in the CAPTAIN'S LOG, to me, Joop Gerritsma. I will include it on a first-come, first-used basis.

If any of you wants to take over from JET, or if you think you know someone who can and would want to do it, drop me a line, please.

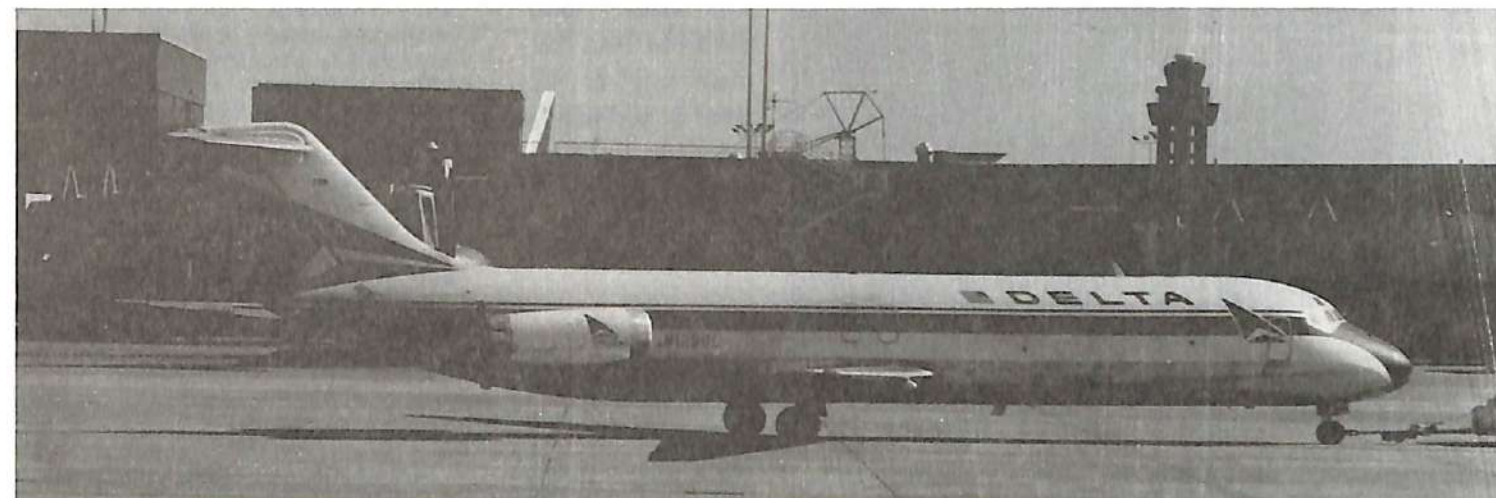
Best wishes to all of you, and to those who I will not see in Washington, see you in the September issue.



OOOPS, AGAIN!

In the previous issue I had to apologize for putting the incorrect issue number on the cover of the DEC 92 issue of the CAPTAIN'S LOG. Well, I have done it again. Only this time of placed the incorrect volume number on the cover of the MAR 93 issue. Please believe me, the MAR 93 issue is Vol. 19, no. 1, and not as you may have read on the cover.

End of an ERA:



DELTA retires the DC-9

29 NOV 65 marked a special day in the history of the jet age = and for Delta Air Lines = because on that day the Douglas DC-9, America's first jetliner designed specifically for the short-to-medium haul passenger market, made her first revenue flight.

Well after the advent of her chief competitor, the Boeing 737, the DC-9 in no fewer than six basic variants, went on to become one of the world's most-popular jet airliners. And unlike many of today's complex aerospace projects, the practical DC-9 set a certification record and initial customer delivery rate well ahead of schedule.

The prototype made her maiden flight on 25 FEB 65, a full month earlier than originally planned. Full FAA certification for airline service came just a mere nine months later and Delta's first DC-9, a Series 14, was delivered on 07 OCT 65.

01 JAN of this year marked another historic event in the life of the DC-9. On that day Delta Air Lines, the first airline in the world to operate the DC-9 commercially, also became the first major U.S. airline to retire it from service.

As a Los Angeles-based employee of Delta, I had the opportunity and privilege to be a passenger on the final Delta DC-9 revenue flight.

Since Delta operated the DC-9s primarily on routes within the south and midwest por-

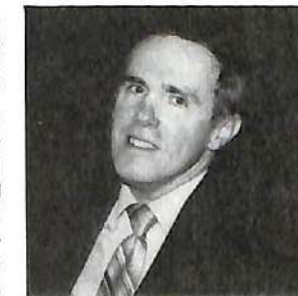
tion of the country, my initial objective was getting to the Dallas-Fort Worth Airport to connect with Flight 542, the DC-9-32 slated for the final DFW-Memphis-Atlanta run.

My trip began at LAX on New Year's Eve, as I finished the night working an "on line" position. This is our jargon for the transferring of passenger baggage to their connecting flights. After a quick change of clothes and a spruce up, I boarded Flight 272 = the "red eye" for the 2:20 hrs hop to Dallas. Icing conditions at DFW on arrival had required a quick washdown of the 727 with a glycol solution, this delaying the flight's arrival at the gate for several minutes.

Stumbling down the jetway, I yawned my way over to Gate 36 to join the other 27-plus passengers already waiting for the boarding call for Flight 542, which was scheduled for 6:50 a.m. departure. Our DC-9 was N1290L, Msn 47445, or simply Ship 288 in Delta's records. It was soon towed into the gate for final ground servicing and catering and within minutes the crew for Flight 542 made their appearance. Pilot in command was Captain Mike Williams, son

of the late Captain Charles Williams who piloted the first Delta DC-9 revenue flight more than 27 years earlier. Capt. Williams had requested to make the flight as a tribute to his father. Assisting his on the flight deck was Chief DC-9 line check airman Capt. C.A. (Andy) Anderson and greeting the pilots was recently-retired Captain K.H. (Sam) Hill, who was the first officer on the DC-9 inaugural in 1965. As a passenger, he would make the flight even more nostalgic. Completing the crew were flight attendants Brenda Davis, Andrea Burns and Rebecca McLaughlin. Flight 542 was now ready for boarding as a cameraman from Dallas 5 News covered the event.

A LITTLE BLEARY-EYED, THE AUTHOR FEELS THE "BATTLE SCARS" OF A NIGHT OF WORK FOLLOWED BY A NIGHT-AND-DAY-LONG SOJOURN TO BE PART OF AN HISTORIC EVENT IN COMMERCIAL AVIATION. (Photo by Brenda Davis)





DFW-BASED FLIGHT ATTENDANTS ANDREA BURNS, REBECCA McLAUGHLIN AND BRENDA DAVIS ARE ALL SMILES AS THEY ENJOY A FLIGHT TO REMEMBER.

After pushback into the darkness of the cold Texas morning, Flight 542 was under way as scheduled. The flight itself was purely routine, but it was also a family affair. Among the passengers in the first class cabin were Capt. Mike Williams' mother Jeana, who is a former Delta flight attendant; his wife Sandy, a current flight attendant with Delta; his 12-year-old daughter Brooke and his son Wes, who was granted FAA approval to ride on the flight deck as an interested observer. Wes had only recently soloed for his private pilot's licence.

The first daylight of the new year dawned as Ship 288 roared down the runway for takeoff. After a smooth lift off and effortless climb, she pointed toward Memphis for the 1:19 hr flight. While I sat in seat 1C and enjoyed a healthy breakfast, Sam Hill, sitting nearby, reminisced about that first DC-9 flight.

FIRST OFFICER OF FLIGHT 542, CHIEF CHECK AIRMAN CAPTAIN C.A. (ANDY) ANDERSON TALKS WITH RETIRED CHIEF PILOT CAPTAIN T.P. (PRE) BALL, ONE OF DELTA'S MOST-VENERATED PILOTS.



"We were flying the DC-7 from Atlanta to Memphis and Kansas City up and back. We had taken delivery and both the captain and I had been trained on the DC-9. We (Delta) had taken delivery of three or four DC-9s and used them for training so they (Delta) decided to substitute a DC-9 for the DC-7 on the trip that day and make it the inaugural DC-9 flight.

"Air Canada had taken delivery and they were going to try to beat us to the first scheduled flight, so the publicity was set up and Mr. Woolman (C.E. Woolman, president and principal founder of Delta) and several of the other company people and mayors from the cities were all on board. Charlie Williams was the captain, I was the co-pilot and Bo Morgan was the Chief Pilot instructor on board.

"Charlie flew the first leg into Memphis and of course it became my leg going into Kansas City. We were going into the downtown airport over the river ... so we get there and Charlie says, 'It is the co-pilot's leg. Should we let him fly it?' Bo said, 'Yeah, he's qualified. Let him fly it.' My landing was not too good in Kansas City, but it was not that bad either'."

Sam went on to say the DC-9 was well-designed for a two-pilot flight crew; it was laid out so well. "The airplane was designed so that it was a pleasure to fly and it flew well."

Delta purchased 14 of the 70-passenger DC-9-14 (and it leased three more during 1967-1971) and later acquired 63 of the larger DC-9-32 for 98 passengers. Another 14 DC-9s of the similar -31 series joined the fleet when Northeast Airlines merged into Delta in late 1972. N1290L/Ship 288 operating

the final Delta DC-9 flight, was delivered on 06 MAY 70.

In what felt like less time than had actually elapsed, Flight 542 let down through scattered clouds over the outskirts of Memphis. After an easy landing, the DC-9 taxied into the gate for an on-time arrival, purely routine for this airplane. The limited ground time still permitted a news team to interview our two pilots and the key personnel who make things happen for Delta in Memphis. I was off to the local gift shop to purchase postcards of the late Elvis Presley's CV-880.

Soon the boarding call for Flight 542 was given and we were all on board to continue to Atlanta = referred to as "Mecca" in unofficial company jargon.

Our takeoff was again fast and smooth as the DC-9 climbed out over the Mississippi River and turned east for the 45-min. flight. As the passengers savored the beverage service for the short flight, Captain Williams, as he did on the first leg of the trip, announced the significance of this flight for the benefit of the passengers who had boarded at Memphis. Included in his PA announcement were trivia about another of Delta's DC-9-32s, Ship 269. This aircraft was typical of the fleet and had:

- accumulated 62,618 flying hours;
- made 76,198 landings;
- was in the air for 7.15 years (about 30% of its lifetime with Delta);
- averaged 7.3 hrs of daily flight time with 8.9 daily landings;
- used about 375,706,800 pounds of fuel flying for Delta.

At 10:50 a.m., EST, Flight 542 touched down at Atlanta Hartsfield Airport and taxied smartly to the A-concourse. Our flight was greeted with a ceremonial hosedown by the Atlanta Airport Fire Department as the DC-9 approached the gate and a hoard of photographers and well-wishers greeted the arrival of the last Delta DC-9. Among them were retired Chief Pilot Captain T.P. ("Pre") Ball, the first airline pilot ever to fly a DC-9 and who had accepted delivery of many of Delta's best aircraft.

It is a pity that no collectible item of some sort was issued by the airline to commemorate this retirement, as had

been done for other Delta aircraft in the past. But I can understand it, when considering the airline's budget at this period in time. Several of us, however, were presented with this poetic verse, written by David M. Healy, Jr. as a tribute to a fine aircraft.

"I am glad I got the opportunity to do this," said Capt. Williams at the conclusion of Flight 542, "and I know that somewhere Dad was looking down on me and was smiling."

Along with the flight crew, cabin staff and the rest of the passengers aboard the aircraft, I too am glad to have participated = albeit in a very small way = in a bit of airline history.

NOSTALGIA PERSONIFIED:
RETIRED CAPTAIN K.H. (SAM) HILL REMINISCED ABOUT THE PRE-JET DAYS OF FLYING AND HOW MUCH FUN IT WAS TO PILOT THE DOUGLAS DC-9.



The 1960s were exciting times for DELTA

By C.M. WILLIAMS
Captain, Atlanta

FAREWELL TO A PRINCE

The early 1960s were very exciting times for the people connected with Delta Air Lines. During that time, Delta became the world's first airline to operate three new jets in revenue passenger service. Douglas DC-8 service was inaugurated on 18 SEP 59, the Convair CV-880 began service with Delta on 15 MAY 60 and a Douglas DC-9 of Delta inaugurated the type's first commercial service anywhere in the world, on 29 NOV 65.

With Delta leading the way with medium and long-range jet aircraft in the early 1960s, the short-haul routes were left to old propeller aircraft.

According to Civil Aeronautics Board records in the early 1960s, 60% of U.S. passenger travel was for trip lengths of less than 500 miles (800 km). This fact led Delta and other airlines to seek out a compact jet designed for the short-haul market. This new aircraft would have to operate profitable on these routes.

Delta selected the Douglas DC-9 to replace its aging propeller-driven short-haul fleet. The first order was placed in the spring of 1963.

Some of the features offered

- by the Douglas design were:
- self-contained stairs for passenger boarding;
- a self-contained auxiliary power unit; single-point refuelling, and
- a landing weight near the maximum take-off weight.

The latter feature allowed the aircraft to fly several legs without refueling. This greatly reduced turn-around times.

During the design process Douglas evaluated two-man crews in a function-time analysis. This study of hand motions during normal and abnormal situations enabled the designer to lay out controls and indicators in the most-accessible locations. Major innovations, such as the Master Warning and Caution system, directed the pilots to a single annunciator panel located overhead. This annunciator panel would indicate systems status and malfunctions.

Major subcontractors bid on sub-assemblies such as electrical and environmental equipment, automatic flight control, landing gears, etc. These subcontractors paid their own development and production costs. They were reimbursed a fixed amount after the aircraft were delivered and Douglas received



CAPTAIN MIKE WILLIAMS PILOTED DELTA'S LAST DC-9 SERVICE, BRINGING THE FAMILY HISTORY FULL-CIRCLE. HIS FATHER HAD PILOTED DELTA'S FIRST DC-9 SERVICE.

payment.

On 12 JAN 65, Douglas, in ceremonial fashion, rolled out the first DC-9. The first production aircraft that followed were to be sold to the airlines at a price of \$3 million each. Early estimates had the aircraft paying for themselves in airline service in about four years, based on seven hours of flying time per day with a payload of 60%.

Six weeks later, on 25 FEB 65, one month ahead of schedule the first DC-9 took to the air for a scheduled 1:45 hr flight. The 75,000 lb (\$34,000 kg) aircraft became airborne in about 3,500 ft (1,067 m) of runway and Douglas test pilots George Jensen and Paul Patten, and flight test engineer Duncan White remained in the air for

RIGHT: EACH PASSENGER ON FLIGHT 791, DELTA'S AND THE WORLD'S FIRST DC-9 REVENUE FLIGHT ON 29 NOV 65, WAS PRESENTED WITH A COPY OF THIS "FIRST-FLIGHT" CERTIFICATE.

2:13 hrs because the flight went exceptionally well. After landing, both pilots praised this first flight of the DC-9 as the best they had ever been involved with.

Five aircraft were involved in the 3,200 operational tests which were conducted at Long Beach, Edwards Air Force Base and Palmdale. The flight development tests were so successful that by JUL 65 the FAA certification test began.

The fifth DC-9 to enter the flight test program was also the first DC-9 in airline colors (Delta's). It was flown for the first time on 02 JUL 65 by Douglas test pilots Paul Patten and Clifford Stout and remained up for 2:30 hrs.

On 07 OCT 65, Douglas delivered the first DC-9 to Delta. Following a delivery ceremony at Douglas' Long Beach plant, dignitaries and company executives from Douglas and Delta boarded the DC-9 for the 4:19 hr flight to Atlanta. Ship 204 "Delta Prince" was flown by Captain T.P. Ball and Captain W.L. McBride. The flight stopped long enough in Dallas for refueling for airport employees to take a close-up look at the newest member of the Delta fleet. "Delta Prince" arrived at Gate 41 in Atlanta to the music of the College Park High School band.

The first line pilots began training on the new DC-9 within days of its arrival. Earlier, on 30 SEP 65, Delta had already begun the first DC-9 procedures trainer to familiarize the line pilots with the cockpit. My father, Captain Charles J. Williams and Captain Bob Hampton were paired together for training with instructor Captain Bo Morgan. Bob Hampton received the honor of being the first line pilot to get a rating on the DC-9. He and Captain Joe Potts flew several of the proving flights prior to the aircraft being put into service. My father was the most-senior line pilot to check out on the DC-9 and remained number one in seniority on the aircraft from the beginning until his early retirement in 1971. On 29 NOV 65, my father and First Officer K.H. (Sam) Hill flew the world's inaugural DC-9 service, Flight 791 from Atlanta to Kansas City with a stop in Mem-



Delta Air Lines DC-9 Jetliner Inaugural Flight

This certificate is awarded in recognition of the recipient, now an honored Jet pioneer, who was a passenger on the inaugural flight of a Delta Air Lines Douglas DC-9, the Crown Prince of Jetliners.

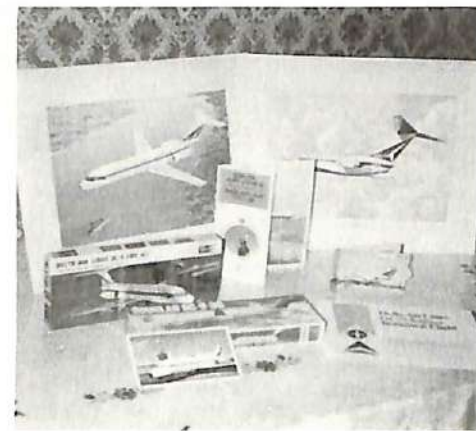
FROM Kansas City
TO Atlanta
DATE November 29, 1965
CAPTAIN C. J. Williams

phis. The Kansas City turn-around service had been flown by the DC-7 with a block time of 6:35 hrs. The DC-9 cut this time to 4:05 hrs and all pilots who checked out on the DC-9 were impressed with how fast and quiet it was, compared to the old propeller aircraft.

Scheduled service began on 08 DEC 65.

The first 14 Delta DC-9s, including "Delta Prince," were of the Series 14 model. Delta took delivery of its first stretched Series 32, on 09 APR 67 and the first trip was flown on 20 APR 67. All of the Series 14 were sold in 1972-73.

After 27 years and 33 days of service, the last Delta DC-9 retired on 01 JAN 93. I am proud to have flown the retirement flight out of respect for my late father, who flew the inaugural flight back in 1965. Like so many other pilots who flew the DC-9 here at Delta Air



SOME COLLECTIBLE ITEMS CENTERED AROUND DELTA'S DC-9s. INCLUDED ARE 16 x 24 INCH POSTERS, BROCHURE ISSUED BY DOUGLAS, 3-D FOLD-OUT POSTCARD, REVELL AND U.S. AIRFIX DC-9 KITS, DELTA-ISSUED POSTCARD AND INAUGURAL FLIGHT CERTIFICATE.

(Photo by RICK NEYLAND)

Lines, I have a lifetime of wonderful memories of flying "The Delta Prince."

Good-bye



BOS Boston Logan International Airport **BOS**
is the ninth-busiest commercial
airport in the U.S.A. and the
14th-busiest in the world.
TON Our airports editor reviews **TON**
the 70 years it took to get there.

REPORT FROM THE FIELD

by JIM "JET"
THOMPSON

The site now occupied by Logan Airport was under water until 1890. The only dry land consisted of a couple of islands and a spit of land jutting into Boston Harbor from Jeffries Point in East Boston.

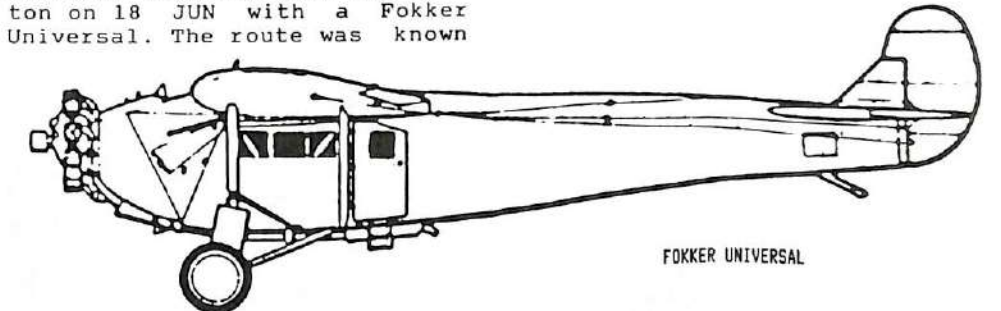
Around the turn of the century, dredging of the harbor created a 189-acre (76.5 hectare) tidal mud flat just off Jeffries Point. The Commonwealth of Massachusetts purchased these flats for industrial and waterfront development. In 1913 bulkheads were constructed around the tidal flats and hydraulic dredging began the process of reclaiming the land.

Nine years later, the state legislature authorized the Department of Public Works to spend \$250,000 to build an airfield on the site. One stipulation was that the money must be matched by other investors. This was accomplished very quickly through the Boston Chamber of Commerce.

By the summer of 1923 the field had two 1,500 x 200 foot (450 x 60 m) cinder landing strips laid out in the shape of a "T". The first landing took place on 13 JUN 23 by Lt. Kitchell Snow of the 101st Squadron, 26th Division Air Service of the Massachusetts National Guard. The unit was based at Framingham, to the west, but it moved to the new airfield not long after and built four corrugated tin hangars. Two would be used by the Army Air Corps and the other two by the Air Guard. A wooden shack beside one of the hangars was the airfield's first administration building. The airfield was leased to the U.S. Government for six years with the provision it remain open for private and commercial use. The land was exempted from local taxes

and remains so to this day, but the airfield's operations were paid for by the taxpayers until 1959.

The airfield was officially dedicated on 08 SEP 23 as the East Boston Airport. Two years later construction of the first commercial hangar was completed by the Boston Aircraft Corporation. Skyways built the second hangar in 1926, the same year in which the first scheduled air mail service came to Boston. Colonial Air Transport began service from Hadley Field at New Brunswick in New Jersey (serving New York City) to Hartford (Connecticut) and Boston on 18 JUN with a Fokker Universal. The route was known



FOKKER UNIVERSAL

as Contract Air Mail route 1 (CAM 1). Present for the inaugural departure from Hadley Field was a young Juan Trippe, then general manager of Colonial Air Transport. This was before his association with Pan American Airways.

It seemed the "official first flight" was made on 01 JUL for the benefit of dignitaries and the press. At 6:45 a.m. EST on that day, Universal N-AABA and Curtiss Lark N-AABC departed Hadley Field, each with part of the early-morning mail. The Universal was flown by Colonial's Treasurer, Maj. Talbot O. Freeman, who was also Chief Inspector of the Connecticut Aviation Department, and the Lark by Hustis I. Wells, one of Colonial's regular pilots.

The two aircraft arrived at

Hartford's Brainard Field at 8:08 a.m. and were welcomed by Connecticut Governor John H. Trumbull, a strong advocate of commercial aviation. But the official welcoming was reserved for the return flight, presumably because of the more-civilized hour.

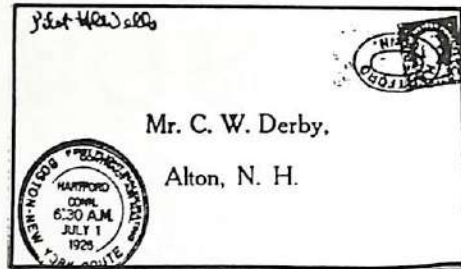
A bag with 1,602 pieces of mail for the Hartford area was unloaded and Hartford mail for Boston was taken on board.

The two aircraft left again at 8:20 a.m. with a combined total of 417 lbs (189 kg) of mail on board and with Gov. Trumbull travelling as a passenger in the Universal. They

arrived over Boston just after 9 a.m. and were given an honorary escort by three U.S. Navy aircraft from the Squantum Air Station. The landing at East Boston Airport was at 9:35 a.m. Aircraft and occupants were welcomed by a large number of civic, post office and Colonial officials. Besides the mail, the aircraft also carried express shipment, including 200 ladies' dresses for the leading Boston department store of Gilchrist Company.

Colonial's second Universal (N-AABB) departed Hadley Field later that morning with more mail. It was piloted by LeRoy Thompson and arrived at Boston in the afternoon.

To mark the departure back to Hartford and New York of the three aircraft that same eve-



ture time in the evening. The next day no passengers were carried either, because of poor weather. The first flight from Boston with paying passengers took therefore place in the evening of 04 APR. It is believed this was the first night flight with paying passengers over an established mail route in the U.S.

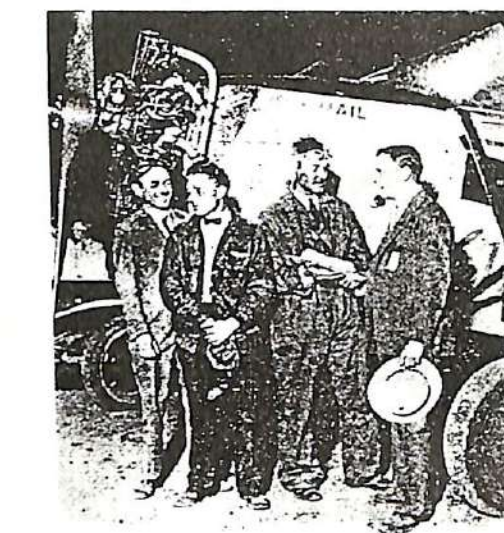
The passengers were two women, Mrs. Gardner Fisk and Mrs. Daniel Rochford. Mrs. Fisk was the wife of the chairman of the Boston Municipal Air Board and Mrs. Rochford was the wife of the secretary of the Massachusetts Legion air committee. They returned to Boston on the 5 a.m. flight the next morning. Official records show Colonial Air Transport inaugurated service on the Boston-Hartford-New Brunswick (New Jersey) route with a Curtiss Lark for two passengers, but photos indicate the two ladies flew on a Universal.

1928 became a busy year for the airport in several ways. The Edson building was built to become the main terminal building. It contained a control tower and replaced the wooden shack used as the terminal building for the first five years. Amelia Earhart had a Fokker F.VII trimotor fitted with pontoons at the airport for her upcoming transatlantic flight and Colonial Air Transport placed the Ford Tri-Motor on the New York-Boston passenger service. (One of these Fords, NC9675, crashed into Boston Harbor just after take-off from East Boston Airport on a flight to New York City on 05 JUN 30. All 15 on board survived the crash, but one was drowned while swimming away.)

In 1928 the Massachusetts Legislature took over control of the airport from the Army and leased it to the City of Boston. The reason was the city felt there was a growing need for airport expansion for civil purposes. All this activity took place on what is today the western edge of the airport, across from what is today the former Eastern Air Lines hangar.

More air services began in 1929 and Boston Airport grew busier. The Curtiss Flying Service began flying from Boston, to Hyannis, Martha's Vineyard and Nantucket, and from Boston to Portland, Rockland and Bar Harbor. Amphibian cabin airplanes were used. The Airvia Transport Company started ser-

vice on 22 JUL from Boston to North Beach on Long Island to serve New York. It used an Italian Savoia Marchetti S-55 twin-engine, twin-hulled flying boat for 10-12 passengers. (Two S-55 were licensed in the U.S., Msn 10514 and 10517. Another one was built in the U.S. by the American Aeronautical Corporation in 1930.) At North Beach, passengers boarded a speedboat to be taken to East 42nd Street in downtown New York City. The service lasted only five months and was shut down in December.



THE ARRIVAL BACK AT HADLEY FIELD, NEW JERSEY, UPON COMPLETION OF THE INAUGURAL RETURN MAIL SERVICE TO AND FROM BOSTON ON 01 JUL 26. FROM LEFT ARE PILOTS LEROY THOMSON, HUSTIS WELLS AND TALBOT FREEMAN. AT RIGHT IS JUAN T. TRIPPE, GENERAL MANAGER OF COLONIAL AIR TRANSPORT.



BOSTON-HARTFORD-NEW YORK Table (Daily except Sun., Nat. Holidays)

Miles	Read Down	Read Up	Miles
000	5:00 ET Lv. Hadley Field, New Brunswick, N.J.	Ar. 9:15 ET	220
6:35 ET Lv. Hartford, Conn.	Ar. 7:25 ET		
220	7:50 ET Lv. Boston, Mass.	Ar. 6:15 ET	000

Passenger Tariffs—New York—Boston, \$25.00; New York—Hartford, \$15.00; Hartford—Boston, \$15.00. Thirty pounds of personal baggage allowed free for each passenger. Passengers not carried on trips shown in darkness.

Colonial Air Transport continued operating on the CAM 1 route but the southern terminus was now at the Newark (New Jersey) airport. It used Pitcairn Mailwings, Super Mailwings and Fairchilds. Colonial also operated a nonstop service Bos-

ton - Newark with Ford Tri-Motors.

AMERICAN AIRWAYS, INC.

COLONIAL DIVISION FROM: "BIRTH OF AN INDUSTRY"
 General Offices: Newark Airport, Newark, N. J.
 Victor Vernon, General Manager Goddard K. Murphy, General Traffic Manager

TABLE 34 NEW YORK-BOSTON

Read Down						Read Up							
No. 1004	No. 1008	No. 1000	No. 1006	No. 1002	No. 1010	Eastern Time							
8:15AM	10:15AM	12:15PM	2:15PM	4:15PM	6:15PM	Lv. New York	Ar. Boston	Lv. Boston	Ar. New York	Lv. New York	Ar. Boston	Lv. Boston	Ar. New York
9:10AM	11:10AM	1:10PM	3:10PM	5:10PM	7:10PM	9:35AM	11:35AM	1:35PM	3:35PM	5:35PM	7:35PM	9:30AM	11:30AM
10:05AM	12:05PM	2:05PM	4:05PM	6:05PM	8:05PM	8:20AM	10:20AM	12:20PM	2:20PM	4:20PM	6:20PM	8:30AM	10:30AM

Below: PAN AMERICAN FOKKER F-10A OPERATED BY BOSTON-MAINE AIRWAYS. (Norm Houle Coll.)



Below: BOSTON-MAINE AIRWAYS RESUMED OPERATIONS IN 1933 WITH THE STINSON SM6000B. (Delta/Gerritsma Col.)



Below: LOCKHEED L-10A REPLACED THE STINSONS ON BOSTON-MAINE SERVICE. (Norm Houle Col.)



THE FIRST AIR PASSENGERS OUT OF BOSTON TO NEW YORK AND BACK, MRS. GARDNER FISK AND MRS. DANIEL ROCHFORD. THEY ARE STANDING IN THE DOORWAY OF A FOKKER UNIVERSAL.

ton - Newark with Ford Tri-Motors.

New airlines came to Boston Airport in 1930. In January, Colonial became a division of American Airways, but continued to operate CAM 1. Eastern Air Express (no connection with Eastern Air Lines) began Boston - Providence - New York City service with "Multimotored Transports" in April. It lasted until October. Another new company, New England & Western Air Transport, started service in May. Operating from Boston to Springfield (Mass), New York City and Albany (NY), the service lasted until November.

Boston-Maine Airways started operations at Boston Airport on 01 AUG 31 and would be a major presence for the rest of the decade. It began service to Portland and Bangor, both in Maine, under contract to Pan American Airways, with Fokker F.10A trimotors owned by PAA. From Bangor, Pan American connected to Calais (Maine), St. John (New Brunswick, Canada) and Halifax (Nova Scotia, Canada) with Sikorsky S-41B flying boats. By connecting with the Colonial Airways (American Airways) New York-Boston link from New York to Halifax. This became the base for Pan American's later transatlantic service. However, the Bangor service lasted only two months and was closed down on 30 SEP.

Inter-City Air Lines began a short-lived service from Boston Airport in 1932 on a route to Springfield (Mass). It lasted to APR 33.

Boston-Maine Airways resumed operations on 11 AUG 33, with service to Portland, Waterville and Bangor (all in Maine) under contract to newly-formed National Airways, in which Amelia Earhart was involved. The service was flown with two Stinson SM6000B trimotors for 10 passengers. Central Vermont Airways began service from Boston to Montpelier-Barre (Vermont) on 27 OCT 33 via Concord (New Hampshire) and White River Junction (Vermont), also under contract to National Airways. This service was extended to Burlington (Vermont) on 7 FEB 34 and on the same day a stop was added at Manchester (NH). A further extension, to Montreal, Canada, took place on 20 MAR 34. But service to Montreal was halted in November because of winter conditions.

Boston-Maine and Central Vermont Airways were operating

as virtually one airline and soon the aircraft carried the names of both companies.

In 1933 American Airways began service on the route Boston - Springfield - Albany - Syracuse - Rochester - Buffalo. A stop in Utica (NY) was added in 1934 and the route was extended to Cleveland (Ohio) that year.

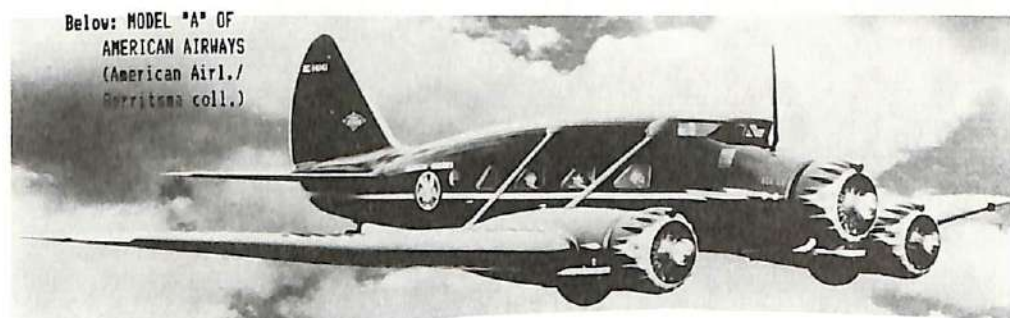
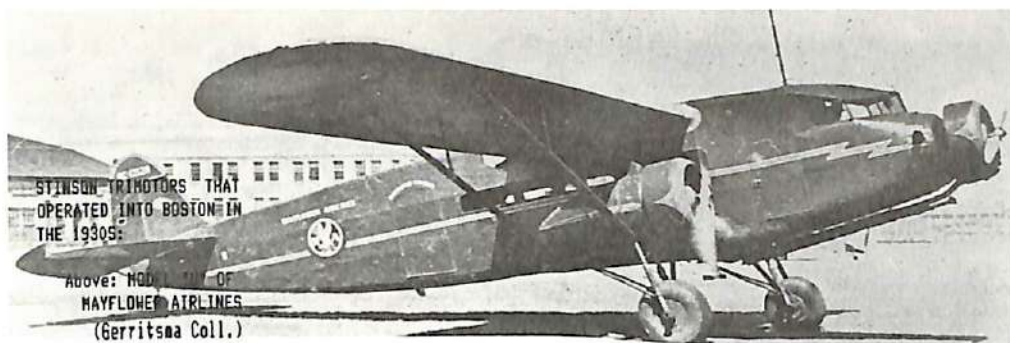
The Boston-Maine Airways routes from Boston in 1934 included stops in Portland, Augusta and Waterville (Maine). The route through Burlington to Montreal included stops in Manchester and Concord (New Hampshire) and White River Junction and Montpelier (Vermont). Boston was becoming a major crossroad for air service in the northeast of the USA.

New aircraft also found their way to Boston. American Airlines began flying the Stinson Model U trimotor and the Curtiss Condor. The airline also increased Boston - New York service to eight flights a day each way, including five non-stops.

Boston-Maine/Central Vermont introduced Lockheed 10-A Electras on its main routes to Bangor and Burlington in OCT 36. The operating agreement with National Airways was ended and from now on, the airline was wholly owned by the three railroads that had started it: the Boston and Maine, Maine Central and Vermont Central Railroads.

By 1937 even more changes had taken place in aircraft and airlines. American Airways had become American Airlines in 1934 and was flying the DC-2 and the new Douglas Skysleeper (DST, or DC-3) to Boston. The southbound DC-2s included a stop at New York City's Floyd Bennett Field before continuing to Newark, New Jersey, which had become the major New York airport. The Skysleepers operated nonstop Boston - Newark. Stinson A low-wing trimotors were introduced the following year.

In JUL 37 Mayflower Airlines began service with two Stinson Model U "Tri-motor Clippers" (ex-American Airlines) from Boston to Provincetown, Hyannis and Oak Bluffs. At Oak Bluffs the route split into two, with the eastern arm going to Nantucket and the western arm to Providence (Rhode Island). The service did not last long, as one aircraft was destroyed by fire in a ground accident in SEP 38 and the licence of the



other expired in JUL 41. Three years later the dormant Mayflower Airlines was bought by Northeast Airlines.

During the decade from 1928 to 1938 many changes took place at the airport itself. Hydraulic dredging of the surrounding harbor had continued, increasing the original size from 189 acres (76.5 ha) to more than 400 acres (162 ha). New hangars were built by American Airways, Ames Aircraft, Skyways, the Curtiss-Wright Corporation and the National Guard. The city paid to have two of the original hangars removed and runway lights and new navigational aids were added.

In 1939 the Massachusetts Legislature created the Massachusetts Aeronautic Commission (MAC) to foster air commerce, encourage the establishment of airports and recommend legislation to accomplish all this. It was the beginning of taking control of the airport away from the city and placing it back in the hands of the Commonwealth.

On 19 NOV 40 Boston-Maine/Central Vermont Airways changed its name to Northeast Airlines and the following May it placed three new DC-3s in service and the Stinsons were retired. The three DC-3s were traded to TWA for five DC-2s a year later, but two (ex-American Airlines) DC-3 came on line in JUN 42. This left Northeast with a relatively modern fleet of two DC-3, five DC-2 and six L-10A Electra.

During World War 2, Northeast

operated extensive scheduled transatlantic services for the U.S. Army Air Force, with destinations as far away as Winnipeg (Manitoba, Canada) in the West, the Canadian Arctic in the north and Prestwick (Scotland) in the east. These services were based at Boston and Presque Isle (Maine).

Also in NOV 40 the MAC issued recommendations for the future operation of the airport to both the City of Boston and the Commonwealth of Massachusetts. These recommendations included that the Commonwealth take control of the airport to operate, maintain and improve it. The MAC felt the city was financially unable to continue the improvements and maintenance that were required. The MAC felt the airport was inadequate in size and lacked the proper facilities to handle the commercial and military services that were to depend on it. On 01 DEC 41 the city and the Commonwealth mutually agreed to terminate the lease contract and the State Department of Public Works took over control.

TO BE CONTINUED IN THE NEXT ISSUE, WITH THE POST-WORLD WAR 2 DEVELOPMENT AND 18-20 HISTORIC AND CURRENT PHOTOS.

AIRLINE PLAYING CARDS

by THOMAS DRAGGES

Hello playing card fans. Nothing new has filtered in as of this writing, so I am delving into my collection for this column. I thought I'd feature KLM Royal Dutch Airlines.

One problem I have with this KLM feature, is that I have no idea of when these cards were issued. If anyone can fill me in about this, it would be appreciated. However, you still can get some idea of the time period by the style of the logo and the aircraft illustrated.

Card #1 was issued in matching sets. One is in blue and white, the other in orange and white. Both have a white border. The center consists of a blue disc with four white KLM logos. The points coming off the disc represent compass headings. In the background is a big white cloud.

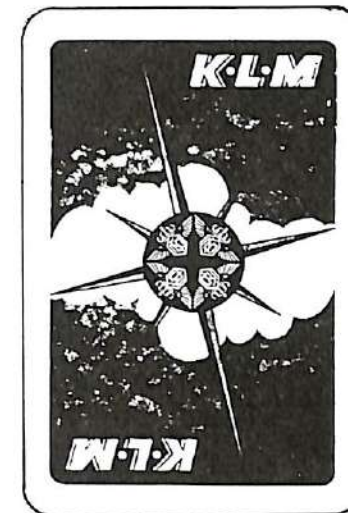
Card #2 was also issued in matching sets. One card has light and dark blue diagonal lines. The KLM logo and name are in purple on white. The clouds in the center and beside the logos are in white, with some details in purple. The mate has the same pattern, but is in red and pink. Both have a white border.

Note that the logo is upside down in the left top corner and straight up at bottom right.

Card #3, again in matching sets, comes with light and dark purple diagonal lines, as #2, but there is a white DC-7C with contrail coming from the discs with the logos, replacing the clouds in #2. The white cloud in the center is smaller than in the previous card and shows fewer details. The mate to this card has the same pattern, but in red and pink.

Note that the discs with the logos are opposite from those in #2: upside down in the right bottom corner and straight up in the left top.

Card #4 is similar to #3, with two small differences: the aircraft is a DC-8 and the cloud in the center is a little larger and without any details. This card too comes in two shades of purple for one set and two shades of red for the other.



Card 1



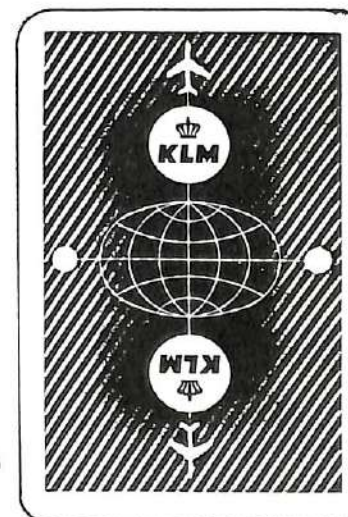
Card 2



Card 3



Card 4



Card 5

Card #5 was also issued in matching pairs - light and dark blue, and red and orange. It shows narrow diagonal lines, a white border and white discs, globe and aircraft (a DC-9?).

Card #6 is similar to #5, but it has wider, horizontal lines. The airplane at the top and bottom is also slightly sleeker than that on #5. Again a matching set, in dark and light blue, and in red and orange.

Card #7 comes in dark and light blue and in red and orange. It shows the white discs with the KLM logo and in white the text Royal Dutch Airlines.

Card #8. For this matching set, KLM decided to change colors. One has a pink background with red windmill and the mate comes with a light green background and darker green windmill. The KLM logo on both cards is in blue, as are the thin lines on top and bottom of the picture. Both have a white border.

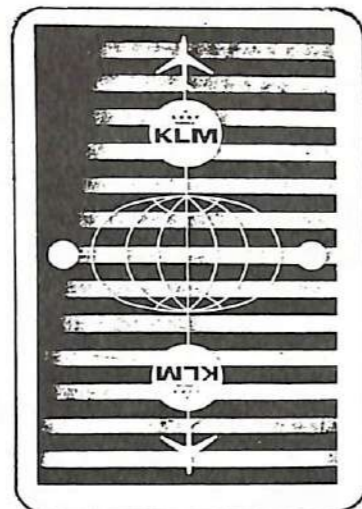
Card #9 may have been issued in various pairs. I have three different colors, all with the same design. One has a blue background and the KLM logo alternates in dark blue and white. The second set I have is in orange, red logo and white, and the third in light and dark green and white. All have a white border. If you have, have seen or know of different colors, please let me know.

Card #10 is similar to #9, but it has very-light-blue cloud patterns in the blue. The blue of the background also is a little lighter than that of #9. The mate has the same design, but comes in orange with red for the logo.

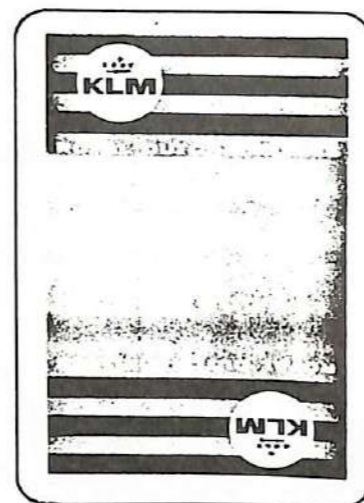
Card #11. The card I have is in dark and light blue and I don't know if there is a matching orange & red mate. The sky background is light blue with white cloud patterns and a dark blue disc with white text and logo.

This concludes my contribution about KLM playing cards. Should you know of any other cards issued by the airline, please send me the information so I can include it in a future issue.

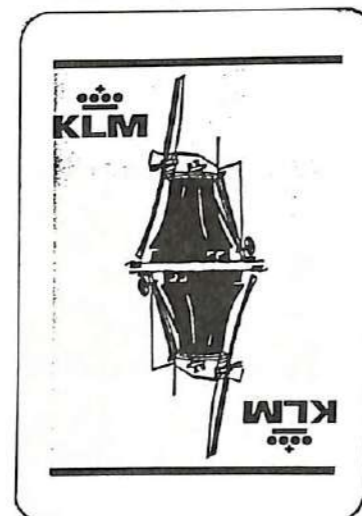
As always, Happy Collecting and may you be dealt a winning hand.



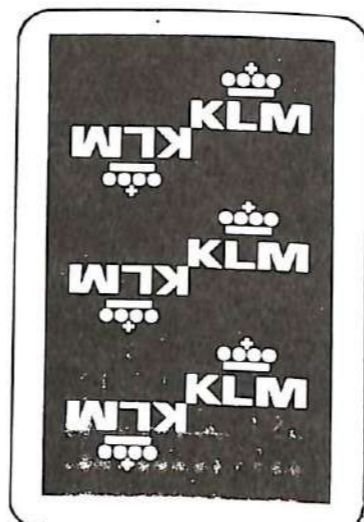
Card 6



Card 7



Card 8



Card 9



Card 10



Card 11

By JOOP GERRITSMMA

On 09 FEB 65 a Panamanian-registered freighter landed at the small airport of Beek, in the south of The Netherlands.

Carrying the registration HP-925, the aircraft was a former Trans-Canada Air Lines North Star, still substantially in TCA livery.

During the next 20 months it would feature prominently in one of the strangest aviation adventures ever to hit this small country on the North Sea, with a population of 12 million at that time.

But let us go back a few more years to start this story properly.

On 27 FEB 48, TCA took delivery of Canadair DC-4M-2/4 North Star CF-TFM, fleet number 214 (*). The aircraft worked the airline's Canadian and U.S. routes until APR 61 when she and 20 others were retired from service, having been replaced by the Vickers Viscount prop-jet. All were stored at Dorval Airport, Montreal, pending disposal.

On 01 JUL CF-TFM and 14 other North Stars were bought by Overseas Aviation, an independent scheduled and inclusive-tour charter airline operating from Gatwick Airport, London, England. She was flown to her new home base two days later and on 31 JUL she operated the Gatwick-Prestwick scheduled service for Overseas, still carrying the Canadian registration CF-TFM and TCA's livery (without the name). But Overseas was just about bankrupt and it stopped all flying on 14 AUG. CF-TFM was grounded again. She and the other Overseas North Stars and Argonauts (ex-BOAC version of the North Star) were purchased by one A.J. Gaul on 13 OCT 61 and were flown to Coventry. Some were soon sold to small independent airlines, others were scrapped. But not CF-TFM! She was destined to lead a much-more adventurous life.

CF-TFM was cancelled from the Canadian civil aircraft register on 18 APR 62 upon expiry of her Certificate of Airworthiness (CoA). Not until 04 JAN 63 did Keegan Aviation, a British aircraft dealer, ask

(*) For the development of the North Star, see the previous issue of the CAPTAIN'S LOG.



FORMER TRANS-CANADA NORTH STAR CF-TFM AT SCHIPHOL AIRPORT, AMSTERDAM, AS BR-HBP, OCT/NOV 66. (JOOP GERRITSMMA COLL.)

Henry Warton:

A GUN RUNNER AND HIS NORTH STAR

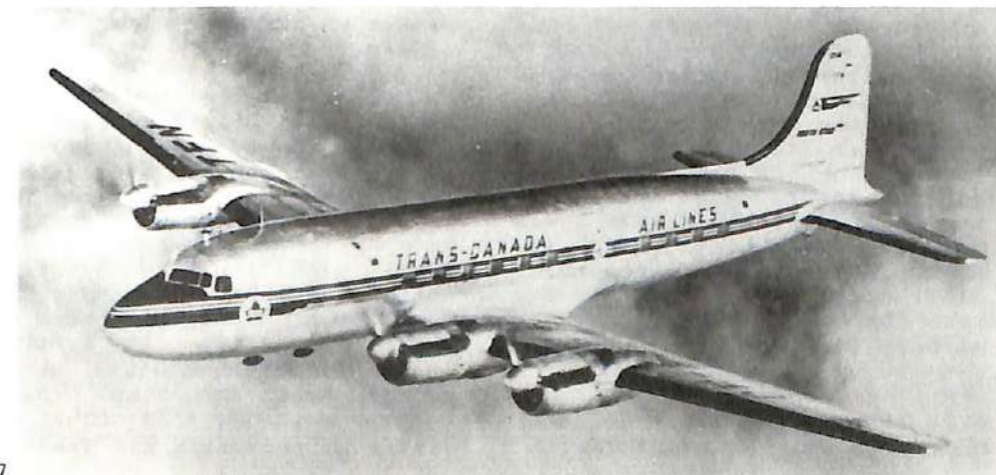
the Canadian Department of Transport to renew the CoA. Keegan wrote the DoT this and other North Stars were to be sold to Spain. But several letters, phone calls and telexes later, the DOT, refused to recertificate an aircraft it could not inspect and that had been out of the country for nearly two years.

Then, in late JAN 63, Keegan telexed the DoT asking approval for a ferry flight of CF-TFM to Spain for Trabajos Aereos del Sahara. The ferry flight never

took place and sometime in OCT 64, the DoT was advised the North Star had been sold to a Mr. Levy during a sheriff's auction at Newcastle in OCT 64.

CF-TFM was in the news again on 09 FEB 65 when she departed Newcastle under the Panamanian registration HP-925, but without a valid CoA. A couple of hours later she landed at Beek in the Province of Limburg, in

CF-TFM, THE CANADAIR NORTH STAR THAT IS THE SUBJECT OF THIS STORY, LOOKED LIKE SISTER SHIP 'TFN, ILLUSTRATED, WHILE IN SERVICE WITH TRANS-CANADA AIRLINES. (TCA PHOTO, GERRITSMMA COLL.)



the southernmost part of The Netherlands(**). A few days later she was flown to Schiphol Airport, Amsterdam. Then something bizarre happened.

15 FEB 65 was a miserable, rainy day in much of the country. It was definitely not a good day for the North Star, because the rain washed off its registration HP-925 and exposed its former Canadian identity of CP-TFM. Enough reason for the authorities to become suspicious and seize the aircraft. She again disappeared into oblivion.

Eight months later, in OCT 66 the North Star emerged from a hangar at Schiphol, carrying the registration BR-HBP of the Kingdom of Burundi, a small country in Central Africa, but without an airline name on its flanks. The livery still had barely changed from the old TCA colors. A Swiss national with the name Heuer claimed he had bought the aircraft to start an airline in Burundi. But Heuer disappeared from the scene quickly from the scene when he was arrested in West-Germany on charges of recruiting soldiers for a foreign country, fraud, arson and several other illegal activities.

Other Dutch news reports at the time said the North Star had been bought by the King of Burundi. This is not necessarily contradictory, because Heuer could have been acting for the king, both in recruiting soldiers for a foreign legion type of army and in buying the North Star to transport these soldiers.

Whatever the truth, the North Star took off from Schiphol Airport on 19 DEC 65, ostensibly for a test flight to Frankfurt and back. She was piloted by Henry (Hank) A. Warton, a 50-year-old American of German descent. He was permitted to fly the aircraft after the Burundi embassy in Paris had put some pressure on the Dutch government to release it for the test flight.

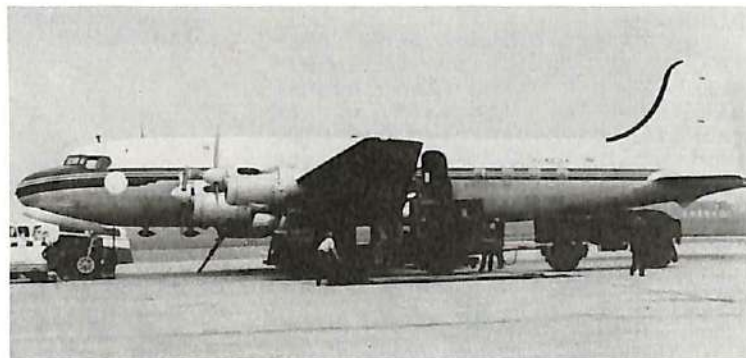
The aircraft never arrived in Frankfurt. Instead, it landed at the small airport of Albenga in Italy, halfway between Genoa and San Remo on the Mediterranean coast. The Italian registration I-ACAO was painted on her sides and in the months that followed, the aircraft made several flights. Rumors said she was smuggling weapons to an African country.

(**) The Netherlands is generally better known as Holland, after its western provinces.

The North Star returned to The Netherlands on 08 OCT 66, when it landed at Zestienhoven Airport, Rotterdam. The pilot was again Henry Warton, who said he came to pick up 1,007 machine guns destined for Birmingham, England and he showed a valid British import certificate. The guns were owned by an Israeli businessman, called Arazi, of Tel Aviv. Some reports said the guns had been disposed of by the Dutch army, another story had it they had come from Prague before Arazi bought them.

Rotterdam airport authorities wanted to seize the North Star until Warton had paid landing fees and other charges, but on 09 OCT a Piper Aztec arrived

HENRY WARTON'S NORTH STAR WITH THE FAKE ITALIAN REGISTRATION I-ACAO AT ROTTERDAM, JUST BEFORE ITS ILL-FATED FLIGHT TO CENTRAL AFRICA IN OCT 65. (JOOP GERRITSMAN COL.)



from Geneva, Switzerland, with four men on board. One was Warton's employer, the French weapons dealer Paul Favier. They paid the outstanding bills and the police and airport authorities were powerless to act, even though they did not believe the story about the weapons going to Birmingham. Unfortunately, they did not know at that time the North Star had been seized at Albenga because of uncertainty over its ownership and because the Italian registration I-ACAO was fake. The Dutch also did not know the aircraft could not go to England, because police there were still actively investigating how it could have left Newcastle on 09 FEB without valid papers.

Warton and his crew took off in the North Star from Zestienhoven on 09 MAY but instead of flying west to England, they turned south and set course for Palma de Mallorca, a Spanish island in the Mediterranean. After refuelling, the aircraft continued to Hassi Messaoud in Algeria on the northern edge of the Sahara desert. It arrived on 10 MAY and the crew overnighted here. When they departed the next day = 11 OCT = at 7:44 a.m. they told Air Traffic

Control they were going to Fort Lamy (now Ndjamena), the capital of the Republic of Chad, south of the Sahara.

But Warton and the North Star never arrived there. That same night the aircraft ran out of fuel and crash landed near Garoua in the extreme north of the Cameroun. This is more than 200 miles (300 km) south of Fort Lamy and not far from the eastern border of Nigeria where Ibo tribesmen in Nigeria's two (oil-rich) eastern provinces (bordering on the Cameroun) were fighting a civil war of secession against the central government in Lagos. This civil war had started after the slaughter of 20,000 to 30,000 Ibos at the hands of the feder-

al army during political upheaval in Nigeria.

It appeared the North Star had been on its way to Port Harcourt, the main city in the two provinces and the location of Nigeria's only oil refinery. The machine guns, of course, were intended for the Ibo rebels.

Warton and his three other crew members survived the crash landing and were arrested in the Cameroun for illegally transporting weapons, flying over the country without permission, and flying an aircraft without a valid Certificate of Airworthiness and Certificate of Registration.

But Henry Warton was not done yet. Somehow he got out of the Cameroun and joined the Biafran Airlift in mid-1967 where he flew Super Constellations to supply the Ibo rebels. But that is another story.

The information for this story was compiled with the help of: -Milberry, Larry: THE CANADAIR NORTH STAR, Canav Books, Toronto, Ont. Canada, 1982, and of clippings from several Dutch newspapers of the time.

STICKER CHATTER

by DON THOMAS

We begin this time with a label from CalAir (#1).

It sounds like a California airline, but Cal Air was a British carrier. Was, because it is no longer in operation.

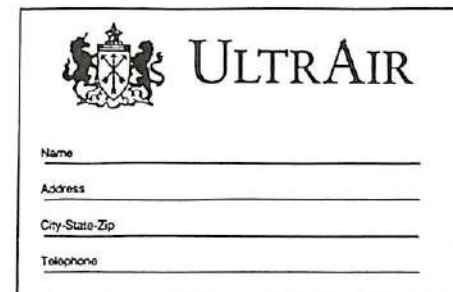
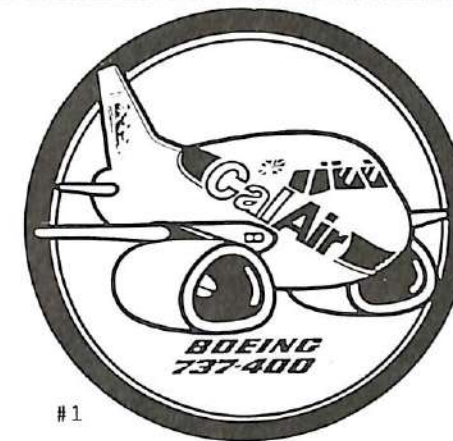
The airline started operations as British Caledonian Charter, the charter airline division of British Caledonian Airways (BCal). BCal relinquished its charter interest early in 1987 and the division was renamed Cal Air International. To avoid confusion with AirCal of California, Cal Air changed its name to Novair International Airways on 07 DEC 88 after its parent company, the Rank Organization, had bought the Cal Air shares owned by British Airways.

The airline flew from Gatwick, London, with 737-400 and DC-10-10. However, it ceased operations on 05 MAY 90.

DAVID CHERKIS as usual sent in some unusual labels. The Luxair 737-400 (#2) is in aqua, blue, silver and black on white. The label from Air New Zealand (#3) is in light and dark green and dark blue on white. The Malaysia label (#4) is mostly in green.

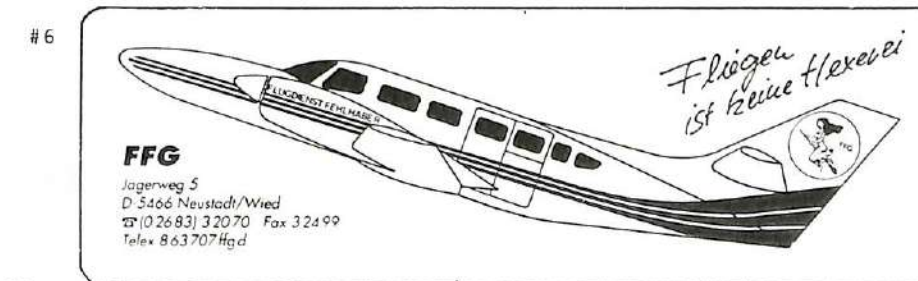
NOTE: Sometimes contributors send in new labels without information. A new airline may be local, and familiar to them, but if it is too new to appear in reference publications, I may not be able to guess from where it operates. UltraAir (#5) is such an airline. Eventually I will know its country and base of operations, may be even before it disappears from the scene again, as so many new airlines are doing. For now, however, I don't know where it is from. The BIL comes in vertical rolls (*).

(*) The coat of arms on the label shows a unicorn and a lion holding up a shield bearing what appears to be a stylized version of the Cross of St. George. This may indicate the carrier is British. But the lines at the bottom ask the traveller to fill in his or her ZIP. Since ZIP is a typical American term for the postal code, it could mean the carrier is from the U.S. Any ideas, anyone? -JG



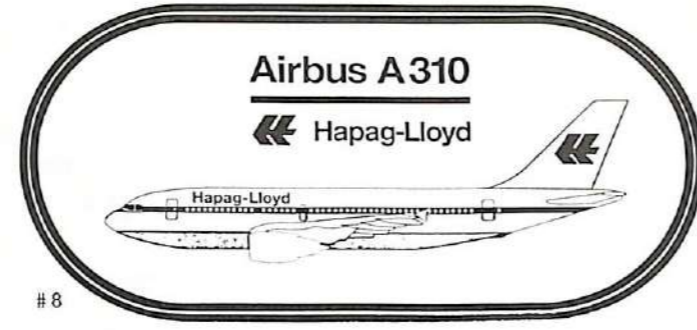
HECTOR CABEZAS,, Aeroflot representative in Germany, as usual came up with some nice labels. The one from Flugdienst Pehlhaber (#6) comes in blue (cheatlines, tail logo, bottom-left text) and black (aircraft outlines, windows, top-right text) on white. The aircraft is a Cessna 404 Titan II and the logo on the tail shows a witch riding a broomstick. The carrier's ICAO call sign is "Witchcraft".

Also from Hector came the two Hapag-Lloyd labels, showing a 737-500 (#7) and an Airbus A310 (#8). Both are in orange, blue and gray on white, with the text in black. Condor is a big German airline and their "Over the Equator" label (#9) is also big. It shows Africa surrounded by a light blue ocean. The Sahara and the





#7



#8



#9



#13

southern part are in yellow, and Central Africa and the extreme southern coastal strip are in green. The only city named, Mombasa, was an important port in Germany's African possessions before World War I.

Air Dolomiti is a small airline based at Trieste, Italy and flies with Dash-8s. The label (#10) is also small, with the airline name in dark blue, the rest of the printing in green, all on white.

JERRY ELMAS sent this Sultan Air label (#11). The airline calls Turkey its home. The label is black (text) and red (heart, bottom part of logo) on white. The THY Turkish Airlines label (#12) also came from Jerry. It is in blue, gray and red on white.

Eurocyprya (formerly Cyprus Airways) flies with two Airbus A320 from Larnaca in Cyprus to many destinations in Europe. The airline's headquarters are in Nicosia and the label (#13) is in blue and silver on white.

Finally, ANDONI M. SANTIAGO of Winnipeg, Manitoba, Canada, sent this label of Helijet Airways (#14). Helijet operates out of Vancouver, British Columbia to various destinations in the province. It is Canada's only scheduled passenger helicopter operator. The label is in blue on white and the helicopter is a Sikorsky S-76.



#12



#10



#11



#14

With five books already out, I am thinking of doing another one. It would be on the smaller coastwise and other airlines in the 1930s. Many of them carried hundreds or thousands of passenger on short trips like N.Y. to Cape Cod in Massachusetts, or in the Great Lakes area or to Catalina Island from the California mainland. Their brochures or time tables are often colorful and worth reproducing. Curtiss-Wright ran some of these smaller operations. My latest book, AIRLINE ARTISTRY, continues with the spectacular posters shown in POSTER ART OF THE AIRLINES. The price is \$18 postpaid, while the other books have been reduced to \$9 postpaid in the U.S. and Canada. I am running low on some. I also have a few copies left of my life history book ADVENTURE, at \$11.50 postpaid. Florida residents should add state sales tax of 7%.

It looks like we have a new magazine devoted entirely to airliner modeling. The first issue of "Airline Model Builder" was published by Darlington Publications, P.O. Box 5884, Darlington, MD 21034, in May. If all goes well, the second issue will come out in August. The quarterly magazine will have 20 to 24 pages per issue. Photos are published in B&W. We wish editor and publisher Jeff McKaughan the best of luck in his endeavor.

Kits:

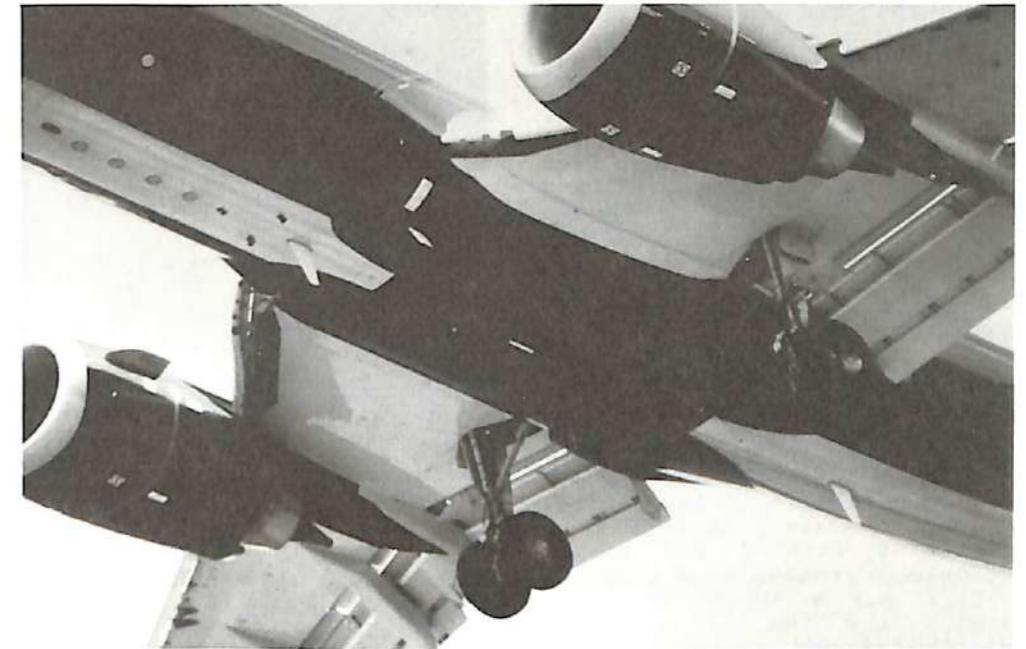
The big kit new this time is the release of the Revell Airbus A340-300 in 1/144 scale. The tooling appears to have been done by the same outfit that did the excellent 767-300, with beautiful recessed panel lines. There is an abundance of detail, from cockpit seats to landing gear wells. Decals are provided for only one livery, Lufthansa's all-over grey with a white crown and blue fin.

Unfortunately, the registration provided, D-AIBA, is for an A340-200, not the -300 shown on the kit box. I am looking at identical views of -200 and -300 aircraft, and I know I can't discern any external difference. The kit decals are very complete for the Lufthansa scheme, with numerous small maintenance and safety markings. The door exit outlines are printed incorrectly in red on the main decal sheet, but are supplemented by a separate sheet with proper grey outlines. Thanks, Revell, for caring enough to correct a production problem. Hasegawa, please take note!

The A340 kit wings have preformed holes for the inner pair of pylons, but Revell asks the builder to open the outer pair of pylon holes. Do you suppose this means the twin-engine version is coming? Good planning on Revell's part.

News from England indicates a 747-400 is coming from Revell in 1/144 scale as early as this summer. No word on engine type (s) or markings, but "new tooling" is specified. Oh please, let it be from the same mold maker as the 767 and A340!

Welsh Models in the U.K. and



UNITED 737-500 UNDERSIDE VIEW (ALL PHOTOS BY GERRY COLE)



UNDERSIDE VIEW OF AMERICAN MD-82

Aerocolours decals in the USA have teamed up to produce kits for an American Airlines Fokker 100, KLM City Hopper/Air France Commuter Saab 340, Pan Am meatball-livery DC-7C and an East African Airways Super VC-10, all in 1/144 scale. A Fokker 50 vacuform in 1/144 scale is also available.

New Decals:

E.L. Weldon of CBS Models sent some samples of their decal line, with emphasis on older carriers and liveries. In 1/72 scale they offer decals for the Braniff red, white and blue scheme, Continental's old red and black markings, and

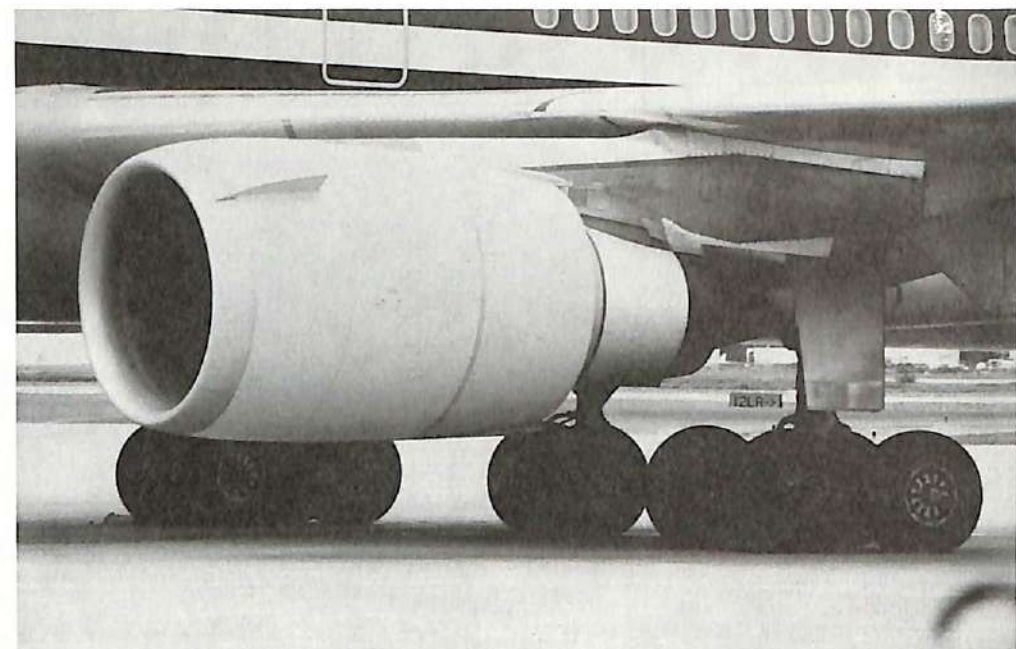
Both Delta and Trans Texas old colors. In 1/100 scale, they have done the American "lightning bolt" Electra; Braniff old colors Electra and red & dark-blue trimmed Continental Viscount 800. The American "lightning bolt" scheme is available for the 707 and 727 in 1/144 scale, along with 1/144 scale Braniff 707 in original colors, Braniff "Flying colors" 727, Continental first Golden Jet 707 and a USAir Dash-8 and Shorts 360. All decals are \$4.00 U.S. Decals may be ordered from CBS Models, 1426 Cheyenne, Lewisville, TX 75067-2823. CBS Models also carry their own conversion kits and some of the Sasquatch line. Call (214) 436-1446 for more information.

Russell Brown of AHS in Canada has delivered DC-9/MD-80 window decals in 1/100, 1/144 and 1/200 scales, as well as a series of Dash 8 and DO-228 windows in scales to fit available kits. A sheet of 1/100 windows for the 747 is also available. As expected from AHS, excellent printing with separate silver cockpit and cabin window frames and door anti-scuff plates where applicable.

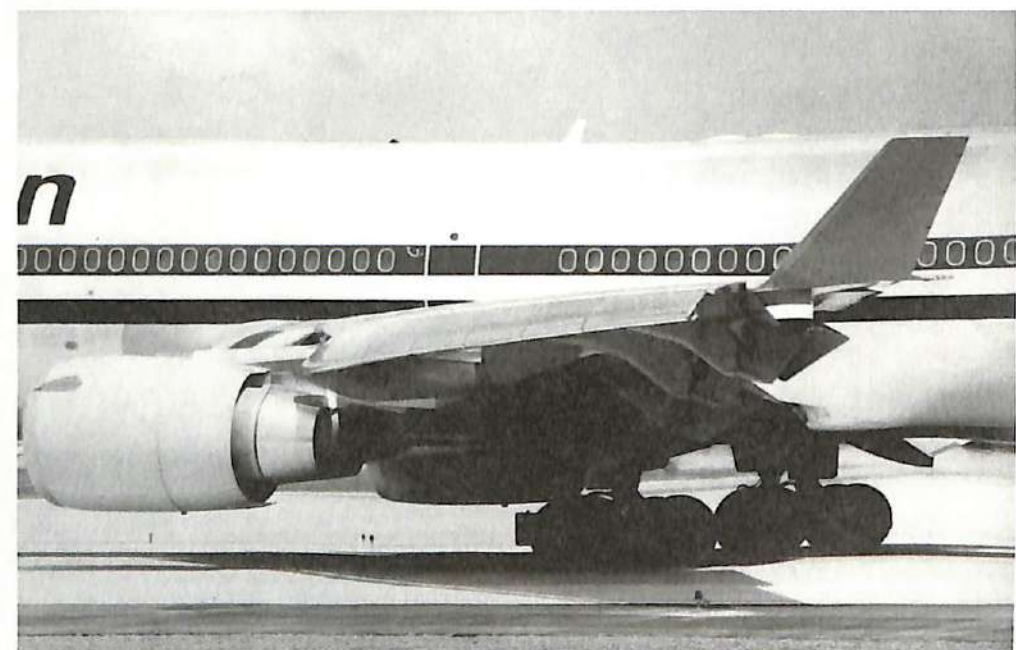
Modeler photos:

Something a little different here this time. Instead of reader photos of models, I have included a selection of photos taken with the modeler in mind. What makes these photos different from the usual "side-on, no noonday sun, no telephoto" shots you can purchase from the slide vendors?

To begin with, models are not usually seen from ground level. We usually look at a model along a viewing angle about 45 to 60 degrees from the vertical. We see as much wing and stab top surface as we do fuselage and fin. These top surfaces don't usually show in the side-on ramp shots. Photos showing details are often helpful, including details of wing tip lights, engine nacelle strakes and all those access doors. If a model is entered in a contest, one of the first things the judge will usually do is pick up the model and look at the underside. Wheels, gear legs and gear wells receive special attention. Details of undersurface colors and demarcation lines are often missing from decal instructions.



ENGINE NACELLE OF AMERICAN MD-11



AA MD-11 LEFT WINGTIP AND TAIL

The photos provided here are obviously not "airliner magazine" quality. Some have out-of-focus "clutter" and often do not show the entire aircraft. However, they still may be very useful. Let me know if you'd like to see more.

The first photo provides a view of the new United livery on a 737-500 from a slightly different plain of view: underneath. Notice the natural metal areas both fore and aft of the

wing, and the strake on the inside of the engine nacelle. In the color original you can see the overall gloss-grey painted wing undersurface and the dirty off-white interior of the main gear wells. The turbine warning stripe around the nacelle is red, with adjacent white rectangles with red lettering. The outside covers of the wheels are painted dark blue to match the fuselage underside. The leading edge of the fuselage air intakes are

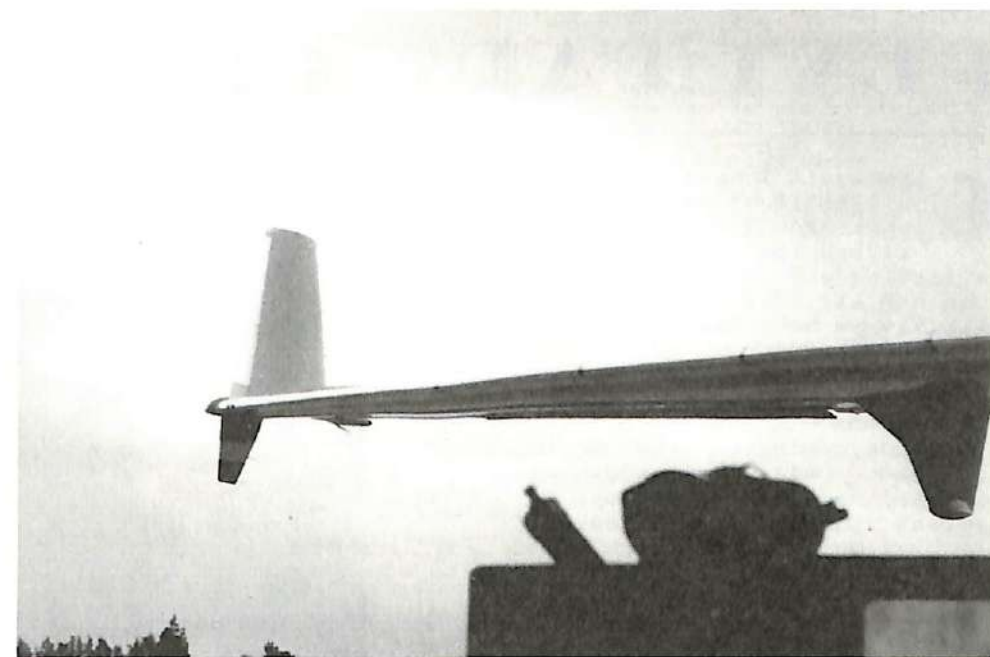
natural metal, the blade antennas are white.

Photo 2 shows the underside of an American Airlines MD-80 with the characteristic natural metal fuselage. Note the engine strakes and the dark metal area of the rear fuselage. The wing center spar section is painted grey. The fairings between the wing and fuselage and the tail cone are also grey. Main gear doors, flaps and ailerons are left in natural metal. The landing light on the starboard wing tip is in the "down" position.

The next four photos should help in detailing the upcoming Sasquatch 1/200 scale MD-11 conversion kit. Photo 3 shows engine detail on an American MD-11 at San Jose, CA. Note the darker metal areas on the pylon, "dirty" wheel hubs and the engine strake. There is another strake on the opposite side in the same location. Photo 4 is of the MD-11's winglet, sub-winglet and #3 engine. Note the DC-10-40 style engine "bulges" at the front and rear and the extended fairing over the exhaust. A very bright polished metal ring appears just aft of the usual natural metal nacelle inlet. The horizontal tail and elevator are painted grey with bare metal stab leading edge. The interiors of the winglets are shown in photo 5. The main winglet leading edge is left in natural metal, while the winglet itself is painted grey. The stripes on the sub-winglet are blue (top), white and red. The same pattern is repeated on the outside. Photo 6 shows a general view from the wing tip. The entire wing underside is painted gloss light grey. The wing tip light is located just in front of the juncture of the winglet and the wing. Also shown are two fuselage top-mounted antenna bulges, DC-9 style, at about six windows back from the overwing exit.

Departure lounge:

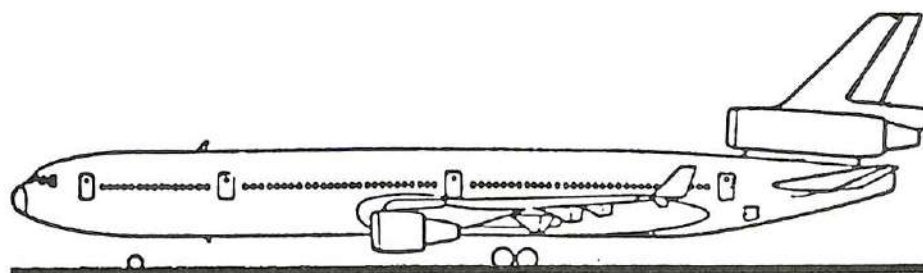
Next time we'll return to airline model photos. I have received some nice shots, but could always use more.



RIGHT WINGLET ON AMERICAN MD-11



LEFT WING AND WINGLET OF AMERICAN MD-11





Winair YS-11 (MI 06/92/90)
 World AW DC-10 (HC 744)
 Wright AL SD-360 (PD PC-045)
 Zambia AW 737-291 (JJ 176)

Airport Series
 (Carl J. McQuaide Aviation
 Postcards.

2 Coventry Ap with Air Bridge
 L-188
 3 Birmingham Int'l Ap with 5
 different aircraft

The following were left over
 from a previous issue. They
 have not been included in the
 CAPTAIN'S LOG yet.

Alinord YAK-40 (MI 02/92/81)
 Connair DH-114 (MI 02/92/85)
 Hornbill Skyways Shorts Skyvan
 (MI 02/92/82)
 MacArthur AW DH-104
 (MI 02/92/84)
 Pan Malaysian Shorts Skyvan
 (MI 02/92/83)
 Wards Express Learjet
 (MI 02/92/86)

LUXAIR
 Lignes aériennes luxembourgeoises

FOKKER F-50
 CAPACITE: 50 SIEGES
 VITESSE MAXIMALE DE CROISIERE: 481 KM/H
 ALTITUDE MAXIMALE DE CROISIERE: 25000 PIEDS

GOLDEN OLDIES

In this issue I focus on the fastest commercial aircraft streaking in the skies above us - the Concorde. Air France and British Airways are the only operators of this magnificent machine today. Over the years, a number of airlines, including Braniff and Singapore, operated Concorde service with leased aircraft. A few other airlines, among them Pan American and TWA, actually ordered the aircraft, but never took delivery and never flew it. Here are a few cards from my collection.

I flew Concorde only once, on a Braniff/Air France interchange flight from Dallas to Washington-Dulles in 90 minutes. That was a flight I will never forget!



Concorde

Quadriréacteur supersonique à aile delta
 Vitesse de croisière : Mach 2 (2 200 km/h)
 Altitude de croisière : entre 16 000 et 19 000 m.
 C'est l'avion commercial le plus rapide du monde :
 il diminue de moitié la durée de vos voyages.
 Temps de vol de Concorde sur Paris-New York : 3 h 45.

The four-engine delta-wing jetliner for long-distance flights,
 flies at the supersonic speed of Mach 2 (1 350 m.p.h.)
 and at a cruising altitude of between 50 000 and 60 000 feet.
 As the world's fastest commercial plane,
 the Concorde cuts your travel time in half.
 Paris-New York Concorde flying time: 3hr. 45 min.

B.O.A.C. Aircraft. Concorde
 Manufactured by British Aircraft Corporation and
 Sud Aviation.
 Bristol Siddeley Olympus 593B engines
 Span 83ft. 10ins. Overall length 193ft.
 Cruising speed 1450 m.p.h.
 Cruising altitude 50/65000 ft.
 Range 3910 miles
 136 Passengers
 T 7281

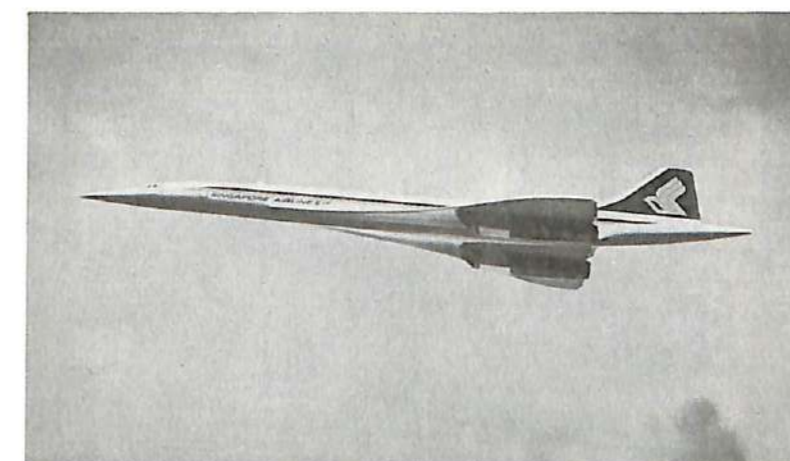
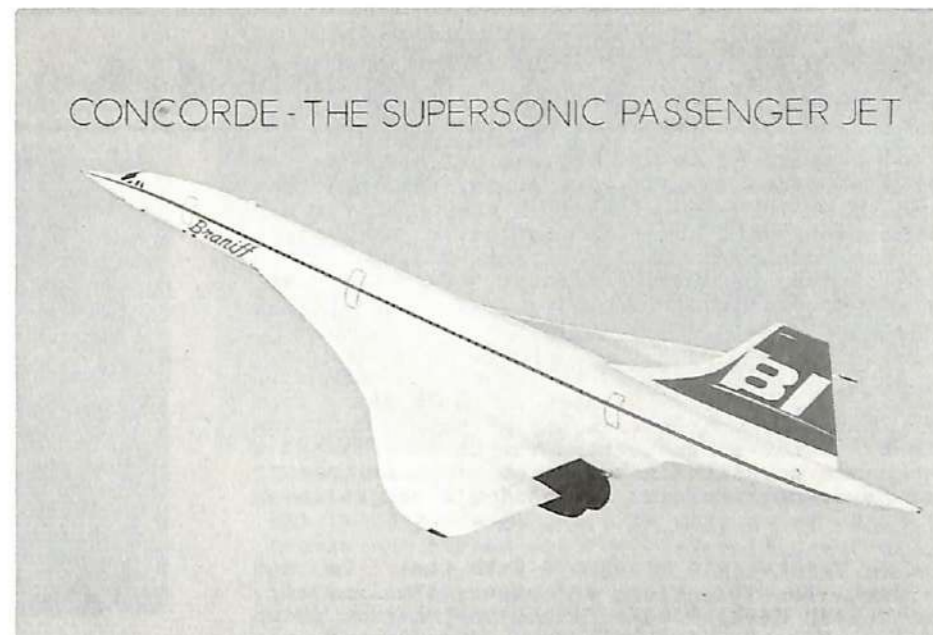
Braniff flies the Concorde between Dallas-Fort Worth and Washington, D.C., at just under the speed of sound (Mach 0.95 or 650 mph). This is the first and only Concorde service within the United States.

From Washington the Concorde continues on to London or Paris at twice the speed of sound (Mach 2.0 or 1,350 mph). This is the only same-day service from mid-America to Britain and Europe.

BRANIFF INTERNATIONAL
 The only U.S. airline to fly Concorde.

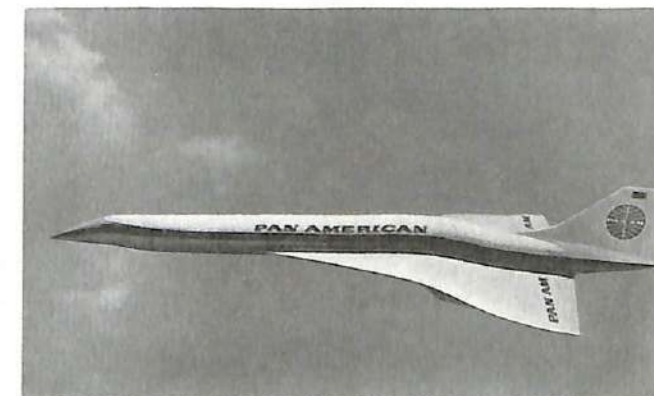
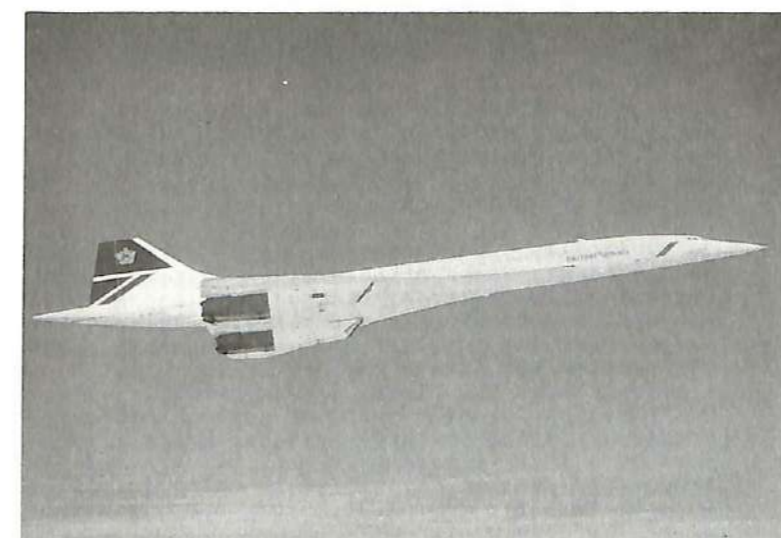
A great way to fly
SINGAPORE AIRLINES

Singapore Airlines' Supersonic:
 first-ever regular Concorde service
 between Asia, Middle East and London.



(ABOVE, LEFT) BRITISH AIRWAYS CONCORDE G-BOAG.

(ABOVE, RIGHT) FULL-SCALE MOCK UP OF THE CONCORDE
 IN TENTATIVE TWA LIVERY.



PAN AM's SUPERSONIC JET CLIPPER*
 In the skies of tomorrow.

PAN AM
 WORLD'S MOST EXPERIENCED AIRLINE
® TRADE-MARK, ® U.S. PAT. OFF.

WINGS & THINGS

by RICHARD KORAN

A postcard of an old biplane airboat taking off from Tampa Bay, St. Petersburg, Florida, was sent to me by my cousins after they had left our Tampa condo last March. According to the card, it was of a replica of the 1914 Benoist (pronounced Ben-wah) Airboat of the St. Petersburg-Tampa Airboat Line, the world's first scheduled airline.

If we hadn't received the postcard from my cousin, Gil Trick, I am sure we would have read about it in the newspaper, after the fact. There was another postcard from Don Thomas. It shows three men standing alongside an airplane that I had never seen before ... but I did not catch on ... yet.

The Tricks said we should take the time and go down to The Pier and tour the new St. Petersburg Historical & Flight One Museum, which we did. Entering the building, Diane turned into an aisle heading to mastodon bones and fossils, native pottery and a canoe, and I was already heading into the Flight One room to see the replica of the historic Benoist (remember, Ben-wah) airboat suspended from the top of the glass pavilion.

Carrying my camera at the ready, I was going to take a photograph of the Benoist, when the guard said I couldn't take pictures!

"Such a grand place and you can't take pictures?" I said.

Well, after some conversation, the guard suggested I call a Mr. Hoffman and I could work it out with him. I found out later that Ed Hoffman is with the Florida Historical Society and when I called him, he asked me if I would like to drive over to his design studios in Tarpon Springs for a talk.

Ed Hoffman handed me a great color folder with the replica Benoist on the cover ... Hoffman skimming the waves of Tampa Bay! He explained a lot of things about the replica and some of its characteristics. He was all-business, but with a twinkle in his eyes. Of course he would be, since it was he who is the pilot of the current airboat.

A little history

The following is from AIR TRANSPORT WORLD 1/1993:

"The Tampa-St. Petersburg Airboat Line was the brainstorm of Thomas Wesley Benoist, a St. Louis manufacturer, and Percival Elliott Fansler, a Purdue-educated Florida sales representative. Benoist soon linked up with a pair of daredevil pilots, Tony and Roger Jannus, who could fly 'anything, anywhere, anytime.'

"The Benoist airboat = Number 43, weighed in at 1,250 pounds (567 kg) empty, and was constructed of wood. Across the bow were written the signatures of more than 50,000 people who had seen it fly. Powered by a two-cycle, 75-horsepower Roberts engine, the airboat could reach speeds of almost 65 mph (106 km/h). Jannus seldom took the plane over 500 feet (1,500 m) above the blue waters of Tampa Bay, keeping the airboat barely skimming over the low waves.



On New Year's Day, 1984, 70 years after legendary pilot Tony Jannus earned a spot in aviation history for making the world's first scheduled airline flight, pilot Ed Hoffman of the Florida Aviation Society recreated that historic event in an exact replica of the Benoist airboat.



Florida Aviation Historical Society postcard showing Percival E. Fansler (left) Abe Pheil, the former mayor of St. Petersburg, and pilot Tony Jannus. The aircraft is the Benoist airboat of the St. Petersburg - Tampa Air Boat Line.

"Airboats left St. Petersburg at 10 a.m. and 2 p.m., with return flights from Tampa at 11 a.m. and 3 p.m. In addition to the pilot, the Benoist could carry one passenger weighing no more than 200 pounds (91 kg). Cost for the trip was \$5 one-way = \$10 roundtrip.

"Primarily because of the war, the St. Petersburg-Tampa Airboat Line lasted a few months, although by any standards it had been a success. The plane made a total of 172 regular trips, carrying people, mail, newspapers, and even smoked ham across the bay.

"Sadly, Tony Jannus died in 1916 testing a Curtiss K flying boat in Russia; Roger Jannus died in a 1918 training crash of a DH-4 in France and Benoist was killed in Ohio in 1917, when he leaned out of a streetcar and was hit by a utility pole."

Flight One Museum

We were to be at the St. Petersburg Historical & Flight One Museum at 10:30 a.m. It was going to be a beautiful day. Everyone in attendance was enjoying the fine weather along with meeting a number of fellow "historians". We met our "own" R.E.G. Davies and Don Thomas in the Flight One area, along with many other dignitaries.

Russ Rising and his wife Arlene, were there to receive the Percival Fansler Award on behalf of Olive Beech, known as The First Lady of Aviation. I knew Russ Rising when I worked for Beech Aircraft and they were quite surprised to see us. It is a small world! I left Beechcraft in 1966!

The photographers from the Tampa Tribune were busy setting up their lights while more people arrived. Herb Kelleher, Chief Executive of Southwest Airlines, was busy with the photographers, including I, making like a bird for the newspaper in front of the Benoist replica.

On the 90th Anniversary of Commercial Aviation, Kelleher was awarded the Tony Jannus Award for his outstanding achievement in scheduled commercial aviation. He joins a long list of his airline peers and many of them were present for the award ceremony. Ron Davies, curator of the Air and Space Museum at the Smithsonian Institute in Washington, D.C., returned to Washington with the Tony Jannus Trophy for display at the museum. The trophy has been on display at Tampa International Airport since the award began in 1964.



Herbert D. Kelleher, chairman of the board, president and CEO, Southwest Airlines, accepts the 1993 Tony Jannus Award. The award recognizes his outstanding achievement in scheduled commercial aviation. Under Kelleher's leadership, Southwest is the only major U.S. airline to be profitable in each of the past 19 years.

Past-recipients of the Tony Jannus Award who attended the 1993 ceremony, included Thomas Davis, founder of Piedmont Airlines; Manuel Sosa de la Vega, president and CEO of Mexicana Airlines; Sir Colin Marshall, deputy chairman and CEO of British Airways, and T.A. Wilson, chairman emeritus of the Boeing Company. The Jannus award winner who flew the most miles to get to Tampa, was Sir. C. Lenox Hewit, chairman of Qantas Air Service, Ltd. That is a long way, indeed.

Kelleher joins the ranks of other aviation pioneers and Jannus Award winners such as C.R. Smith of American Airlines; W.A. Patterson of United Air Lines; Donald W. Douglas Sr., founder of the Douglas Aircraft Company; Captain Eddie Rickenbacker of Eastern Air Lines; William Powell Lear, pioneer of aircraft radios and



Tony Jannus award winner Herb Kelleher's management style at Southwest Airlines has won the hearts of his employees, as well as of all the people who turned out for the award event at the St. Petersburg Historical and Flight One Museum. Looking at the names of previous winners on the Tony Jannus Trophy, Kelleher said he felt "like an ant walking among elephants."



Perhaps air travel might be cheaper than a train ride, said Percival E. Fansler. Flying between St. Petersburg and Tampa might make some sense. Fansler (the manikin second from left) was the organizer. The real people in the picture are Frank Fansler (left), David Fansler (second from right) and Ed Hoffman, pilot of the Benoist replica.



The Florida Aviation Historical Society was determined to build an exact duplicate of the Benoist airboat that flew the first scheduled flight on 01 JAN 14. However, modern techniques were used. The Benoist stands in the St. Petersburg Historical and Flight One Museum at the approach to The Pier.

avionics, and Lt. Gen. James H. Dolittle and others, of course.

While Herb Kelleher stole the Jannus Award Show, there was the award to Olive Ann Beech, the "First Lady of Aviation," who was named the first winner of the Percival Fansler Award. The Fansler Award was added this year to honor individuals who are known for their involvement with the overall aviation industry. Mrs. Beech exemplifies the spirit of the award through her contributions to general aviation. The donor of the award, Percival E. Fansler, was the Florida businessman who got the first commercial airline "off the ground".



Manikins with the Benoist replica, are Percival E. Fansler (front) and mechanic James D. Smith who was also called "Smitty the Infallible" by pilot Tony Jannus (standing behind the Benoist). Seated in the cockpit are former St. Petersburg Mayor Abe Pheil and a dredger by profession, who paid \$400 and was awarded the honor of making the first flight, and pilot Tony Jannus.



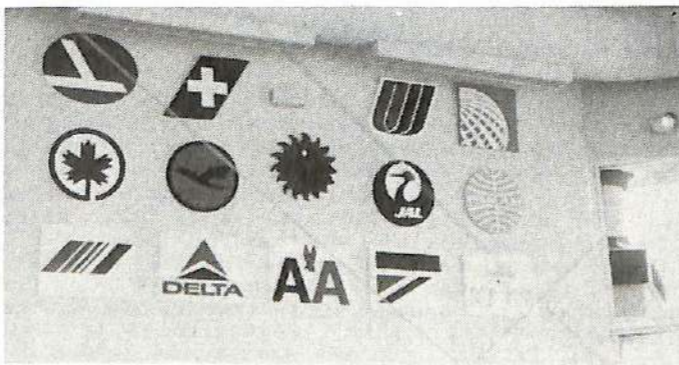
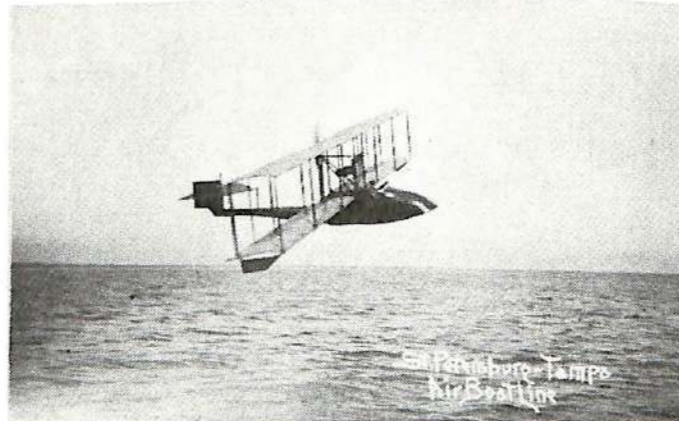
The Tony Jannus Award is presented each year in recognition of "outstanding contribution to the scheduled airline industry." 1993 was the 30th year for the award. The trophy has been on display at Tampa International Airport since 1964. This year, however, it is on display at the Smithsonian Institute in Washington.

At the banquet in the Tampa Airport Marriott Hotel, right at Tampa International Airport, Master of Ceremonies and Tampa Bay football coach Sam Wyche and Herb Kelleher made a great comic duo. Jokes were flying faster than Shamui! It seems everyone enjoyed themselves = and had an opportunity to meet and greet the heads of the many airlines who were present in the hall. Boeing, too, of course. Herb Kelleher got onto T.A. Wilson from Boeing about 737 prices, teasingly, of course. There was a slide show of Kelleher in the form of a tongue-in-cheek parody show "This is your Life".

If Sam Wyche ever quits football, he'd do well in a career as a stand-up comic, for sure!



Two more postcards of the original Benoist Airboat, by the Florida Aviation Historical Soc.



World-wide airline logos appear in the Flight One Room. Included is a quote from Thomas Benoist: "Some day people will be crossing the oceans on airliners like they do on steamships today." Tom Benoist was the founder of the St. Petersburg-Tampa AirBoat Line.

AIRLINE DINNERWARE

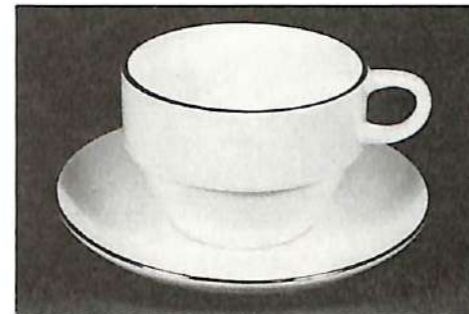
by RICHARD W. LUCKIN

I thought I'd do another theme column, this time featuring cups and saucers. I hope there will be some patterns of interest to you. We'll have some old and some new.

Let's start out with a few older ones:



#1 was used by Avianca (Colombia) and the shape and weight of the cup indicate it was some time ago. It is plain white and the decoration (lettering) is cobalt blue. The cup was made by Royal.



#2 is also plain white, but does have a single gold pinstripe. However, the set does have the airline backstamp on the bottom of the cup and the saucer. It was made by Wedgwood of England.

I have learned recently the major reason for the airlines to have their identification on the back of their china, is to keep ware separate when a catering operation caters many airlines, such as at airports at Frankfurt and London.



#3-4. This plain white china was used by Laker Airways (re-

member the Skytrain?). It has a single gold pinstripe and cup and saucer are backmarked with the airline name (#4, below).



#5 shows a cup with blue decoration, used by KLM some years ago. This piece was made by Hutschenreuther of Germany and does carry the backstamp KLM.

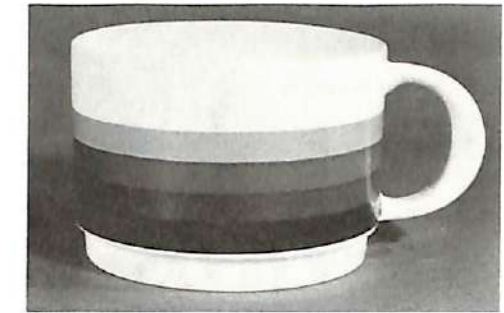


#6. Thanks to Dick Wallin I acquired this older Olympic Airways cup and saucer. The china is rather thin and was most-likely used in first class service. The decoration is a bright gold pinstripe. As you can see in the photo, the cup is backstamped with the airline name. The saucer is marked too.



#7. This current pattern is used by Air New Zealand in the

first class service. The pinstripe and logo are both in satin-finished gold (satin gold wears longer than bright gold) and was made by Royal Doulton of England. Both the cup and the saucer are backstamped Air New Zealand.

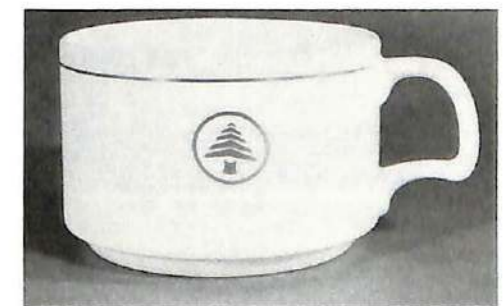


#8. In 1989 Philippine Airlines was using this pattern. It features an orange band at the top, progressing to darker shades of brown moving towards the base of the cup. The manufacturer is Rosenthal of Germany. The piece is backstamped with the airline name.

Rosenthal, you may recall, made the Royal Ambassador pattern for Pan American many years ago.

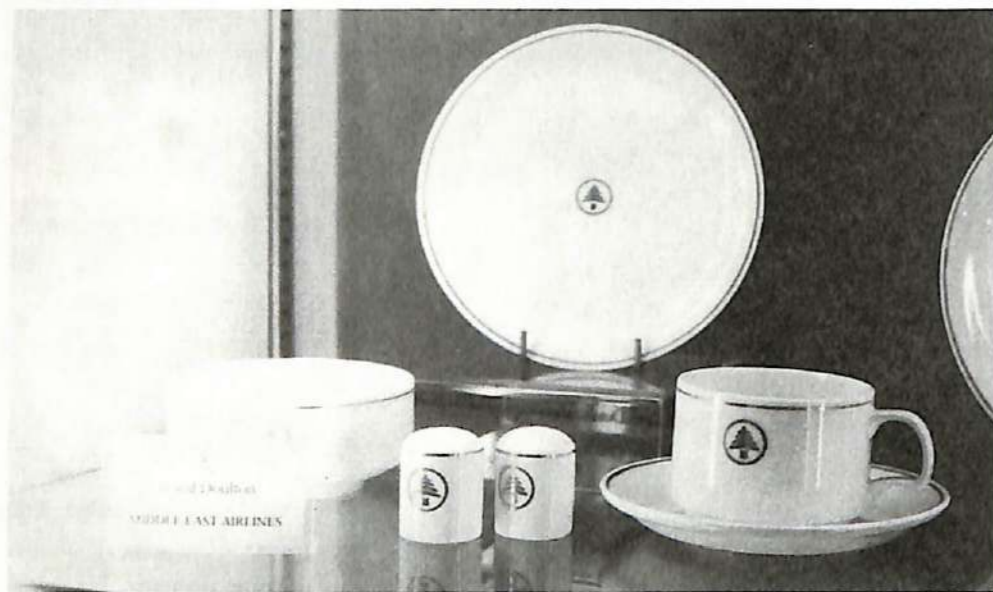


#9. Yemenia Airways currently uses this design for their first class service. It was made by Royal Doulton and the colors on the cup contain a single gold pinstripe, blue lettering and a logo with a combination of red and blue.



#10-11. Another current pattern used by an airline in this

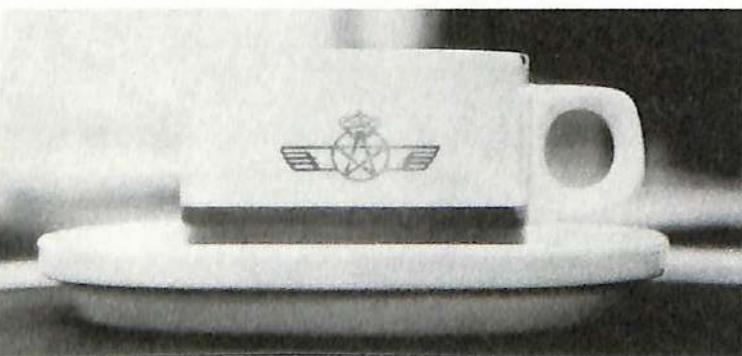
part of the world is from Middle East Airlines. It features an all-satin gold decoration. This china pattern is also manufactured by Royal Doulton, as displayed in their showroom in England (#11, below). All pieces are backstamped. However, the butter pad carries only the backstamp MEA and does not have the logo.



On a personal note, I had the pleasure of visiting Royal Doulton in Stoke-on-Trent, England this past February, and I toured their new manufacturing operations. They have just put on-line a new state-of-the-art manufacturing process dedicated exclusively to airline china.



#12. Turkish Airlines also uses Royal Doulton as a supplier, as demonstrated by this showroom photograph.



#13. To close out this portion of the column, here is what Royal Air Maroc uses for their first class 747 international services. Sorry I don't have information about the colors or the company that makes the set. The photo was a quick-grab shot taken when visiting Frankfurt. 92

Thanks to Tom Brown for the next three pieces (below). They are thought to be sample pieces made for Delta by Royal Doulton two or three years ago.

TOP TO BOTTOM:

#14 features gold logo, lettering and pinstripes with a cobalt band.

#15 has a cobalt band and a cobalt and gold logo with gold lettering.

#16 has an all-cobalt decoration.

#17. What is Delta using now? In international business class the pattern features a gold intertwined chain design with a cobalt band. All pieces are backstamped Delta and were purchased through Abco of New York.



Airlines of Paraguay

By ANTONIO LUIS SAPIENZA

AIRLINE PROFILE

Lineas Aereas Paraguayas

Lineas Aereas Paraguayas (LAP) was founded on 18 MAR 63 by the government of Paraguay. Its purpose was the international transportation of passengers, cargo and mail.

The airline started operations with three Convair CV-240 acquired from Aerolineas Argentinas (See fleet list).

The first commercial flight took place on 20 AUG 63 to Sao Paulo and Rio de Janeiro, both in Brazil. Regular Service to Montevideo (Uruguay) started on 10 OCT and to Buenos Aires (Argentina) on 20 OCT. In its first months of operations, LAP carried 2,308 passengers and flew a total of 536,744 miles (863,782 km). Its income was U.S.\$393,944.

Convair ZP-CDP was lost in a non-fatal accident at Ezeiza International Airport, Buenos Aires on 26 MAY 67 and the LAP fleet was down to only two aircraft. Due to the increase in passenger demand, the airline started to look for more aircraft and it even considered buying Caravelles from Aerolineas Argentinas, but in view of the limited budget, the board of directors selected the Lockheed L-188 Electra and three were bought from Eastern Air Lines.

Another Convair was lost at Asuncion International Airport on 08 MAY 69. Both Convairs were parked in front of the terminal building when an Argentine Pilatus PC-6 Porter crashed into ZP-CDN. The PC-6 burst into flames and three of

its four occupants died. (The only survivor is now the president of Paraguay, Gen. Andres Rodriguez!) Although a fire engine rushed to the scene immediately, the Convair lost its right wing and engine in the fire. LAP Convair ZP-CDO was standing nearby but was not damaged. It flew until the early 1970s and the airline used ZP-CDN as a parts source. It was later abandoned in the LAP maintenance unit at Asuncion.

The Electras

The Electras arrived at Asuncion in 1969, their crews having been trained by Eastern at Miami. Besides the routes to Sao Paulo and Rio de Janeiro, Montevideo and Buenos Aires, LAP started regular flights to Santa Cruz de la Sierra (Bolivia) on 20 OCT 70, to Salta (Argentina) on 27 FEB 71, Resistencia (Argentina) on 11 MAR 71, Jujuy (Argentina) on 07 OCT 72, Lima (Peru) on 01 OCT 73

and Santiago (Chile) in MAR 78.

In 1971 LAP acquired a Douglas R4D-1 Dakota from Transporte Aereo Militar (TAM, the air transport arm of the Paraguayan Air Force) and ex-US Navy BuA 4702. It was used on the domestic service from Asuncion to Pilar and on to Resistencia in Argentina. It was registered ZP-CCG for LAP and was returned to TAM in the mid-1970s when service to Resistencia was cancelled. The Dakota's serial with TAM was T-53 before it went to LAP, but it was given the serial FAP 2007 upon its return. It remained in service with TAM until 1982.

TOP OF PAGE: DOUGLAS DC-10-30 N602DC, Msn. 46976, IS THE FLAGSHIP OF THE PRESENT LAP FLEET. MAR 93 AT ASUNCION. (Photo by Antonio Sapienza)

BELOW: CONVAIR CV-240-6 ZP-CDO, Msn. WAS THE FINAL SURVIVING ONE OF THREE WITH WHICH LAP STARTED SERVICES IN 1963. IT WAS WFU AT ASUNCION IN 1972, BUT STILL LOOKS IN GOOD SHAPE IN THIS FEB 89 PHOTO. (Photo by Peter Steineann, via Antonio Sapienza)



In 1975 LAP carried 90,368 passengers.

The jet age

LAP acquired its first jets in 1978 when it bought two 707-321B from Pan Am. After crew training by Pan Am in New York, Miami and Bermuda, LAP began transcontinental flights to Miami in NOV 78 and transatlantic service to Madrid (Spain) and Frankfurt (Germany) in FEB 79 and to Brussels (Belgium) in DEC 82. In that year the airline carried 760,000 passengers. In 1990 a third 707-321B was bought from Pan American. By 1983 the three jets had flown 3,827,096 miles (6,258,945 km) for LAP. The airline's income was about U.S.\$45 million in 1983.

Because of new anti-noise regulations in the U.S., TAP was forced to withdraw the 707s from its Miami service and in 1984 it purchased a DC-8-63 (ZP-CCH) from Air Canada for this service. A DC-8-62AF was sub-leased from LACSA of Costa Rica in 1986 for cargo services to Miami and was used jointly by both airlines. Although the service was very profitable, it was cancelled that same year and the aircraft was returned to its owner, International Air Leases.

In JAN 88 DC-8-61 ZP-CCR was acquired from Eastern Air Lines to join the -63 on the Miami service, which was and still is the most-profitable route for the airline. The aircraft suffered an accident at Ezeiza International Airport, Buenos Aires in APR 90. While landing in very heavy rain, it aquaplaned and lost an engine and its nosewheel gear. Luckily, no one was injured. The aircraft was first stored and later repaired at Buenos Aires and was flown back to Asuncion in OCT 92. It is not in operation at the moment, but there are plans to convert it for cargo services.



LINEAS AEREAS PARAGUAYAS Fleet list 1962 - 1993

(In order of the delivery of first aircraft of each type.)

Reg'n	Msn	P.I.	Del.	Disposed
Convair CV-240-6 (1962)				
ZP-CDN	50	LV-ADN	1962	1973 Wfu & stored at Asuncion.
ZP-CDO	62	LV-ADO	1962	1973 Damaged by fire, Wfu & stored at
ZP-CDP	72	LV-ADP	1962	26 MAY 67 Cr. at Buenos Aires. \Asuncion.

The Convairs carried the following names:
CDN - Carlos Antonio Lopez; CDO - Gral. Bernardino Caballero;
CDP - Jose Gaspar Rodriguez de Francia.

Lockheed L-188 Electra (1969)				
ZP-CBX	1021	N5539	18 FEB 69	NOV 88 Wfu & stored at Asuncion; For sale.
ZP-CBY	1078	N5538	15 DEC 68	NOV 88 Wfu & stored at Asuncion; For sale.
ZP-CBZ	1080	N5539	15 DEC 68	Current Back up aircraft.

CBX is an L-188A, CBY & CBZ are L-188C models.

Douglas DC-3 (R4D-1) (1971)				
ZP-CCG	4362	T-35	1971	Mid-70s Ret. to AF; Some sources say deliv to LAP was in MAR 72.

Boeing 707-321B (1978)				
ZP-CCE	18841	N410PA	NOV 78	Wfu & stored at Asuncion.
ZP-CCF	18957	N415PA	NOV 78	Wfu & stored at Asuncion.
ZP-CCG	19264	N419PA	FEB 80	Wfu & stored at Asuncion.

McD. Douglas DC-8 (1984)				
ZP-CCH	46115	C-FTIX	20 DEC 84	Current DC-8-63
N810BN	45905		15 AUG 86	01JUL87 DC-8-62AF, Lsd. by LACSA & operated
ZP-CCR	46037	EC-DVB	18 JAN 88	Current DC-8-61 \ jointly with LAP
N8974U	46110		07 MAY 90	OCT 90 DC-8-62
N8079U	45947		20 OCT 90	MAR 93 DC-8-71
N8072U	45812		12 JUN 91	Mid 92 DC-8-71

Only CCH & CCR are owned by LAP, the others were leased.

McD. Douglas DC-10-30 (1992)				
N602DC	46976		06 MAY 92	Current

Br. Aerospace BAe 146-300 (1993)				
ZP-CCY	E3149	G-BT2N	MAR 93	Current Lsd from BAe



A former United DC-8-62, N8974U, was leased from International Air Leases in 1990 to replace DC-8-61 ZP-CCR. It remained in service with LAP for only six months before being returned to the U.S. and was replaced by N8079U, another former United DC-8-71, leased from GPA. It was returned in MAR 93.

LAP elected to stay with the DC-8 when it leased another, DC-8-71 N8072U. It returned to the U.S. a year later to make way for a DC-10.

The three former United DC-8 aircraft all retained their U.S. registrations while operating with LAP

LAP's DC-8s flew a total of

27,451 hours from 1984 to 1991.

Meanwhile, in 1990, Electra ZP-CBZ was completely overhauled and has been flying since then as a back-up aircraft. Cheaper flights to Montevideo and Buenos Aires have been offered, using this venerable veteran.

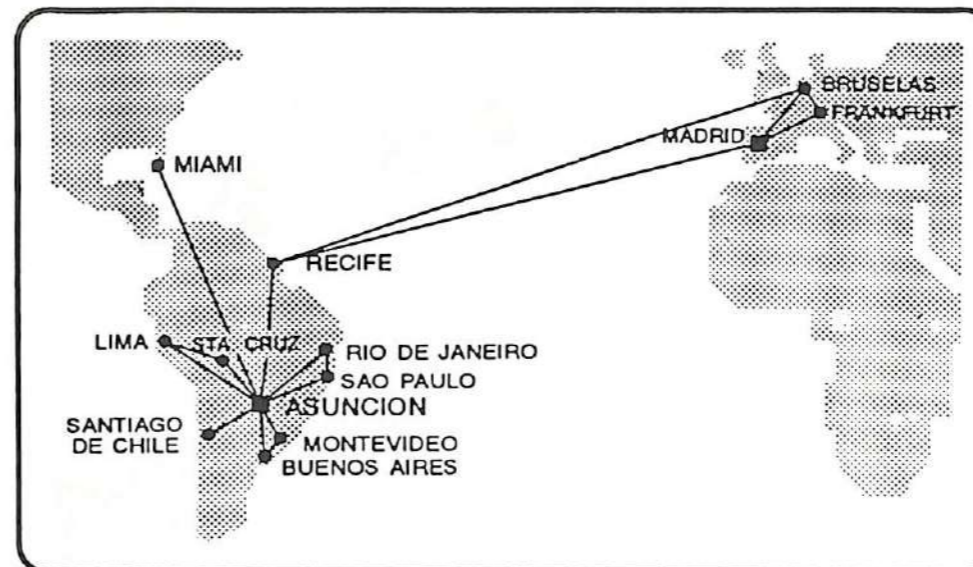
"Wide-body" era

LAP entered the "wide-body" era when it leased a former Wardair Canada DC-10-30 from GPA in JUN 92. The aircraft is used on the services to Europe and to Miami.

Since the 707s were banned from U.S. airports, and the DC-8 was replaced by the DC-10 on intercontinental services, LAP has been using its 707s and DC-8s on regional services. But this has proved to be very uneconomical and the airline began looking for better equipment. British Aerospace offered a BAe 146-300 for evaluation on these services and one aircraft

LOCKHEED L-188C ELECTRA ZP-CBZ AT ASUNCION, MAR 93. THE AIRCRAFT IS BEING USED AS BACK-UP AND FOR LOW-FARE SERVICES TO MONTEVIDEO AND BUENOS AIRES.

Photo by Antonio Sapienza)



CURRENT NETWORK

ZP-CCY, was delivered in MAR 93. It is being used on the Asuncion - Sao Paulo - Rio de Janeiro route.

In 1992 LAP carried 260,000 passengers and 3,578 tons (3,635 tonnes) of cargo.

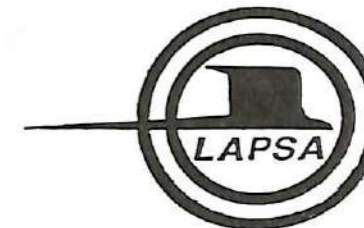
The present organization

LAP at present has about 1,000 employees in Paraguay and in offices abroad. Since 1989 it has used the Gabriel Extended Travel System (GETS) for its reservation system and from 1991 on it has been using the AIR FARE computerized tariffs.

In the past, all members of the executive board and all crews were personnel of the Paraguayan Air Force. The airline did get its first civilian president, economist Julio Romer Ortiz, in 1991. However, he resigned after a few months and was succeeded by Dorino Da Re, an engineer, who was in charge until JAN 93. He was then succeeded by the present chairman, Dr. Aurelio Varela Amarilla.

In DEC 90 the Paraguayan Congress approved new legislation governing LAP. The airline is still 100% owned by the state, but private enterprises are allowed to buy into the airline and it is permitted to start joint-ventures with other national and international airlines. Since 1991 LAP has operated without government subsidy.

In FEB 93 LAP received a new name: Lineas Aereas Paraguayas S.A. (LAPSA)/Air Paraguay. At the same time the airline severed its ties with the air



NEW LOGO FOLLOWING CHANGE OF NAME IN FEB 93. COLORS ARE RED (OUTER CIRCLE ONLY) AND BLUE ON WHITE.

PHOTOS BELOW:

TOP - BOEING 707-321B ZP-CCF (foreground) AND ZP-CCG (tail) AT ASUNCION IN THIS FEB 89 PHOTO.

(Photo by Peter Steineemann, via Antonio Sapienza)
CENTER - McDONNELL-DOUGLAS DC-8-63 ZP-CCH AT ASUNCION, FEB 89. (Photo by Peter Steineemann via Antonio Sapienza)

BOTTOM - JOINTLY OPERATED BY LACSA OF COSTA RICA AND LAP PF PARAGUAY, DC-8-62AF FREIGHTER N810BN, AT MIAMI IN THE SECOND HALF OF 1985. (Photo by Michel Ancaux, via Antonio Sapienza)





force and it has started accepting civilian pilots as crew.

In the past all heavy maintenance on LAP aircraft took place at Israel Aircraft Industries in Tel-Aviv, but now it is being done in Asuncion by Brazilian and Paraguayan technicians. In this area the air force and the airline are still co-operating.

The future

The Paraguayan government is now studying several proposals to transfer LAPSAS to private ownership. Several airlines, including Iberia and SAS, have expressed interest in buying shares. Other interest is being shown by parties in Italy, the Middle East, Austria and Ireland. Nothing has been decided yet, but government officials have said LAPSAS will be offered to Paraguayan interests first. In any case, foreign investors will not be allowed to own more than 49% of the shares with the other 51% remaining in Paraguayan hands.

LAPSAS is planning to open two new routes to the U.S. as soon as it has been privatized and has replaced its aging fleet with more-modern aircraft. New routes under consideration are: Asuncion - Lima - Los Angeles and Asuncion - Caracas - New York (or Asuncion - Miami - New York). Both the U.S. and Venezuela have already authorized

these services.

Although LAPSAS is evaluating the BAe 146-300 on its regional services, it is not certain yet the aircraft will be bought. Another possibility strongly being considered is to lease two 737-300 for regional services and a 767-300ER for longer routes.

LAPSAS is probably the smallest intercontinental airline in the world, but it has carried the Paraguayan flag with pride for 30 years.

LAPSAS at a glance

Present Fleet:

- 1 MDD DC-10-30 (N602DC)
- 1 MDD DC-8-63 (ZP-CCH)
- 1 MDD DC-8-61 (ZP-CCR)
- 3 Boeing 707-321B (ZP-CCE/F/G)
- 1 BAe 146-300 (ZP-CCY)
- 1 Lockheed L-188 (ZP-CBZ)

Destinations served from Asuncion:

Buenos Aires, Montevideo, Santiago, Sao Paulo, Rio de Janeiro, Santa Cruz de la Sierra, Lima, Miami, Madrid, Frankfurt and Brussels.



PHOTOS TOP OF PAGE:

LEFT: DC-8-61 ZP-CCR, CURRENTLY IN SERVICE, AT EZEIZA INT'L AIRPORT, BUENOS AIRES (LAP via Antonio Sapienza)

RIGHT: DC-8-62 N8974U. IT KEPT BOTH ITS U.S. REGISTRATION AND THE COLORS OF A FORMER OPERATOR FOR THE SIX MONTHS IT FLEW WITH LAP. MIAMI, 1990.

(Photo by Michel Anciaux, via Antonio Sapienza)

PHOTOS BOTTOM OF PAGE:

LEFT: DC-8-71 N8079U AT SANTIAGO, AUG 92. (Photo by Antonio Sapienza)

BELOW LEFT: DC-8-71 N8072U AT FRANKFURT, 1991. (Photo by Michel Anciaux, via Antonio Sapienza)

BELOW: NEWEST IN THE LAP FLEET, BAe 146-300, N146PZ (ZP-CCY) AT ASUNCION MAR 93. (Ph. by Antonio Sapienza)



Junkers with one engine

Part 2 of RICHARD KORAN's look at the predecessor of "Tante Ju"



JUNKERS JU 52/1M CF-ARM SITS PROUDLY OUTSIDE THE HANGAR OF THE WESTERN CANADA AVIATION MUSEUM IN WINNIPEG, MANITOBA, CANADA. THE AIRCRAFT WAS CONVERTED FROM A JU 52/3M TRIMOTOR TO REPRESENT THE REAL PRE-WORLD WAR 2 CF-ARM. SUBTLE DIFFERENCES BETWEEN THE ORIGINAL AND THE REPLICA CAN BE SEEN (FOR INSTANCE THE FIN AND RUDDER) WHEN COMPARING THE AIRCRAFT WITH THE GENUINE ONE ON P.40 OF OUR MAR 93 ISSUE.

(Photo by Beverly Tallon, Western Canada Aviation Museum)

THIS IS THE CONTINUATION OF THE ARTICLE FROM THE 1985 WATER FLYING ANNUAL ABOUT THE JUNKERS JU 52/1M. THE FIRST PART APPEARED IN THE MAR 93 ISSUE OF THE CAPTAIN'S LOG.

Most of Canadian Airways' Fokkers, Fairchild's and Bellancas had been adapted to North American-built floats. In April, 1931, Assistant General Manager W.L. Brintnell contacted the Edo Aircraft Corporation, Long Island, New York, to request estimates on a pair of floats for the JU 52. Edo had completed several studies of seaplane Fokkers and Fords, but not surprisingly, kept nothing in stock for larger airplanes.

"The float manufacturer suggested 3-foot units weighing 2,070 pounds (950 kg), including hardware, and costing \$8,725. Edo's opinion was, 'It would not be possible for you to expect very snappy performance.' Later, Canadian Airways reduced the gross weight to 15,000 pounds (6,800 kg). Edo vice-president George B. Post then saw 'no reason to believe that perfectly satisfactory takeoffs should not be secured.'

"In the interests of economy = the Western world was locked in the Depression = Canadian Airways decided to buy the Junkers floats and expected their arrival at Montreal in January, 1932. Eventually, three single-step duraluminum floats arrived in crates (the spare was held

by Customs). They were 36 feet (10.98 m) long and 3.3 feet (1 m) wide. Installed, the undercarriage width, measured 21 feet (6.40 m). From the bottom of the float to the top of the fin, it was 22.75 feet (6.94 m) = a tremendous size for a floatplane, even today ... From June 1 to 24, Canadian Airways' staff worked to prepare the Flying Boxcar for its first flight as a seaplane.

"On a calm June 24, 1932, morning, the 34-passenger CF-ARM was launched and flown 60 miles (97 km) to Lac du Bonnet for testing. During a full-load takeoff, the four-blade wooden propeller delivered 1,500 rpm. Time off the water was 70 seconds. Later, in a 18 mph (30 km/h) wind, the run lasted 33 seconds = unbelievable for an airplane with 685 hp.

"The pilot, G.A. Thompson, reported that in the preliminary test 'Junkers JU 52 on floats has the most remarkable takeoff of any machine I had yet flown.

"Everywhere, miners, trappers, Indians and surveyors recognized the metallic color and wide orange bands of the Junkers as it travelled above the lake-studded bush country and flat, treeless Arctic terrain. Customers included the Hudson's Bay Company and Revillon Freres trading posts. Mining companies and power dam construction firms chartered

flights for dynamite, ore buckets and lumber. Drugged horses and cattle were hog-tied and skidded on board in Quebec, gold sacks were airlifted from depots in Northern Ontario and tons of furs and fish were flown to railside.

"Stu McRorie, who joined Canadian Airways in 1931, flew ARM during a series of trips into the goldfields of north-western Ontario: 'It needed long lakes on takeoff, it took two men to stop the swing.'

"During the first season of operations, the Junkers participated in what was believed to be the first commercial charter in the Barrenlands. Flying to Churchill, Manitoba, on Hudson Bay and then to the Inuit village of Eskimo Point, pilot W.J. Buchanan had to use a boulder-studded shoreline as base. Working a larger aircraft in open sea presented new and vexing problems. Tide, swirling backwaters and winds made beaching extremely hazardous.

"From Eskimo Point, ARM and a pair of smaller W-34, CF-AQW and CF-AMZ, flew numerous trips westward over unmapped territory to Padlei, 160 miles (257 km) inland. By September, one JU 52 load and another for a W-34 remained. Despite engine problems on the Boxcar, which initiated a top overhaul in the field, it seemed the season would draw to a successful close.

"The Junkers carried on for Canadian Airways. By 1941, Canadian Pacific Railway had acquired several airlines across Canada. On December 17, they obtained the assets of Canadian Airways. The Flying Boxcar included in the transaction, operated under the banner of Canadian Pacific Air Services. This line evolved into Canadian Pacific Air. Today, their 'Orange Birds' = 747s, 737s and so forth service domestic and worldwide destinations. (*)

"When engine time expired, the airline considered upgrading ARM with a Rolls-Royce

(*) Remember, this was written in 1985. Canadian Pacific Airlines merged with Pacific Western Airlines in APR 87. The new airline adopted the name Canadian Airlines International on 01 JAN 88 and it repainted its aircraft in a red-blue-grey color scheme.

Merlin, but war production made this impossible. Five (Rolls Royce) Buzzards were obtained, but the torpedoing of the ship carrying the precious power plants sealed the Boxcar's fate.

"The public had long forgotten Canada's Flying Boxcar until a group of Winnipeg enthusiasts formed what became the Western Canada Aviation Museum (WCAM) in 1974. Dedicated to the preservation of their country's colorful aviation heritage, these men and women were keenly aware of ARM's contributions to northern development. They knew that only five of the single-engine Junkers were built, but none existed anywhere in the world.

"The WCAM 'badly wanted a Ju 52 for display purposes' and their 'only alternative was to hope for a chance to obtain one of the tri-motor versions and restore it to represent CF-ARM.'

"On January 25, 1982, WCAM officials bought a Spanish Junkers, one of 170 CASA 352s built under prewar licence agreement in Madrid. The flyable tri-motor had to be ferried from Orlando to Winnipeg ... Canadian pilots with type



experience were not available, but at Winnipeg, the Canadian Armed Forces 402 Air Reserve Squadron volunteered their services. These reservists had helped WCAM in the past to recover museum-worthy relics.

"Volunteer museum members planned to convert the Ju 52/3m CG-ARM to a replica representing CF-ARM. However, time became limited during involvement in the royal visit by Her Majesty Queen Elizabeth II in October, 1984.

When the work was finally completed, "cockpit restoration represented the 1932 layout as bush pilots knew it. Doors and windows were modified, rudder changes were made and bottom

ANOTHER VIEW OF JU 52/1M REPLICA CF-ARM IN THE WESTERN CANADA AVIATION MUSEUM. (WCAM POSTCARD)

portions of front bulkheads were removed ... In the roof, the hatch was not installed, but the basic structure remains ...

"Over 3,500 man-hours went into the job. Most of it was done with the help of old photographs.'

"The Junkers Ju 52 CF-ARM that helped develop Canada's northland is now on display at the Western Canada Aviation Museum in Winnipeg. It stands as a monument, not only to the aircraft itself, but to the pioneers who flew and maintained the world's largest single-engine seaplane."



JUNIOR CREW INSIGNIA

by STAN BAUMWALD

I am showing the Northeast Airlines junior stewardess wing (#1) right off the bat. This wing is the same as the junior pilot wing, but apparently is much scarcer. There is a set in circulation that is bronze color, rather than the bright gold of the original. It got its bronze color because of an error when the owner tried to clean it. My suggestion for if you want to really clean a wing, is to take it to a jeweler. Also for the information for the general collector, this Northeast wing came on a card and there are several of them out there, thanks to a recent find by JOHN JOINER.

ALAN BRILL sent me a photocopy of the new Korean Air Lines wings. Both the junior pilot (#2) and the junior stewardess (#3) wings have a pewter-like finish and are clutch back. He picked them up on one of his recent trips to the Orient.

For people who really like to collect varieties, here is a new one. The first Delta issue (#4) in plastic by Stoffel was somewhat different from the current one (#5). The easiest way to tell the difference is to check the reverse: the name "Stoffel" is much larger on the earlier issue. But the difference can also be seen on the obverse. There is a difference in the spacing between the two parts of the Delta logo and the letters in the name "Delta" have a different thickness. There are some more obvious things to tell the two apart, but please check your collection to see if you have the two varieties. My thanks to JIM GORDON for pointing this out to me.

Air New Zealand has just issued two junior wing items. One is a triangular-shaped pin (#6) that calls attention to the fact it was given out to Pacific flyers and the other is a round button (#7) which certainly appears to be slanted toward the junior flyer also.

98

Photocopies of both were sent to me by SHIRLEY IBSEN, but she did not include any details about color, backing, etc. I hope to have something more to add about this in our next issue.

I was able to work out a trade with DAVE CHERKIS on three items he found recently. One is a new paper wing from Horizon Air (#8). It is quite different from previous issues. The color is purple on a white background and it peels off the paper to stick onto the clothing of a junior flyer. Good for using once and then a throw-away. Next is a Finnair junior pilot issue (#9). This is a puffed vinyl, gold-colored wing with blue logo and name in the bar. The package the wing comes in, is marked "Made in China", however, there is no hallmark on the wing itself. Except for the airline name and logo, it is the same as the America West Airlines wing shown as #7 in DEC 92, p.244).

Dave also found a new Maersk wing (#10). This is a Stoffel

wing an varies from the previous issue in the placement of the star. In the previous issue the top of the star has one point facing north. In the new issue one point of the star is facing south and very noticeable when you look at it. Again, it just goes to prove that every time you find an "old style" wing, you should check it for differences.

BILL STRITZEL sent a photocopy of a 1930s-style wing. Its color is slightly silver and doesn't photocopy very well. I am asking people who make new finds, to send me a color photocopy if possible, because this usually works better when I send it to the editor for printing. The wing sent by Bill is a newspaper premium and says, "THE CALL JUNIOR AVIATORS CLUB" (#11). Personally I like this old-style wing, but you don't see many of them around.

A company called Ronson Aviation out of Mercer County Airport, New Jersey, has issued a very attractive "Master Pilot" wing (#12). Does anybody from

the NJ area know what kind of company this is and why it put out this wing?

For those of us who collect airport wings, I have a few additions. Stoffel produced two different wings for the Edmonton Municipal Airport (#13 & 14) in Alberta Canada. I bet this airport has more junior wing issues than any (*). (Another one was shown in the DEC. 92 issue, #2, p.244.) Stoffel also made wings of the same shape for the Columbus Metropolitan Airport in silver with blue letters, and Port Columbus International Airport.

Here is a "Sky Raiders Club"

(*) The reason is simple. "Muni" as it is locally known, is located right in the heart of the city and is Edmonton's main airport for corporate aviation, for short range traffic and particularly for the air shuttle service to Calgary. However, city council decided to close it and use the land for housing. But Edmonton residents showed more appreciation for this asset than council and they voted in a referendum to keep the airport open. Until then, the airport of course waged a strong public relations campaign. These (and other?) wings were part of this campaign. (JG)

pin (#15) for which there was no place in a previous issue. This pin would fit in the premium category. I have found antique dealers have a lot of this type of junior wings and they charge heavy prices for them: anywhere from \$5 to \$15, depending on what the traffic will bear.

In conclusion, the mystery of Empire Airlines (CAPTAIN'S LOG, DEC. 92, p.244) is now solved. BILL LOVE from Atlanta called me to tell me that the Empire wing being circulated as scarce, is not really scarce. The airline is located in Idaho and I called them to get some information. It appears about 3,000 of these wings were produced and distributed. They are currently out of stock, but they have a new order in with the manufacturer and should have them by the time you receive this issue. Contact Ms. Kim Upshaw, Empire Airlines, P.O. Box 26, HAYDEN LAKE, ID 83835.

That is it for new. Keep the info coming and

Happy Collecting



Home-Owned Scheduled AIRLINE "Serving Western Alaska Since 1934"

ALASKA
INTRODUCING THE COMMERCIAL JET AGE TO THE NEW STATE OF ALASKA WITH NEW, FASTER F-27 PROPJETLINER SERVICE

- QUIET VIBRATION-FREE FLIGHT
- COMFORTABLE PRESSURIZED CABIN
- LARGE PICTURE-VIEW WINDOWS
- CRUISING SPEED 280 MPH

BY FAIRCHILD - POWERED BY DEPENDABLE ROLLS ROYCE

Northern Consolidated Airlines (NCA) took delivery of its first F-27B aircraft on October 31, 1958. This version, specifically designed for NCA, included a mixed cargo and passenger configuration, and was equipped with a large freight door on the left forward fuselage, as well as the aft left side passenger door.

Service was inaugurated December 16, 1958, with the F-27B, and initial flights included: 1) Anchorage-McGrath-Aniak-Bethel; 2) Anchorage-McGrath-Bethel; 3) Anchorage-McGrath-Aniak-Nyak-Bethel; 4) Anchorage-Aniak-Bethel; and 5) Anchorage-Dillingham-Bethel.



ANCHORAGE/FAIRBANKS—McGRATH—ANIAK—BETHEL

City	Day	Time	City	Day	Time
ANCHORAGE	Mo	10:45	McGRATH	Mo	12:30
ANCHORAGE	Tu	11:15	McGRATH	Tu	13:00
ANCHORAGE	We	11:45	McGRATH	We	13:30
ANCHORAGE	Th	12:15	McGRATH	Th	14:00
ANCHORAGE	Fr	12:45	McGRATH	Fr	14:30
ANCHORAGE	Sa	13:15	McGRATH	Sa	15:00
ANCHORAGE	Su	13:45	McGRATH	Su	15:30

ANCHORAGE—KING SALMON—DILLINGHAM—McGRATH—KUSKO POINTS—ANIAK—RED DEVIL—GALENA—BETHEL

City	Day	Time	City	Day	Time
ANCHORAGE	Mo	10:45	McGRATH	Mo	12:30
ANCHORAGE	Tu	11:15	McGRATH	Tu	13:00
ANCHORAGE	We	11:45	McGRATH	We	13:30
ANCHORAGE	Th	12:15	McGRATH	Th	14:00
ANCHORAGE	Fr	12:45	McGRATH	Fr	14:30
ANCHORAGE	Sa	13:15	McGRATH	Sa	15:00
ANCHORAGE	Su	13:45	McGRATH	Su	15:30

Effective March 1, 1961

BONANZA AIR LINES
 Silver Dart Jet Props



SYSTEM SCHEDULE
 Silver Dart Jet Props

ALL FLIGHTS
 SILVER DART
 EQUIPMENT

SALT LAKE CITY / RENO / LAS VEGAS — PHOENIX
 READ DOWN

City	Day	Time	City	Day	Time
SALT LAKE CITY	Mo	10:45	PHOENIX	Mo	12:30
SALT LAKE CITY	Tu	11:15	PHOENIX	Tu	13:00
SALT LAKE CITY	We	11:45	PHOENIX	We	13:30
SALT LAKE CITY	Th	12:15	PHOENIX	Th	14:00
SALT LAKE CITY	Fr	12:45	PHOENIX	Fr	14:30
SALT LAKE CITY	Sa	13:15	PHOENIX	Sa	15:00
SALT LAKE CITY	Su	13:45	PHOENIX	Su	15:30

PHOENIX / LAS VEGAS — LOS ANGELES

City	Day	Time	City	Day	Time
PHOENIX	Mo	7:20	LOS ANGELES	Mo	10:00
PHOENIX	Tu	7:43	LOS ANGELES	Tu	10:23
PHOENIX	We	8:06	LOS ANGELES	We	10:46
PHOENIX	Th	8:29	LOS ANGELES	Th	11:09
PHOENIX	Fr	8:52	LOS ANGELES	Fr	11:32
PHOENIX	Sa	9:15	LOS ANGELES	Sa	11:55
PHOENIX	Su	9:38	LOS ANGELES	Su	12:18

Bonanza schedules from March 1, 1961, illustrate F-27's utilized on all flights.

Effective March 1, 1959

BONANZA AIR LINES

13 YEARS OF SCHEDULED SERVICE

Effective April 26, 1959

BONANZA AIR LINES

JET-PROP SILVER DART NOW SERVING THESE CITIES

LOS ANGELES · YUMA
 PHOENIX · SAN DIEGO
 LAS VEGAS · EL CENTRO
 SALT LAKE CITY · RENO
 and SANTA ANA

13 YEARS OF SCHEDULED SERVICE

Effective Oct. 25, 1959

BONANZA AIR LINES

INTRODUCING JUDI B. BONANZA'S SYMBOL OF SERVICE

14 YEARS OF SCHEDULED SERVICE

Effective March 1, 1961

BONANZA AIR LINES

1st all jet-powered airline in America!

Serving California, Arizona, Nevada and Utah

Bonanza "gets you there faster!"

Right: Pacific Air Lines inaugurated F-27 flights in April 1959.

PACIFIC AIR LINES

Formerly SOUTHWEST AIRWAYS

EFFECTIVE DATE APRIL 26, 1959

17th YEAR OF SCHEDULED SERVICE

NOW! STOCKTON-LOS ANGELES COACH

\$18.00 ONE WAY

SYSTEM TIMETABLE

Now... ROLLS-ROYCE

JET-POWERED F-27's

RADAR Equipped

PACIFIC AIR LINES

Bonanza inaugurated F-27 service March 29, 1959 (schedule at left). Initial flights included: 1) Reno-Las Vegas; 2) Las Vegas-Phoenix; and 3) Salt Lake City-Phoenix. Timetable (second from left) shows familiar view of Bonanza F-27 over Boulder Canyon and Colorado River with Hoover Dam and Lake Mead in background. Judi B. (on timetable third from left), airline stewardess, was Bonanza's symbol of in-flight service. On November 1, 1960, Bonanza phased the last of its DC-3's out of service and became the first all jet-powered airline in America (as illustrated on the cover of the March 1, 1961, timetable at right).

SAFETY CARDS

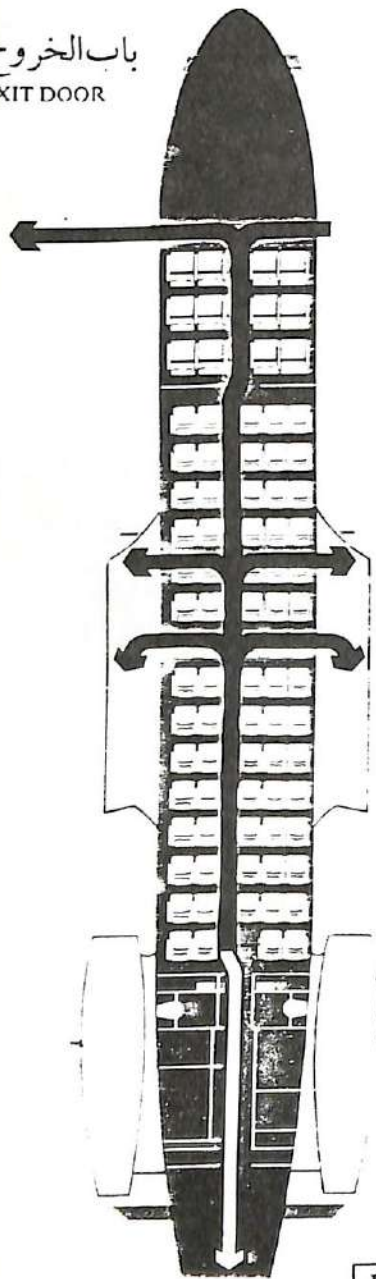
©1993 Robert Neal Marshall
 some materials submitted by Pat McCollam

Caravelle



This article is dedicated to John Wegg, who I understand is a great devotee of the Caravelle.

باب الخروج
EXIT DOOR



Certainly one of the more unusual looking airliners, the Caravelle still holds a fascination for many. Besides its finely tapered "Comet" nose, one of the most unique features that sets the Caravelle apart from most other aircraft are its triangular passenger windows. Looking not unlike a giant Vick's throat lozenge, these oversized portals offered the passenger an almost wide angle view of the scenery below.



Although a mainstay of European Short and Mid range transportation, the Caravelle has seen life in almost every part of the World. United Airlines was the only major US operator of the Caravelle in the 1960's, however, TWA had an option on several Caravelle that were not taken up. In the US several have seen life with Charter companies or as Corporate jets. Air France and Air Inter, of course, were primary operators of the French built craft. Swissair, Finnair, Alitalia and Luxair were major operators and Caravelles could be found in the fleets of Air Afrique, China Air Lines, Cruzeiro do Sul and Thai Airways.

CORDA
ROPE
CABLE
SOGA
NOTSEIL

Left above: Syrianair Caravelle Exit Map.
Right: Air France Caravelle

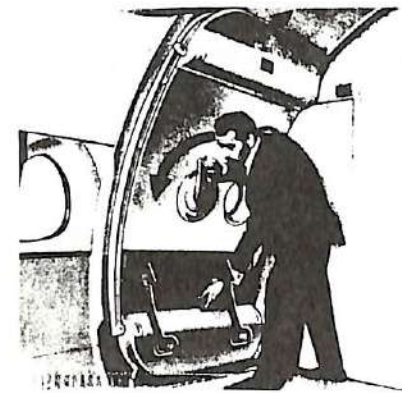
Consignes de sécurité

CONSIGNES DE SECURITE • SAFETY INSTRUCTIONS • CONSIGNAS DE SEGURIDAD

Vitesse croisière max.: 850 km/h Altitude max.: 12 000 m Longueur totale: 32,01 m Envergure: 34,3 m 2 reacteurs Rolls-Royce-Avon Mark 533 R avec reverse Consommation moyenne: 5000 litres de kérosène par heure de vol Nombre d'équipage: 2 pilotes, 4 hôtesses	Max. Cruising speed: 530 MPH Max. Flight altitude: 39,300 ft Length: 106 ft Wing span: 112 ft 2 Rolls-Royce-Avon Mark 533 R with thrust reversers Fuel consumption: 1100 gallons per hour Crew: 2 pilots, 4 hostesses	Max. Reisegeschwindigkeit: ca. 850 km/h Max. Flughöhe: 12 000 m Länge: 32,01 m Spannweite: 34,3 m Antrieb: 2 Turbinen-Luftstrahltriebwerke Rolls-Royce-Avon Mark 533 R mit Schubumkehr Durchschnittlicher Treibstoffverbrauch pro Flugstunde: 5000 Kerosin Besatzung: 2 Piloten + 4 Hostessen
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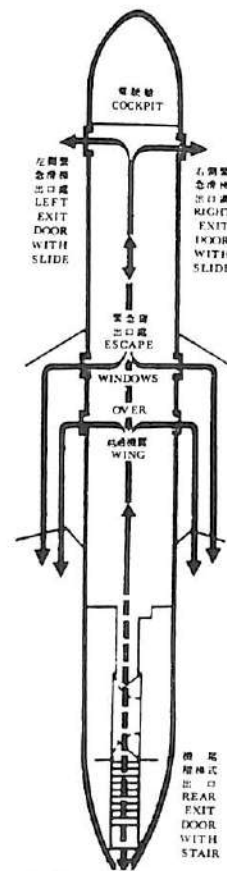


Above: Luxair Caravelle Statistics
Below Left: Sabena Main Exit



The Caravelle was not a very large aircraft, initially carrying less than one hundred passengers on short haul flights. Later stretched versions carried a greater number of passengers. Typically used in a "DC-9" configuration of two-aisle-three, Galleys were in the rear, aft of two lavatories. Passengers entered either through a main passenger door on the forward left

緊急出口面
EMERGENCY EXITS & ESCAPE PLANE



China Air Lines Exit Map

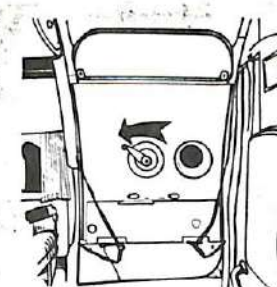
hand side of the aircraft or up rear stairs, not unlike the 727 or Martin 404. Front row passengers typically had the main exit doors right next to them without the addition of an entrance way divider. The main exit door had a "wind-up crank" rotating handle that was turned counter-clockwise. The exit door was then lifted up towards the ceiling. Across from this main door, on the right hand side, was a smaller service/exit door also operated by a rotating handle two rotations to the left. This door, however, opened into the cabin as a typical door into a room would. Both doors had small round windows to the forward side of the exit handles.

Four overwing exits, two on each side of the aircraft, operated much as other window exits did, a handle pulled open the window and the entire hatch could be removed.

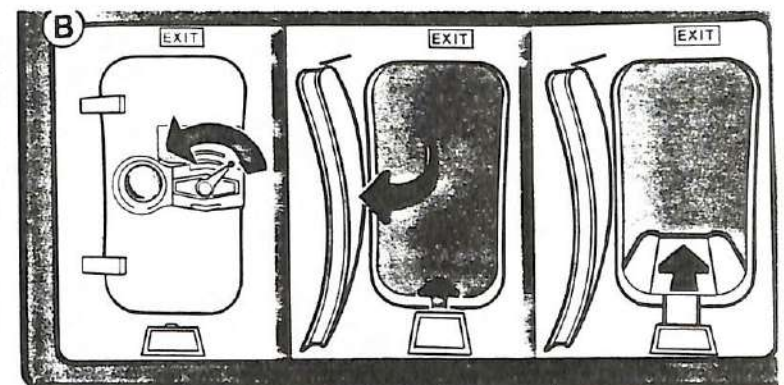
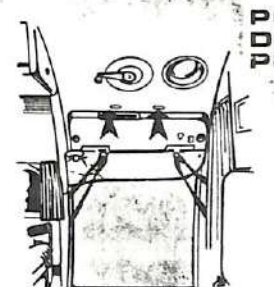
緊急時須知 EMERGENCY INSTRUCTIONS

卡拉維爾型機 CARAVELLE SE-210

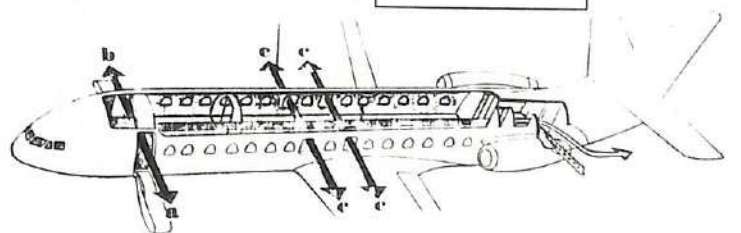
TAP Caravelle Exit Door



PORTA DOOR PORTE

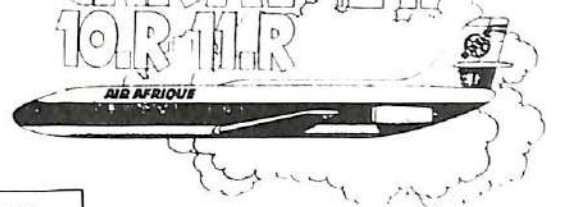


Air City Exit Door



Later on, the Caravelle could be found in the fleets of lesser known Middle East and South American carriers or in Government service. According to Jane's World Aircraft Recognition Handbook, fifth edition, twenty nine Caravelle are still in operation.

CONSIGNES DE SECURITE SAFETY INSTRUCTIONS CARAVELLE TOURNEUR



CARAVELLE JET MAINLINER

FOR YOUR SAFETY. Know how to move out of this airplane fast. There is fire-danger any time a landing is other than normal—particularly when the airplane structure is damaged.

Below is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study how they are opened and also the procedure you should assume during an emergency landing. When leaving, move to the exits immediately. Do not go back for coats, purses, or other personal items.

A WORD ABOUT YOUR SEAT BELT—Rough air (turbulence) at high altitudes, although infrequent, can be severe. When the seat belt sign is lighted in-flight, please comply with the sign to prevent possible injury. Seasoned air travelers usually leave their seat belts fastened all the time and pull them up snug whenever the seat belt sign is lighted.

HOW TO OPEN EXITS

LEFT EXIT DOOR

(1) Crank handle 2 revolutions to the left.

(2) Lift door so overhead.

RIGHT EXIT DOOR

(1) Rotate handle to left.

(2) Pull door inward.

AFT PASSENGER DOOR

To Open: (1) Slide lever down and to the left. (2) Pull door inward.

WINDOW EXITS

(1) Pull cover open.

(2) Rotate handle and pull inward. (3) Crank handle and pull inward. (4) Eject window as then illustrated.

BRACE POSITION

Design characteristics seemed to remain rather consistant from model to model over the years. One interesting note is that in the United Caravelle, the right side service exit slide was located in the ceiling above the door. The door had to be opened first to clear the way, then bars were pulled which caused the slide to drop out the opening. The bars then had to be attached into fittings on the floor. I still don't know how this was all supposed to work when time and rapid evacuation were to be the most important factors!

As with so many other safety cards, the Caravelle's earlier cards had that design flair popular with early sixties production artwork, yet they had a more verbose and technical feel. As the years went on and styles changed, Caravelle cards too became more sylsh and modern in design.



HOW TO USE THE EMERGENCY OXYGEN MASK

1. WHERE TO LOCATE MASKS. On Caravelle the oxygen masks are located in the aisle seat back of the two place seats. Should decompression occur above a certain altitude, the compartments containing emergency oxygen masks will automatically open.

RIGHT FORWARD SERVICE DOOR

1 After door is open, pull off cover plate and discard.

2 Grasp bar as indicated and pull down. This action unlocks compartment.

3 Maintain grasp on bar as panel opens and slide packet drops to floor. A push will drop slide out cabin door.

4 Place bar into retainer fittings located on either side of door at the cabin floor level.

LEFT FORWARD PASSENGER DOOR

1 Pull red ring to release slide compartment cover.

2 Crank door handle 2 revolutions to the left.

3 Lift door to overhead "Open" position. (Slide then falls free to floor as door is lifted overhead.)

4 Push slide out cabin door.

5 When using slides it is important that ladies remove heels to avoid damaging slide. The correct procedure is sit in slide as illustrated. If that it is necessary for seamen to hold the slide by pulling on the handles near bottom.

As recently as two years ago there were two prime Caravelle available for outside viewing in Tucson, Arizona. At the far end of Tucson airport is a company that renovates Viscounts for corporate use. An all silver Caravelle used to be parked out in the field. I was told at the time that particular aircraft was a former United jet. Another Caravelle is parked at the Pima Air Museum which is now in corporate jet colors. By the registration number, this aircraft is definitely an Ex-United Caravelle.

CONSIGNES DE SECURITE * SAFETY REGULATIONS

UNITED
AIR FRANCE
SYRIANAIR
AIR AFRIQUE
TAP
SEGURANCA
SABENA

EXIT
Panneau indiquant la position des issues de secours
EMERGENCY EXIT POSITION

OUVERTURE D'UN HUBLOT
OPENING OF A WINDOW

1 OUVREZ LE VOLET / PULL COVER OFF
2 TIREZ LA POMME RONDE / GRASP RED HANDLE AND PULL
3 LIBEREZ L'OBJET, Poussez LA A L'EXTERIEUR / DISCARD ENTRY WINDOW THROW IT OUTWARD

Collector's Quiz

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

A.
Airline: _____
Aircraft: _____

B.
Airline: _____
Aircraft: _____

C.
Airline: _____
Aircraft: _____

D.
Airline: _____
Aircraft: _____

E.
Airline: _____
Aircraft: _____

ANSWERS

A. Trump, B-727S
 B. Pan Am, B-727
 C. Air Rhodesia, DC-3
 D. America West, B-737-300
 E. Sabena, Caravelle

WHAT IS IT?

by KEN TAYLOR

Recently I read the book "Unfriendly Skies" by Captain X and Reynold Dodson, published by Doubleday in 1989. Within the first couple of paragraphs is this essay:

"Why I want to be a pilot."

"I want to be a pilot when I grew up because it's fun job and easy to do. That's why there are so many pilots flying around today.

"Pilots don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps so they can find their way if they get lost.

"Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or motor falls off, they should stay calm. Pilots have to have good eyes to see through clouds, and they can't be afraid of lightning or thunder because they're closer to them than we are.

"The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think plane flying is dangerous, except pilots don't be- cause they know how easy it is.

"There isn't much I don't like, except that girls like pilots and all the stewardesses want to marry pilots so they always have to chase them away so they won't bother them.

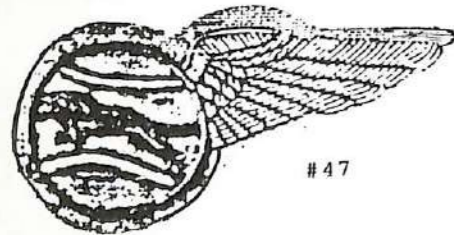
"I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I'd have to go to work.

Essay by a ten-year-old boy"

To you people who fly, sorry about that, but I thought this to be a rich gem.

Answers:

I received only a few letters with answers to past problems this time. The first came from BOB MENDELSON, who identifies



#47

#47 (DEC 92) as being from East African Airways



#51

and #51 (DEC 92) of Iraqi Airways.



#53

STAN BAUMWALD places #53 (DEC 92) in Malaysia as a wing of Malaysia Air Service. They fly charter service out of Kuala Lumpur and the wing is manufactured in the Philippines.



#41

I like to go back to item #41 (SEP 92). I wonder if the "propeller" projections outside the circle do represent the axis of the globe. The globe on my desk is 23° off the perpendicular and so are the projections on the logo. I see that logo as a globe (KT).

New problems:

Sometimes strange things happen with all the electronic gadgets we have surrounded ourselves with. Printers fail to print, photocopiers fail to photocopy and I lost a page. Here is it, from six months ago:



#54



#55

#54 and 55 were both found in Korea. I think #54 is from Starlight Air, but I don't know where they are from, or any other information. However, I am sure Diane Abbot of California Wing Specialties has the answer. I have seen both of these wings pictured on a postcard from California Wing Specialties. Could you, please, Diane?

As life goes on, there seem to be many more questions than answers. Denise Breault asks what the hat badge (#73) is that she recently acquired.

"I honestly don't know if this is aviation or not," she writes. "For all I know, it could be the hat badge of a bus or street-car conductor. The badge did come in a "pilot" hat a blue-grey with black, patent-leather brim. The color of the



#73

badge is gold but is not made of gold, or even gold plated. It is a light-weight metal," she said, but she is not sure what it is. The badge is in one solid piece with two screws to hold it into the hat.

The following text is imprinted on the back of this badge:

DeMoulin Bros. & Co.
Greenville, Ill.
Pat'd Feb. 18, 1957
Pat. Non. 24277



#74

#74 is from JIM GORDON. He writes, "I think this is a gift shop item, but let's put it in the CAPTAIN'S LOG and be sure. At the top it reads "IDLEWILD AIRPORT" and around the rim of the circle in the center it says "STATE OF NEW YORK".

BOB BULLERS sent a letter with Xerox pictures of several badges he recently purchased, all without identification. Well, Bob, a couple of those fall into my court:



#75

#75 is a bronze colored shield-type cap badge with "CANADIAN PACIFIC Air Service" inscribed. These are usually found unfinished, not enamelled and unlugged, though I have seen one example fully enamelled with a screw post on the rear and the word "Security" added. These are from the very early days of Canadian Pacific Airlines and from information I was able to find, these are prototype badges from FEB or MAR 42, while the company was known as Canadian Pacific Air Service.

My (KT) sample of these badges came from Jack Caldwell, a Royal Canadian Air Force pilot on loan to the new Canadian Pacific Air Lines as a pilot. Jack piloted navigator training flights out of St. Jean, Quebec under the British Commonwealth Air Training Plan of World War

2. His service with Canadian Pacific was from 1942-43 (KT).

The next one, (#76) is the centerpiece of the approved cap badge of Canadian Pacific Air Lines. This badge was in use



#76

from 1942 until 1946. The complete cap badge is shown in #76A (KT).

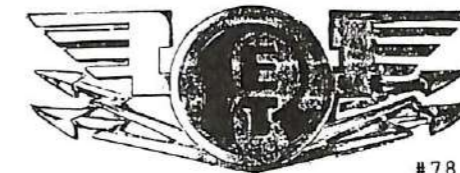


#76A



#77

#77. Bob Bullers would also like to know "Who is this". The basic color is gold with light blue, dark blue and black enamel.



#78

#78. Who, when and where? The basic color is silver with a red enamel center and R E T in silver.



#79

#79. The same design as the previous item, only the lightning flashes at the bottom are absent. The basic color of this one is gold with the same red

in the center. Any ideas? My example of this wing came to me in the late 1970s from a Canadian soldier stationed in Rhodesia during the Ian Smith regime (KT).



#80

#80 is a cap badge (I think), but from whom, where and when?



#81

#81. Is someone able to identify this Golden West Airlines badge? Is it from the well-known California commuter airline, now out of business?



#82

#82. This pin-back badge or button is a Canadian Airlines International staff protest item. It indicates they do not want their airline to merge with Air Canada to form Canada's "Mapleflot". The colors are a red maple leaf on white, a black cross bar and outer rim, and white text. Issued during 1992.

Thank you everyone who contributed to this grouping. Do you have an unidentified item? Send me a photo or a good Xerox copy and let's see where it goes. My address is on the inside front cover of this (and every) issue.

AIRLINE HAPPY HOUR

by AL S. TASCA

Sorry to have missed a couple of issues of the Happy Hour, but Hurricane Andrew damaged my hobby room, although most of my collectibles survived. I now have everything in the office and I couldn't even see my computer for a while, much less get to it. Then, when I did get to it, it died on me (moisture must have gotten into it). It is too old to find anyone to repair it and until I get a new one, such as the AMIGA 2000 I have my eye on, I'll be doing all my writing the old-fashioned way and have my wife type it up on her computer.

On with the column and some of my latest acquisitions.

Fig. 1 is a 5" (12.7 cm) long by 1/8" (3.2 mm) wide stick from Jetlink. It has a two-sided convex-shaped shank and a flat point. The only color I know of is red and it has no manufacturer's name on it.

Fig. 2. This 5.25" (13.3 cm) long by 1/8" (3.2 mm) wide Pan Am stick is a sample from the manufacturer given to me by new WAHS member Joe Smith of Texas. He doesn't know it it was ever used by Pan Am, but if it was, we have three different styles of the bat-shaped Pan Am stick. Just as with the other two styles, the logo and name are raised and the center of the front "bat" part of the shank is concave with a narrow ridge around it. This stick is very flimsy and comes in charcoal grey. The reverse has the manufacturer's name "Spir-it USA" at the wide part of the "bat"-shaped end.

Fig. 3 is another sample stick given to me by Joe Smith. It is 5.5" (14 cm) long and is from Markair, a carrier from Alaska previously known as Alaska International Air. It has a flat shank and raised name with the "air" part having engraved lines. The manufacturer's name, "Spir-it USA", is on the reverse and again, I don't know if it was ever put into production for the airline or not. The color is maroon.

Fig. 4 is an issue from Southwest Airlines and also

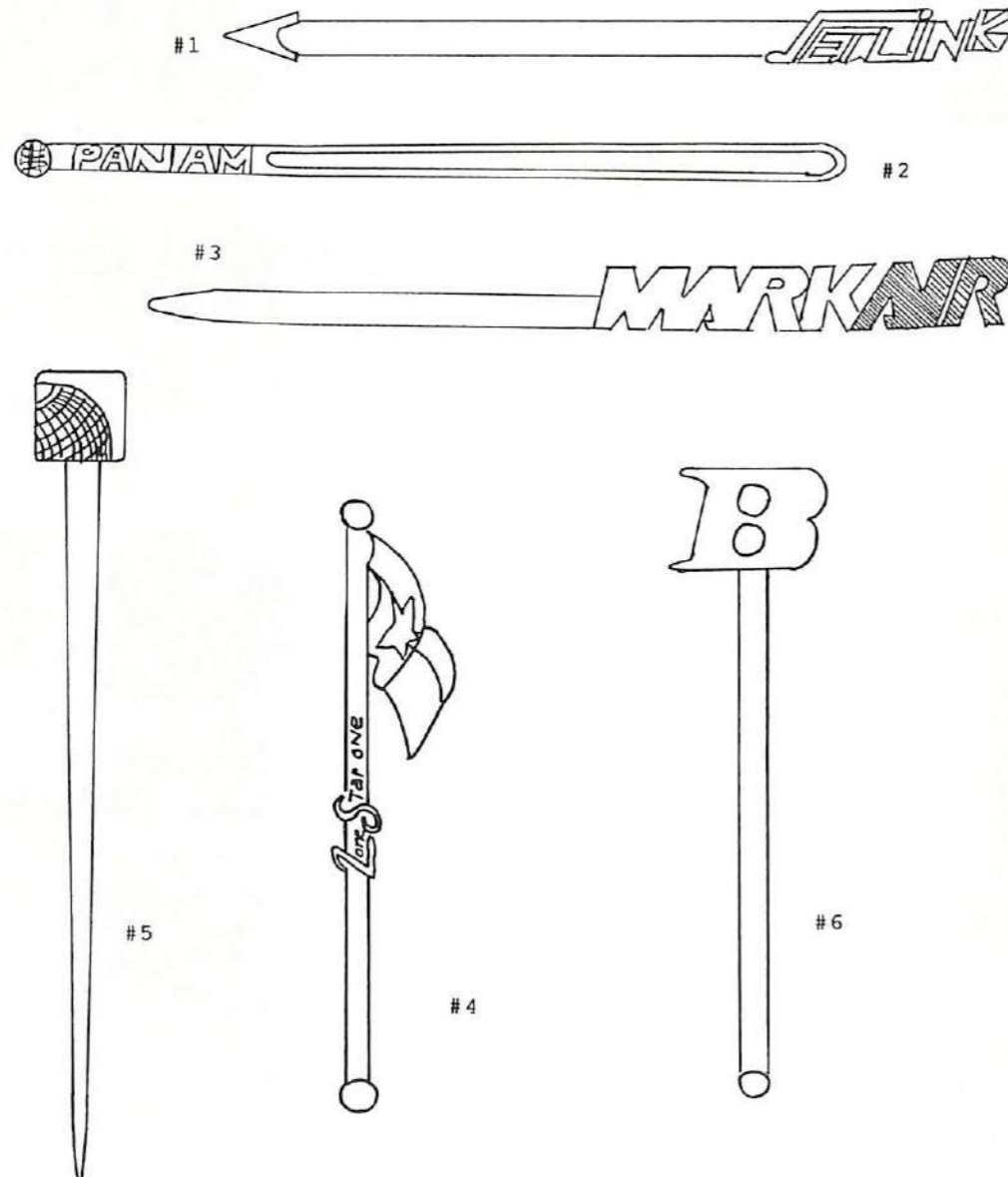
came to me via Joe Smith. This stick, just like the Shamu stick shown in the CAPTAIN'S LOG of MAR 89, was used on the aircraft with colors in the same theme. It is 4 3/16" (10.6 cm) long and is one-sided with a flat shank and a bubble end. The text on the shank is raised and is in red, but the flag is flat. It has a white star over a dark-blue top and red bottom. Just forward of the bubble end on the reverse, is the manufacturer's name, "zoo piks Dallas."

Fig. 5 is an all-dark-blue, 5.5" (14 cm) flat Continental

stick with the new logo raised on both sides. The manufacturer's name "Spir-it USA" is just forward of the pointed end.

Fig. 6 came from the former Bonanza Airlines. It is all-white, one-sided, flat and measures 4.5" (11.4 cm). The two holes in the "B" are hollowed out. There is no manufacturer's name on this stick.

For the next column, I will try to show Pan Am sticks as a tribute to the now-departed airline.



SWISSAIR DC-10 postcard published by the Rhein-Main Aviation Society.

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

by
Paul F. Collins

I would like to apologize for the delay in getting out this issue of the LOG. As mentioned in the last issue, I have been relocated to Jacksonville, Florida, and am in the process of settling in. These past several months have been very stressful and I really appreciate you folks hanging in with me on this move. You will receive all four issues of Volume XIX. although they (the next two issues) might be a little late in coming!

Airliners Int'l 93 seemed to be a success. Due to being in training during the time of the convention, I was able to attend the show this year on Saturday only. I tried to meet with as many of you that I could, but if I didn't get a chance to talk with you, I will make up for it in 94 in Atlanta. I will be there for the whole show. I have received some feedback from members attending AI 93. It was sort of split 50/50 between really enjoying themselves to several stating that they were really disappointed with the setting for the 93 affair. Whatever the feelings of those attending, it seems like there were a lot of dealers and it looked to me like everyone was having a great time. Quickly looking over the tables, it seemed like there was a lot of material available. On behalf of those attending I would like to offer a big THANK YOU to Bob and his committee for putting on a very enjoyable show.

At the convention business meeting on Friday evening, Phoenix, AZ was voted the site of the 1995 convention. The Atlanta (AI 94) committee confirmed its selection as the site for 1994. We will be having additional updates on the two convention sites named. The 1996 AI convention will be hosted by the Society staff at a site yet to be named. This will be the 20th AI and we look forward to putting on a great show that you will remember for years to come. We have a great task before us as just about every AI convention has been super.

One additional comment on the convention this year and then we will move on. Several members complained about the number of bogus or fake crew insignia that was present at the show this year. This is a growing problem and one that should be addressed. I don't have the answer on how we can stop those people at the convention and mini-conventions from presenting bogus wings to those members and guests in attendance. This is a problem that should be handled by a committee made up of those dealing in wings.

If anyone would be interested in chairing such a committee, please advise and we will get this group started. If you wish to be a member of this committee, please advise and I will connect you with the chairperson. Any and all results from committee meetings will be published in a future issue or issues of the LOG.

Once again I would like to hear from anyone out there that would be interested in advertising their product or service within the pages of the LOG. If you or someone you know has a product or service that our members would be interested in knowing about let us know at HQ their name and address and a little about their service or product. We will then contact this person or company and follow up with sending them a rate sheet. We do appreciate all those that have advertised within the pages of the LOG over the past several years and hope that you remain with us.

The Official 1993 Membership Roster has been included with this issue of the LOG. For those of you that use the roster, I'm sorry for the delay in getting it to you. The list is current through August 15, 1993. Any renewals or new members received after that date will be listed in the update that will be mailed with the next issue of the LOG.

Now that I have moved to the Sunny South, please take note of my new address and telephone number. If you should have any problem regarding your subscription to the LOG or anything at all about the Club you don't understand, please contact HQ as below:

WAHS
c/o Paul Collins
13739 Picarsa Drive
Jacksonville, FL 32225
904-221-1446

Please write this information where you won't lose it!

Our memberships have picked up along with a good number of renewals. We would like to welcome all new members and say thanks to those that are renewing. Once again we are trying to establish a Society policy on how to handle new members and what to send them when they join. This is the NEW POLICY and will go into effect with the NEXT issue of the LOG. All new members will receive the first two issues of each volume of the LOG. Those joining after the first two issues have been mailed will have their membership begin with volume 21, issue number 3. Please see the new roster for information on how the new policy will work.

There are a few other things we need to talk about but they can wait until the next issue. Until then, happy collecting.

Paul

MEETINGS & CONVENTIONS

SHOWTIME!

For those hosting mini-conventions, the CAPTAIN'S LOG will maintain a listing of such shows at no charge to the host/sponsor. Please send in your information as soon as you have set your show date. We will list your show in the same format as Dick Wallin and Hal Turin have established. If you wish to place a display advertisement in the LOG, write for the 1993 advertising rate sheet. We will give you as much support as we can to make your show a success. Send all information to "SHOWTIME-WAHS" 13739 Picarsa Drive, Jacksonville, FL 32225.

DATE	CITY	SHOW LOCATION	PROMOTOR
Sept 18, 1993	Atlanta, GA	Sheraton Atlanta Airport	Bryant Pettitt/John Joiner, Box 634 Clarkson, GA 30021 404-292-6969 and 404-487-3732
Sept 25, 1993	Los Angeles, CA	Viscount Hotel Airport Blvd	Tim Williams/John Dekker, Box 820, Seal Beach, CA 90740 301-598-4033 and 714-536-3858
Oct 2, 1993	Chicago, IL	Holiday Inn Willowbrook, IL	Greg McCoy/Chuck Thompson, Box 389001, Chicago, IL 60638 312-735-9342 and 708-499-5382
Oct 30/31 1993	Santa Monica, CA	Museum of Flying Santa Monica Airport	Flying Colors Aviation Photo Compe- tition. James Paules Group, 23233 Saticoy Bldg 105/Suite 208, West Hills, CA 91304 818-883-9248 for information.
Oct 30, 1993	Miami, FL	Sheraton Riverhouse Miami Airport	Don/Linda Levine, 1836 N.E. 213 Lane, Miami, FL 33179 305-935-1791
Nov 6, 1993	San Francisco, CA	Grosvenor Airport Inn	Tom/Sue Dragges, 526 Ventura, San Mateo, CA 94403 415-574-8111
Dec 4, 1993	St Louis, MO	Holiday Inn Airport North	Art Weiss, 6757 N Euclid, Gladstone, mo 64118 816-455-7164

There are a number of shows planned for 1993. I have a lot of dates and places but no names to go with them as yet. When I get the names of the hosts, I will list them in the next issue of the LOG

Jan 21/22 1994	Long Beach, CA	Holiday Inn Long Beach Airport	Phil Martin, Box 91051, Long Beach, CA 90809 310-436-6701 or Dave Cherkis 310-821-1997
Feb 26, 1994	San Diego, CA	Ramada Hotel Bay View	Fred Chan/Tony Trapp P.O. Box 473 Burtonsville, MD 20866 410-381-4626
Mar 19, 1994	St Louis, MO	Holiday Inn Airport North	Fred Chan/Tony Trapp P.O. Box 473 Burtonsville, MD 20866 410-381-4626 and 703-938-0175
April 23, 1994	Washington, DC	Roselyn Westpark Hotel Arlington, VA	Fred Chan/Tony Trapp P.O. Box 473 Burtonsville, MD 20866 410-381-4626 and 703-938-0175
May 13/14, 1994	Phoenix, AZ	Holiday Inn Airport	Alan Merkle 107 E St John Road, Phoenix, AZ 85022 602-993-8276

This listing is current as of August 20, 1993. Any information received after this date will be listed in the next issue of the LOG.

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

The Golden Years." The only problem is that most of the book came right out of one of Don's books, "Nostalgia Panamericana." Don would like to contact Mr Prior because all of Don's material is copyrighted and Mr. Prior took the liberty of using the material without permission. So, if anyone knows the location of Mr. Rupert Prior, please contact Don Thomas at 1801 Oak Creek Drive, Dunedin, FL 34698.

Wings of Excellence of Shawnee Mission, KS advises that they have a few extra copies of "American Airlines Flight Attendant History" still available. These books are selling for \$25.00 plus \$3.50 shipping and handling. This is a limited edition printing. The book is hard cover, 210 pages, containing 450 photos from 1933 to 1993. If interested send your order along with a check/money order to AA Book, Wings of Excellence, P.O. Box 7864, Shawnee Mission, KS 66207. Tell them you heard about the book from the WAHS.

Jim Phillips of Savannah, GA is interested in getting a collectors organization started in North Florida, South Georgia and South Carolina area. A meeting will be held on Saturday, October 16, 1993 for anyone interested in helping the group get started. The meeting will take place at 2611 Seaboard Coastline Drive, adjacent to the Savannah Amtrak station starting at 1:00 PM. Further information and/or a map is available by calling 912-927-1468 or writing Jim at 303 Windsor Road, Savannah, GA 31419.

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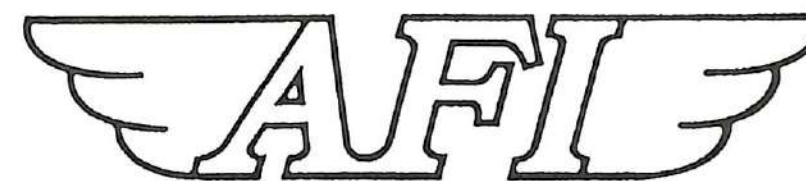
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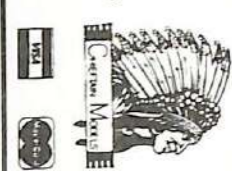


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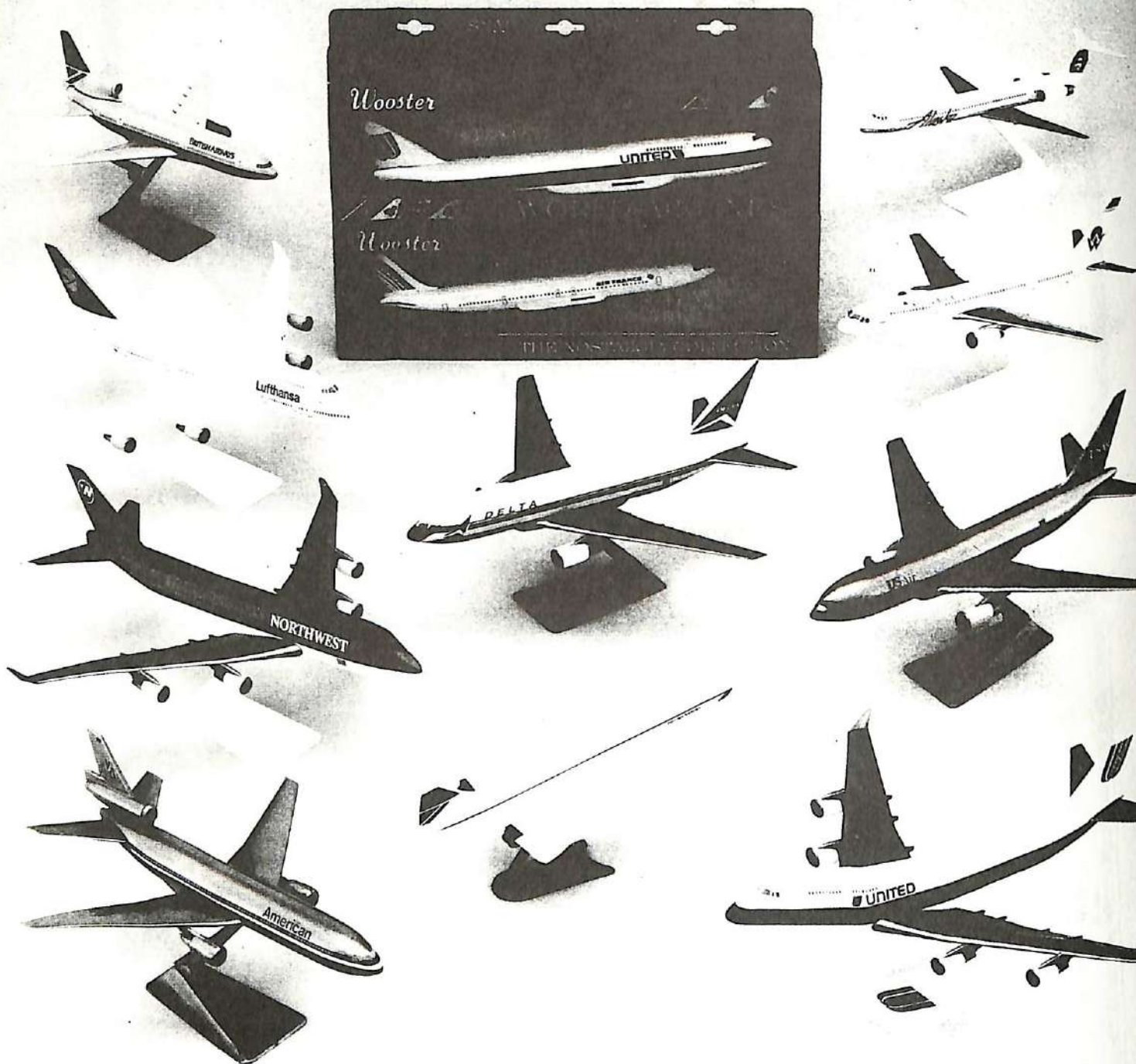
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