



CAPTAIN'S LOG

"The Airline Memorabilia Collector's Quarterly"

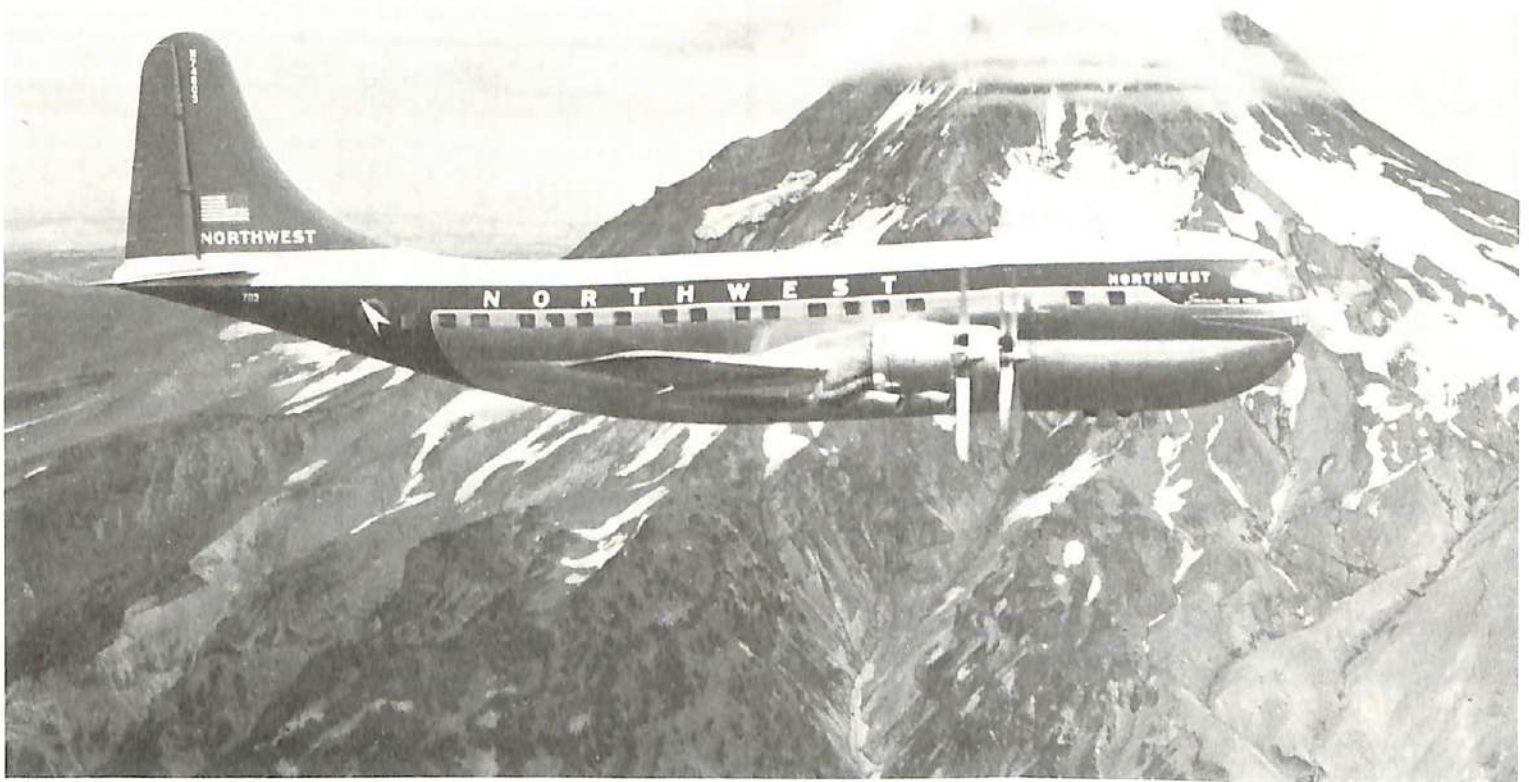
Vol. 19, No. 3
September '93

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BOSTON-LOGAN, Pt. 2

AI '93 MODEL CONTEST WINNERS

JOHNSON'S WAX CARNAUBA EXPEDITION



Northwest Airlines inaugurated Boeing Stratocruiser service in July 1949 between Chicago and Minneapolis. The following year they began service on the airline's coast-to-coast route and to Hawaii and Alaska. In 1952 they began flying the route to the Orient.

IN THIS ISSUE, GEORGE CEARLY looks at Northwest time tables from the airline's early years to the end of the propliner era in the late 1950s. JAN KOPPEN describes what goes into the turnaround of a NW DC-10-40 at AMS.

The photo shows N74603, "Stratocruiser New York" flying past Mt. Rainier. Passengers loved the 83-seat "Strat," but airline accountants took a dim view of its high cost of

operation, with high break-even point of between 75 and 80%. The beginning of the end for the NW Stats came in 1953, when the airline took delivery of its first DB-6Bs, followed by Super Constellations two years later. N74603, msn 15949, was traded in to Lockheed in October 1959 and ended its life being cannibalized for Super Guppy spares at Mojave in the mid-1960s while in the ownership of Aero Spacelines. Published airliner fleet and productions lists say this aircraft was named "Stratocruiser Chicago" and later "Stratocruiser Seattle-Tacoma", but this photo shows the name "Stratocruiser New York" on the nose below and slightly forward of the name "Northwest". (Boeing photo/J.Gerritsma files)



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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.

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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
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Airliners International
1994
June 23 - 26

LEFT:
The ever-popular Airliners International convention will be held in Atlanta, GA in 1994. Registration information was enclosed in the JUN 93 issue of the CAPTAIN'S LOG. If you missed it or need extra forms, write to: Airliners International, P.O. Box 45097, Atlanta, GA 30320. The 1995 convention is scheduled for Phoenix, AZ. Further details will be announced at next year's AI.

RIGHT:
Scene at AI'93 in Washington, DC. Models are always popular with collectors, and several vendors offered their wares.



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FAMILIAR FACES AT AI:

LOTHAR GRIMM, GERMANY



DAVE AND FINEKE PRINS, HOLLAND



RICHARD AND KATHLEEN LUCKIN
GOLDEN, COLORADO, USA

TAKE-OFF TALK

As I am finishing this issue of the CAPTAIN'S LOG, the Washington Airliners International Convention has entered into the history books. Hundreds of enthusiasts, collectors and vendors descended on the annual AIs and Washington was no exception.

I congratulate the Washington Airline Society for pulling this one off without major hitches. Despite the extremely hot weather in the U.S. capital during much of July, I enjoyed the ramp tours of National and Dulles airports on the Thursday and Friday. But because of this oppressive heat, I decided at the last moment to skip the Saturday trip to Baltimore-Washington International. I had had just about enough of the heat and decided to stay in the air-conditioned convention hall.

While talking to several vendors, I got the impression this year was not a bumper year for sales and revenues. While some said they were doing O.K., others complained there were plenty of browsers and lookers but sales were down from previous years. They blamed everything from the recession to the weather for keeping walk-in traffic down. Personally I cannot help but think the prices some of these vendors asked for their wares, also were a major factor in the sluggish sales. On Friday I encountered one vendor who was trying to sell standard manufacturer's and airline public relations photos for \$10 a piece! Those photos go normally for \$1-\$3. He was far from sold out when I got to him about half an hour before closing time on Friday, but he did not return the next day. I also saw several British aviation books (titles still in print) that I can get cheaper by buying them direct from dealers in England. Even after paying money exchange and shipping costs, I'd still be ahead.

On the other hand, I picked up some incredible book bargains that someone else must have overlooked, both in new and second-hand books.

To me one of the convention highlights every year is the Saturday evening closing banquet. As in past years, I shared a table with good friends Charlie and Karen Dolan, Dick and Diane Koran and Ken and Beth Taylor as we heard guest speaker Ron Davies talk about the fascinating history of Aeroflot and about his trips to the Soviet Union and the CIS to do research for his magnificent book "AEROFLOT, An Airline and its Aircraft" (reviewed in this issue).

Despite all the good times I had at the convention itself, I have mixed feelings about this year's trip.

Remember I told you in the previous issue I was going to drive to Washington (less than 400 miles/600 km from where I live) and stop at some regional airports along the way, expecting to take lots of photographs there? Some of those photos were to be published in future issues of the CAPTAIN'S LOG to show there is airline life outside LAX, MIA and other mega-hubs.

Well, forget it folks! On the way to Washington I lost more than a day of travel time because of car battery trouble two days in a row. Then, while leaving Washington early Sunday morning, I had trouble again - a seized air-conditioner. It kept me in Washington for three extra days without transportation because it took a garage all Monday and most of Tuesday to obtain the three separate replacement parts it needed. Can you imagine? I am driving the best-selling Ford car (by Ford's own advertising statements) and a garage in Washington, D.C., the capital city of the country where the company is headquartered, had to go to three different wholesalers to get the three parts it needed to repair a seized air-conditioner. (The owner showed me the three bills of sale.)

Just to get on my way again, I would gladly have continued with an inoperative air-conditioner, even in that heat. Unfortunately, the belt that drives the air-conditioner, also drives pulleys that drive the generator and the water pump. So, I had no choice but to sit it out. By the time I was on my way again late Tuesday afternoon I had only one day left in my vacation and had to drive straight home, with one overnight stop. Thinking back on it, I don't know what is worse: being thrown out of bed by an earthquake early in the morning (as in Orange County in '92), or having places to go, but no car to get me there.

Next year the AI will be in Atlanta, Georgia. It does not look I will be there. My wife and I are planning a trip to Holland for the end of June and the early July. It has been 19 years since we were there last and we are both looking forward to the trip.

That's all for now. May all your flights be VFR only.

Joop.

RON DAVIES & AEROFLOT

By JOOP GERRITSM

In 1913, only 10 years after the first powered flight by the Wright Brothers, Igor Sikorsky in Russia built a four-engine airplane, the Grand. Redesignated as the Il'ya Mouromets, it could carry 11 tons or six passengers and was larger than anything built in the West to that point. And while the West was still building single-engine aircraft, the Russians built 60-80 Il'ya Mouromets, AI 93 banquet guest speaker Ron Davies told us.

Russia's interest in large aircraft matched the size of the country. With the aid of one of his own superb maps, Ron showed how the old Soviet Union was nearly three times the size of the 48 contiguous states of the USA. Eastern Siberia alone is about the size of the 48 states. But it has no railways other than the Trans-Siberia Railway trunk line to Vladivostok. There is only one main road, which is closed in the winter and most rivers are not navigable. The only method of year-round transportation in this vast and empty land is through the air.

But while Sikorsky had intended his Il'ya Mouromets to be an airliner, they served as a reconnaissance aircraft and bombers during World War I and gave a good account of themselves.

"The aircraft could have been very successful as an airliner had the circumstances been different," Ron said.

Aeroflot is not just the largest airline in the world, it is three times the size of the largest airline in the West, said Ron, who is curator of air transport at the National Air and Space Museum of the Smithsonian in Washington, D.C. and the world's pre-eminent airline historian and author. During his presentation, he talked with fondness about his three trips to the Soviet Union to research Aeroflot's history.

After WWI and the Bolshevik Revolution, Russia was in chaos and when the first sustained air service began in 1922, it was operated by the joint German-Russian airline Deruluf, between Berlin and Moscow with aircraft built in Germany. But by the end of the decade travellers could fly from Berlin to the Persian Gulf by a combination of Deruluf and smaller airlines in the Ukraine and Georgia. One of these other airlines, Ukrvozdokhput in the Ukraine, carried no fewer than 3,050 passengers in 1928.

In 1924 the Soviet government established Dobrolet to provide air services in areas where surface transportation was possible only by horse or camel, and its first routes were in Central Asia. For example, Ron said, it took 18 days by horse in winter or 15 days by boat and road in summer to reach the major trading center of Yakutsk in Eastern Siberia, from the nearest stop on the Trans-Siberia Railway, 1,780 mi (2,860 km) away. The

first air service in 1928 covered the distance in six days.

Civil air transport greatly expanded in the 1930s under Aeroflot, partly aided by the nine-passenger ANT-9 trimotor, an aircraft on par with anything the West had to offer at that time. The four-engine ANT-6 transport, like the ANT-9 built by Andrei Tupolev, was "one of the great airplanes of the decade," said Ron. The 22-ton ANT-6 opened up Siberia's polar regions.

The great pioneer flights of the 1930s, across Siberia, into the Arctic and over the North Pole to the USA are almost forgotten in the West, but not in Russia, Ron said. He showed photos he took of



RON DAVIES

the dignified monument built in memory of the flight from Moscow to Udd Island in Eastern Siberia by Valery Chkalov, Georgy Baidukov and Aleksander Belyakov in JUL 36.

In 1935, Aeroflot took delivery of its first DC-2, later leading to licence production of the DC-3. It has generally been accepted in the West up to 2,500 DC-3 were built in the Soviet Union, all before and during WW2. But during his research in the country, Ron discovered the DC-3, called the Lisunov Li-2, remained in production until 1954 and that a total of 6,157 were built. He called it one of the biggest "scoops" in his research for his book "AEROFLOT, An Airline and its Aircraft".

Another "scoop" was the discovery in a museum in Khabarovsk in 1990, of a photo of the only Martin 156 Russian Clipper in Aeroflot colors, in service on routes across the Sea of Okhotsk in Siberia's far east. Ron also interviewed some of the people who were connected with the operation of the aircraft during the three or four years before it was retired in 1944 for lack of spare parts.

Post-war recovery started slowly with the Li-2 (Licence-built DC-3) but soon picked up speed with the IL-12 and especially with the much-improved IL-14.

"The IL-14 has served Aeroflot very well," Ron said. In both passenger and cargo versions it was used across the country and in the Arctic regions and served with

scientific Soviet expeditions in Antarctica.

In SEP 56 the Soviets put the Tu-104 jetliner into sustained scheduled service and only three years later, Aeroflot was operating a large domestic and foreign jet network.

During his research in the Soviet Union, Ron was told some hair-raising stories, like the one about a TU-104 making its take-off run at Moscow. Still 200 or 300 yards short of V.L, a tractor towed another TU-104 across its path. The pilot hauled back on the column, hopped over the crossing TU-104, came down on the other side and continued his take-off.

The Tu-104 was only the first of a series of modern airliners that placed Aeroflot operationally, if not economically, on par with airlines in the West. Especially the Il-18 turboprop and the Tu-154 tri-jet became workhorses of the airline's domestic and international services. By the 1990s the Tu-154 alone produced about half the passenger-kilometers of the entire fleet. Of the twin-propjet An-24, Aeroflot alone is operating several hundred on local and regional services.

Of all Aeroflot aircraft Ron has flown on, the ubiquitous single-engine An-2 biplane "is my favorite Russian aircraft," he said. "It smokes and groans and squeaks. But it does the job." In 1991 Aeroflot was estimated to be operating about 2,500 An-2 in far-away and isolated areas where they were the only form of public transport.

"Who says the era of the piston-engine aeroplane is dead?" Ron asked.

Heavy transport aircraft are extremely important for Russia, but because of primitive airports in many places, these aircraft have to be built solidly. That is why for instance the IL-76 has superb short field and rough field performance, the latter aided by 16 main wheels in banks of tandem axles, four abreast on each side, to spread the weight over a larger area. It can even land on and take off from solid ice in the Arctic.

Today, Russian airframe designers are looking to the West for engines to power their aircraft, said Ron, because Western engines have far superior performances, operate more economically and have longer times between overhauls.

Helicopter operations form a big part of Aeroflot's operations. The Tyumen region in Western Siberia "has got to be the helicopter capital of the world," Ron said. Aeroflot's Tyumen subdivision (one of 36 subdivisions) has at least 450 helicopters in its fleet and they are engaged in everything from erecting towers for power lines, to construction of rail lines and pipelines. 360 of these helicopters are Mil Mi-8, which has the same passenger capacity (28) as the DC-3.

Those who would like to know more about AEROFLOT, can do no better than to buy Ron's book "AEROFLOT, An Airline and its Aircraft."



NORTHWEST AIRLINES' DC-10-40, N157US, FLEET # 1157, ARRIVES AT AMS

You were clever to have specified a window seat when you made your reservations. Now you have put your jacket in the overhead and having struggled past the occupant of 41B, you drop wearily into 41A.

Gathering your composure, you glance out the window at the activity outside your aircraft, a Northwest Airlines DC-10-40 at Schiphol Airport, AMS. People dressed in blue dot the ramp, some drive various pieces of equipment, others rush about on foot. If you are an average traveller, you mentally classify them as "ground personnel" and turn your attention to something else.

But wait! Have a closer look at those men and women on the ramp. They are responsible not only for loading your luggage on board, but also for

the smooth, safe and on-time departure of your flight.

Passengers have become insulated from most airport activities. Modern terminals keep them away from windows that overlook the ramp areas and steer them toward the many retail stores instead. They almost never see the aircraft they are travelling on, because they board through loading bridges.

We like to spotlight the work done by these legions of nameless people you never get to meet. Let's take a look at a typical day working the gate through the eyes of a Northwest Cargo employee.

ON THE RAMP AT AMS

Story and photos by JAN KOPPEN

It is about 0900 hrs and I am standing on the vast ramp at Amsterdam-Schiphol Airport/AMS. A cold light rain is falling, but I have interrupted my overloaded work schedule to catch up with some of the ramp activity.

Three hundred feet in front of me I see the familiar silhouette of Northwest DC-10-40, Flight 038 from Boston, turn off the taxiway and onto the ramp. Today's aircraft is N145US. Only a few months ago she was repainted in NW's new red and grey colors to make her more appealing in the world of international air travel. She will be here for a couple of hours before pushing off again as Flight 039 back to Boston.

The first responsibility for the ground personnel is to make sure the gate is ready for the flight. This is a joint effort

by all involved, as the aircraft is unloaded, tidied up, stocked with meals, fuelled and loaded again with outbound luggage and cargo. Waiting for her are more than a dozen blue-uniformed KLM ground personnel (KLM handles NW flights at AMS, Aero Groundservices does the cargo handling). After the marshaller has directed the aircraft to the correct spot and when the engines are spooling down, rubber chocks are placed before and behind the main wheels. Once the aircraft is secured this way, the passengers deplane and immediately after a small army of men and women boards to sweep through the cabin, straightening and tidying up as they go. Anyone who boards an American-regis-

tered aircraft, must undergo a thorough body search by security personnel. This is because of the threats by subversive elements of many nationalities. There are not idle threats, as the former Pan American among others = can assure you.

Other ground personnel are also moving into action. A ramp agent (also known as a ramp rat) has raised a container loader to the forward starboard cargo door and is activating the DC-10's on-board cargo loading and unloading system to roll the containers toward the open door. Each container, loaded with luggage, is lowered to the ground where it is loaded and locked onto one of the transporters strung behind a waiting tug, for delivery to the terminal. A beltloader is placed up to the doorway of the DC-10's aft bulk hold and then

it is time for the ramp agents to perform.

The cargo holds are one area a passenger never sees! The DC-10 aft bulk hold is only 5 ft (1.5 m) high, so about the only way to work inside this hold is by moving about on your knees. And there is no carpeting on these floors!

Inside the hold, the ramp agents have to unload from 50 to 100 bags and/or often 2,000 to 3,000 pounds (750 to 1,120 kg) of freight and mail. There is little ventilation inside the hold and after 30 minutes of non-stop loading and unloading cargo and baggage, one is soaked to the skin, even on a cold day, much less a steaming hot day.

Red-cap (a KLM ramp officer position) Willem van der Linden and his crew have checked the load manifest which came off the teleprinter, so they know exactly what to expect. When the transporters are filled, an agent hops behind the wheel of the tug and heads for the inbound bag room. Here, protected from the weather, is a roadway complete with curb and narrow sidewalk. The train pulls up to the curb to two waiting baggage handlers. Emerging from one opening in the brick wall and disappearing again into another opening is the shiny band of the luggage carousel. Just behind the wall is the baggage claim area where passengers are waiting for their luggage. One baggage handler starts the carousel and then both begin wrestling garment bags, suitcases and boxes from the train onto the carousel. At the same time Aero Ground Services (NW's cargo handler at AMS) is assembling a long train of containers and pallets loaded with cargo and mail, which it delivers to their warehouses for clearance by customs and collection by forwarders and consignees. These operations are closely supervised by several NW cargo agents.

During a push, vehicular traffic on the ramp is staggering. Flight 038, for example, is surrounded by a belt-loader, two or three baggage train tugs with one to four carts each, a container loader and up to two dozen transport dollies, a lavatory service truck, a cabin service lift truck carrying cabin cleaners, a push-back truck, maintenance car and not least our company car.

In addition, the roadway immediately in front of the aircraft will soon be filled with a couple of hundred vehicles rushing from flight to flight. And there are taxiing 129



LEFT: KLM "RAMP RAT" UNLOADS PASSENGER LUGGAGE FROM NW DC-10-40 N145US AT AMS (AMSTERDAM-SCHIPHOL)

BELOW: A "PET PORTER" IS LOADED ON BOARD

BOTTOM: DC-10-40 N160US IN OLD COLORS, TAXIES UP TO THE GATE

immediately, but it is progressive and will be noticed over time.

When reading this, you may wonder "Why on earth are these guys interested in working on the ramp, gate or as a transportation agent for airlines?"

Let me explain: Besides the need for a regular pay cheque, there is the teamwork and the companionship. It is a lot like being on a sports team. On the gate, everyone knows their job and it is a thing of beauty to watch how it all comes together. All elements for a quick turnaround fall into place like a jigsaw puzzle, without a was-

aircraft nearby. Getting run over by some kind of vehicle doesn't take much effort. The gate certainly is no place for the absent-minded.

A jetliner's engines are a major source of both immediate and long-term physical damage to ramp personnel. The wing-mounted jets of the DC-10, hanging close to the ground, present a real danger of sucking you in or, at the other end, blowing you away, if not burning you to a crisp. Frequent training and company pamphlets emphasize the danger of jet intakes and jet blast. But being human, it is easy to forget.

Jet engines may also cause gradual long-term damage. An airport such as Schiphol is a very noisy place and is deafening without proper hearing protection. The loss of hearing will probably not be noticeable



ted motion. No one needs to be told what to do next - it just happens.

Another pleasant aspect of being an agent is the ability to rotate duties from day to day, so each shift is a little different. Finally, the ramp has its own style of humor, much of it directed at rookie agents. As thousand of neophytes before them, new agents are still being sent on laughable errands. Due to the primarily male environment, much of the humor is of the locker room variety. However, most of it is self-directed and everyone is fair game. People with thin skins don't last long if they can't laugh at themselves.

Activity on the ramp quickens. At the moment, KLM ground-handlers are preparing Ship 1145 for her return flight to Boston. All flight line maintenance is also supplied by KLM. Their constant technical support keeps our dependable DC-10s flying under all conditions.

KLM Catering has finished stocking the galleys and their lift-body truck backs away.

For all NW flights from AMS, KLM Flight Operations is responsible for the aircraft's weight and balance determination. Their loadplanners, more often than not a woman, obtain the business and coach class passenger counts. Company regulations say a passenger weighs 170 pounds (63.5 kg) and carries 1.2 bags, each weighing 33 pounds (12.3 kg). Thus, 100 passengers and their luggage add an estimated 20,960 pounds (7,822 kg) in weight to the aircraft.

In addition to these figures, the loadplanner obtains the weight of mail and cargo on the flight, and the weight of fuel. Operations is also responsible for proper fuel balance. The fuel weight in one wing must not exceed the weight in the other wing by more than a predetermined percentage.

All this data is entered into a computer which sends it to Northwest's mainframe computer in Minneapolis. A minute or so later the teleprinter comes to life, printing the loading instructions and the DPWM (Display Passengers Wait Manifest) for the flight.

The loading instructions tell the red-cap how much weight can be placed in the DC-10's aft bulk hold and gives the exact positions of the outbound luggage and cargo containers and pallets.

The DPWM is more complex. It shows how the empty weight of the aircraft, plus the estimated weight of passengers and

cargo, plus the weight of the fuel, are totaled to derive at the actual takeoff weight of the aircraft.

The computer also factors in weather and runway conditions and provides suggested flap settings for takeoff. A copy of the DPWM is therefore delivered to the cockpit crew and other copies are filed.

Baggage handlers in the outbound bag room have been assembling the luggage for Northwest's Flight 039. The bags arrive on conveyor belts from the check-in counters. Colorful luggage tags with the designator BOS help the baggage handlers direct these items, after a thorough X-ray check, into containers for the flight. Once these containers, already on their transporters, are packed, they are towed out to be loaded on board. At the same time several containers and pallets with cargo arrive from Aero Groundservices. Occasionally this cargo includes what the loading instructions designate as a "HUM", for human remains. Coffins and their contents are given special treatment. At the air cargo facility they are placed in carriers called "air-trays" to ensure their safety on the flight.

Other outbound cargo needing special treatment includes live pet animals. They are placed in "pet porters," which are securely strapped in the aft bulk hold. The flight crew will be well-informed to provide proper heating and air flow during the flight.

With the final freight pallet stowed into the hold, the high-loader is disconnected and the huge hydraulic freight door is closed and secured. The passengers have finished boarding by now and the DC-10 is ready for push back. KLM ground engineer Donald van Tongeren plugs in his interphone to establish contact with the flight deck. Inside, the crew is preparing the aircraft for engine start-up. Due to a minor technical snag, start-up takes place this time with the help of a ground power unit, the air pressure Houchin starter. Donald signals the operator to increase the air pressure and abruptly the starter's low hum changes into a high-pitch blare. Highly-compressed air forces the second-stage compressor of the P&W JT9D-20J turbofans to accelerate to idle speed. Moments later kerosene flows into the combustion chambers and simultaneously the plugs are fired. With a small explosion, Number 2 engine comes alive. As it settles down to idle power, the

characteristic rumble-into-whine starts to fill the upper level of my hearing range.

Quickly the starter is disconnected and while the main-wheel chocks are being removed, permission to push back is being granted by Ground Control.

With a puff of black smoke, the monstrous, weary-looking but powerful Hobart push-back truck starts to do its job. In the cabin, the more-experienced traveler recognizes the tell-tale tremble as the truck overcomes the inertia and begins to ease the trijet away from the gate. Almost 400,000 pounds (149,280 kg) of airplane, people, fuel and cargo are gliding backward across the oil-stained concrete of the ramp, with Donald walking alongside, his line still connecting him to the flight deck, ready to report any problem to the crew.

Once at a safe distance from the terminal, the truck stops and the towbar is disconnected, placing nosewheel steering under direct control of the cockpit again. Engines one and three are started in sequence with power provided by Number 2. The truck heads back to the terminal, Donald disconnects his interphone and walks to a position from where there is visual contact between him and the captain. With a "thumbs up" signal, he indicates the all-clear and that the aircraft is ready to go. As the engines settle into their pre-taxi idle, he salutes the cockpit and walks back toward the terminal. As a gesture of thanks to the ground crew, the flight crew flashes the DC-10's taxi lights several times. Then, with a sudden roar, the three big turbofan engines spool up and the aircraft is on its way. As the hot exhaust gases are blasted backward, they are caught by the jet fences to prevent doing harm.

As Flight 039 heads for the active runway, 24 this day, and reaches the holding point, I look at my watch and realize I have to head for the office but, "What the heck, let's enjoy the show."

Suddenly the sound rises to a furious level and the three-holer responds to the demands from her engines. Slowly she starts to build up speed.

With already 3,000 ft (915 m) behind her, the DC-10 is still rolling at about 170 mph (273 km/h). then the nose slowly rises, as if sniffing the sky while she hurtles along, until, moments later, she lifts off. She roars over the threshold and past the building on the adjacent A4 motorway ... Northwest 039 is GO, back to the Western Hemisphere.

AROUND THE WORLD of Airline Schedules

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George Walker Cearley, Jr.

The schedule article in this issue is the first of a two-part survey on Northwest, and covers the period from the late 1920's to 1958.

Northwest Airways in September 1926 was awarded Contract Air Mail Route 9 (CAM9) between Chicago and Minneapolis/St. Paul. Mail service was inaugurated October 1, 1926, and passenger flights were added July 5, 1927.

In December 1928 air mail service to Milwaukee, Fond du Lac, Oshkosh, Appleton, and Green Bay, Wisconsin, was begun.

CHICAGO-ST. PAUL-MINNEAPOLIS Table

Read Down No. 1 Miles	Daily No. 2	Daily No. 3	Daily No. 4	Read Up No. 2 Miles
000	2 00*	5 50 CT	Lv. Chicago...Ar 7 30 CT	12 10*
85	.....	6 50 CT	Lv. Milwaukee...Ar 6 25 CT	315
160	.....	7 40 CT	Lv. Madison...Lv 5 30 CT	240
270	.....	9 30 CT	Lv. LaCrosse...Lv 4 00 CT	130
390	6 00	11 30 CT	Lv. St. Paul...Lv 2 40 CT	8 40
400	6 10*	11 40 CT	Ar. Minneapolis...Lv 2 30 CT	8 30*

Schedules of Northwest in early 1929 showing passenger service. This does not show the air mail route in Wisconsin.

CHICAGO-ROCHESTER-TWIN CITIES

Daily Westbound	Miles	"The Gray Eagle"	Daily Eastbound
3 00	0	Lv. Chicago...Ar 12 55	
6 00	285	Lv. Rochester, Minn...Lv 10 10	
6 40	355	Ar. St. Paul...Lv 9 15	
6 55	365	Ar. Minneapolis...Lv 9 00	

EQUIPMENT

Ford all-metal, tri-motored cabin monoplanes. Capacity, 14 passengers, pilot and steward. Smoking compartment, baggage and toilet facilities. Powered with three 410 H. P. "Wasp" motors. Flares and landing lights. Weather bureau reports. Refreshments served en route.

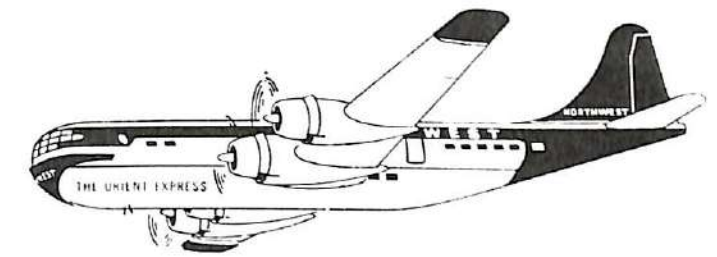
CHICAGO-MILWAUKEE-TWIN CITIES

Daily Westbound	Miles	"The Silver Streak"	Daily Eastbound
6 10	0	Lv. Chicago...Ar 7 25	
7 10	85	Lv. Milwaukee...Lv 6 35	
8 05	160	Lv. Madison...Lv 5 40	
9 20	270	Lv. LaCrosse...Lv 4 25	
10 40	390	Lv. St. Paul...Lv 3 05	
10 50	400	Ar. Minneapolis...Lv 2 45	

EQUIPMENT

Hamilton heated super-powered, all-metal cabin monoplanes. Capacity, 7 passengers and pilot. Baggage and toilet facilities. Powered with 550 H. P. "Hornet" motor. Flares and landing lights. Weather bureau reports en route.

August 1929 schedules



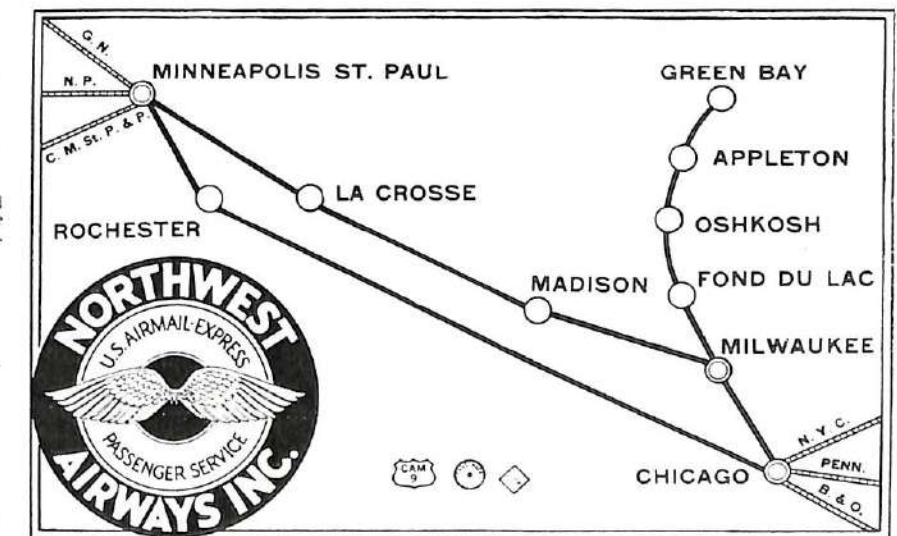
CHICAGO-MILWAUKEE-GREEN BAY

Daily Northbound	Miles	"The Black Bird"	Daily Southbound
6 10	0	Lv. Chicago...Ar 7 25	
7 00	85	Ar. Milwaukee...Lv 6 35	
7 30	85	Lv. Milwaukee...Ar 6 05	
8 10	150	Lv. Fond du Lac...Lv 5 20	
8 25	165	Lv. Oshkosh...Lv 5 05	
8 40	155	Lv. Appleton-Neenah-Menasha...Lv 4 50	
9 00	210	Ar. Green Bay...Lv 4 30	

EQUIPMENT


Stinson-Detroiter heated cabin planes. Capacity, 3 passengers and pilot. Wright Whirlwind 200 H. P. motor, the engine made famous by the Lindbergh trans-Atlantic flight. Flares and landing lights. Weather bureau reports en route.

August 1929 schedules show passenger service extended to the Chicago-Milwaukee-Green Bay route.




Routes of Northwest Airways as of August 1929. Trimotors were operated between Chicago, Rochester, Minneapolis; Hamilton Metalplanes on the Chicago-Milwaukee-Madison route; and Stinson Detroiters on the Chicago-Milwaukee-Green Bay route.

"FIRST CO-ORDINATED AIR-RAIL SERVICE IN THE UNITED STATES"



Associated with
NORTHERN PACIFIC
GREAT NORTHERN
CHICAGO, MILWAUKEE,
ST. PAUL & PACIFIC
PENNSYLVANIA RAILROAD
BALTIMORE & OHIO
NEW YORK CENTRAL LINES

IN THE NORTHWEST
it's the
NORTHWEST AIRWAYS



DAILY SERVICE

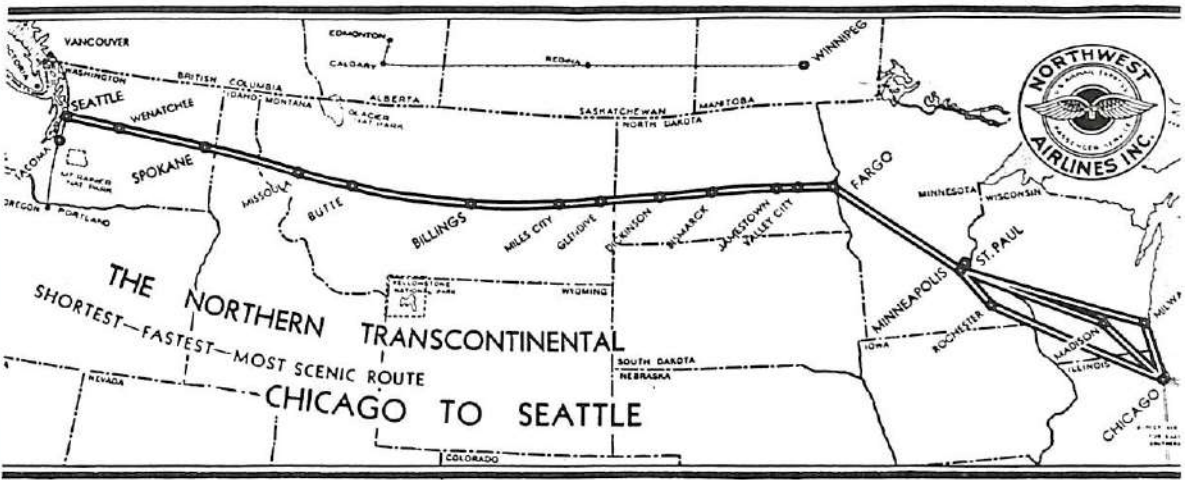
CHICAGO	WINNIPEG
ROCHESTER	VALLEY CITY
MILWAUKEE	JAMESTOWN
MADISON	BISMARCK
MINNEAPOLIS	MENDOTA
ST. PAUL	GLENDIVE
PENNSYLVANIA RAILROAD	MILES CITY
BALTIMORE & OHIO	BILLINGS
NEW YORK CENTRAL LINES	ROCKFORD

EFFECTIVE April 1, 1932 Summer Schedule

No. 51	No. 21	No. 5	No. 3	No. 1	No. 2	No. 4	No. 6	No. 22	No. 52
Chicago	Chicago	Chicago	Chicago	Chicago	Chicago	Chicago	Chicago	Chicago	Chicago
11:50 PM	12:50 AM	4:00 PM	8:30 AM	9:30 AM	11:45 AM	7:15 PM	11:15 PM	10:20 PM	6:45 PM
Connects with #21 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo	Connects with #51 at Fargo



CHICAGO TWIN CITIES SPOKANE SEATTLE



Fly **NORTHWEST** Airlines

On April 16, 1934, Northwest Airways, Inc., became Northwest Airlines, Inc. The airline was awarded a mail contract between Fargo and Seattle via Valley City, Jamestown, Bismarck, Dickinson, Glendive, Miles City, Billings, Butte, Missoula, Spokane, and Wenatchee. Initially operated on this northern east-west route were Hamilton Metalplanes, Ford Trimotors, and recently acquired Lockheed Orions. In mid 1934, Lockheed L-10A Electras joined the fleet, and became the main aircraft utilized on the new routes. Passenger service was offered between Chicago, Minneapolis, and the Pacific Northwest, although the mail route (AM3) only extended from Fargo westward to Seattle.

Table 3
ST. PAUL—MINNEAPOLIS—FARGO—WINNIPEG—
BISMARCK—BILLINGS

Westbound Read Down		DAILY		Eastbound Read Up	
No. 51	No. 21-51			No. 22-52	No. 22
AM	8:00	Lv. St. Paul (CT)	Ar.	6:45	
	8:10	Lv. Minneapolis	Ar.	6:35	
AM	10:20	Ar. Fargo	Lv.	4:30	PM
	10:35	Lv. Fargo (CT)	Ar.	4:20	
	11:30	Lv. Grand Forks	Ar.	3:40	
	12:30	Lv. Pembina	Ar.	2:55	
	1:10	Ar. Winnipeg	Lv.	2:00	
PM	AM	Lv. Fargo (CT)	Ar.	4:20	
	10:35	Lv. Valley City	Lv.	3:40	
	11:40	Lv. Jamestown	Lv.	3:15	
	12:50	Ar. Bismarck—Mandan	Ar.	2:10	
	1:10	Lv. Bismarck—Mandan	Lv.	1:50	
	2:10	Lv. Glendive (MT)	Lv.	10:50	
	3:00	Lv. Miles City	Lv.	9:50	
	4:25	Ar. Billings	Lv.	8:30	

On September 1, 1928, Northwest had established an air-rail service with railroad lines to both the west and east coasts (as illustrated on April 1, 1932, timetable at top left). Service to Pembina began in Feb. 1931 from Minneapolis via Fargo and Grand Forks. Connecting service to Winnipeg was provided by Canadian Airways. A route from Fargo to Bismarck via Jamestown was added in June 1931 (see Pembina and Bismarck flights on April 1932 schedule at top right). In March 1933 Northwest's system was extended westward to Billings via Glendive and Miles City, using Hamilton Metalplanes (see schedule immediate right). Route map below shows the full extent of Northwest's routes as of late summer 1933. That December a route survey flight was made to Seattle, Washington.



Chicago - St. Paul - Minneapolis
Spokane - Seattle

Effective August 15, 1934

WESTBOUND—Read down			EASTBOUND—Read up			
Trip 5	Trip 3	Trip 1	Daily	Trip 2	Trip 4	Trip 6
P. M.	A. M.	A. M.		P. M.	A. M.	P. M.
4 45	8 15	5 00	Lv. CHICAGO (CST)	Ar.	10 45	11 10
5 20			Lv. Milwaukee	Lv.	10 10	4 05
			Lv. Rochester	Lv.	9 30	*2 15
7 10	10 30	7 10	Ar. MINNEAPOLIS	Lv.	8 15	9 00
7 20	10 45	7 20	Ar. ST. PAUL	Lv.	8 00	8 45
			Lv. ST. PAUL	Ar.	7 30	1 30
			Lv. Fargo	Ar.	7 20	
			Lv. Jamestown	Ar.	6 00	
			Lv. Bismarck (CST)	Ar.	5 45	
			Lv. Dickinson (MST)	Ar.	5 10	
			Lv. Glendive	Ar.	4 25	
			Lv. Miles City	Ar.	1 55	
			Lv. Billings	Ar.	1 15	
			Lv. Butte	Ar.	12 00	
			Lv. Missoula (MST)	Ar.	10 15	
			Lv. Spokane (PST)	Ar.	9 20	
			Lv. Spokane	Ar.	6 35	
			Lv. Wenatchee	Ar.	6 20	
			Lv. SEATTLE	Ar.	5 05	4 00

August 1934 schedules above show passenger services of Northwest Airlines between Chicago, the Twin Cities, North Dakota and Montana points, Spokane and Seattle. Flights 2, 3, 5, and 6, between Chicago and the Twin Cities, were operated with then new Lockheed L-10A "Electras".

CHICAGO • ST. PAUL • MINNEAPOLIS
SPOKANE • SEATTLE

Corrected to January 5, 1935

A. M.—LIGHT TYPE			P. M.—DARK TYPE			
WESTBOUND—Read Down			EASTBOUND—Read Up			
Trip 5	Trip 3	Trip 1	DAILY	Trip 2	Trip 6	Trip 4
Electra	Orion	Electra		Electra	Orion	Electra
P. M.	A. M.	A. M.		P. M.	A. M.	P. M.
5 00	9 00	2 15	Lv. CHICAGO (CT)	Ar.	11 25	11 15
5 50		3 05	Lv. Milwaukee	Lv.	10 50	10 35
		3 55	Lv. Madison	Lv.		
		4 50	Lv. Rochester	Lv.		2 20
7 50	11 40	5 05	Ar. MINNEAPOLIS	Lv.	8 45	8 30
8 00	11 55	5 15	Ar. ST. PAUL	Lv.	8 30	8 15
		6 00	Lv. ST. PAUL	Ar.	7 50	1 30
			Lv. Fargo	Ar.	7 40	
			Lv. Jamestown	Ar.	6 15	
			Lv. Bismarck (CST)	Ar.	6 15	
			Lv. Dickinson (MST)	Ar.	6 00	
			Lv. Glendive	Ar.	5 15	
			Lv. Miles City	Ar.	4 30	
			Lv. Billings	Ar.		
			Lv. Butte	Ar.		
			Lv. Missoula	Ar.		
			Lv. Spokane	Ar.		
			Lv. Spokane	Ar.		
			Lv. Wenatchee	Ar.		
			Lv. SEATTLE	Ar.		

In December 1934, Northwest purchased the Chicago, Milwaukee, Madison, Rochester, St. Paul, Minneapolis, Fargo, Grand Forks, Pembina, Winnipeg air mail route from Hanford Airlines, Inc.

NORTHWEST AIRLINES



**CHICAGO
TWIN CITIES
WINNIPEG
BILLINGS
SPOKANE
SEATTLE**

Coming This Month
THE SKY ZEPHYRS
"World's Fastest Transports"

CHICAGO - SEATTLE

Effective Dec. 1, 1937	Electra Trip 1 Daily	Electra Trip 7 Daily	*** Trip 5 Daily	Electra Trip 3 Daily	*** Trip 9 Daily
Lv CHICAGO (CT)	1 30 AM	6 50 AM	8 00 AM	2 00 PM	5 30 PM
Lv MILWAUKEE	N/A	7 30 AM	N/A	N/A	6 05 PM
Lv ROCHESTER	N/A	9 15 AM	Non-Stop	Non-Stop	N/A
Lv ST. PAUL	3 45 AM	9 50 AM	10 15 AM	4 15 PM	7 50 PM
Lv MINNEAPOLIS	4 00 AM	10 10 AM	10 30 AM	4 30 PM	N/A
Lv FARGO	5 30 AM	11 40 AM	12 00 PM	6 00 PM	N/A
Lv FARGO	5 40 AM	11 50 AM	12 10 PM	6 10 PM	N/A
Lv BISMARCK (CT)	7 05 AM	N/A	1 30 PM	7 35 PM	N/A
Lv MILES CITY (MT)	N/A	N/A	2 05 PM	N/A	N/A
Lv BILLINGS	8 35 AM	N/A	3 00 PM	9 05 PM	N/A
Lv BILLINGS	9 00 AM	N/A	3 25 PM	9 30 PM	N/A
Lv HELENA	N/A	N/A	N/A	11 00 PM	N/A
Lv BUTTE	10 25 AM	N/A	4 50 PM	N/A	N/A
Lv MISSOULA (MT)	N/A	N/A	5 40 PM	N/A	N/A
Lv SPOKANE (PT)	11 15 AM	N/A	5 50 PM	11 45 PM	N/A
Lv SPOKANE	11 30 AM	N/A	6 05 PM	12 00 PM	N/A
Lv YAKIMA	12 45 AM	N/A	N/A	N/A	N/A
Lv WENATCHEE	N/A	N/A	N/A	N/A	N/A
Lv SEATTLE	1 40 AM	N/A	7 45 PM	1 35 PM	N/A
Lv PORTLAND	4 43 AM	N/A	9 58 AM	N/A	N/A
Lv VANCOUVER (PT)	10 55 AM	N/A	N/A	1 50 PM	N/A



Only Direct Route

CHICAGO - MADISON - MILWAUKEE
MINNEAPOLIS - ST. PAUL - WINNIPEG
BILLINGS - SPOKANE - BUTTE
PORTLAND - SEATTLE

NORTHWEST AIRLINES

Flight Schedule Mar. 15, 1945

CHICAGO
MILWAUKEE
MADISON
ROCHESTER
ST. PAUL
MINNEAPOLIS
DULUTH-DUFRIDE
FARGO
GRAND FORK
WINNIPEG
BISMARCK
MILES CITY
BILLINGS
GREAT FALLS
HELENA
BUTTE
MISSOULA
SPOKANE
YAKIMA
PORTLAND
SEATTLE-TACOMA



Top Flight... Chicago - Portland - Seattle

NORTHWEST AIRLINES

Flight Schedule Mar. 15, 1946

NEW YORK
NEWARK
DETROIT
CHICAGO
MILWAUKEE
MADISON
ST. PAUL
MINNEAPOLIS
DULUTH-DUFRIDE
FARGO
GRAND FORK
WINNIPEG
BISMARCK
MILES CITY
BILLINGS
GREAT FALLS
HELENA
BUTTE
MISSOULA
SPOKANE
YAKIMA
PORTLAND
SEATTLE-TACOMA



TOP FLIGHT—COAST-TO-COAST



**4 Engine 44 Passenger
LUXURY SERVICE
COAST TO COAST**

Now
SHORTEST... FASTEST...

SEATTLE • CHICAGO • PORTLAND • NEW YORK

NORTHWEST AIRLINES

In late summer 1937, Lockheed L-14H "Sky Zephyrs" were added to the fleet, initially operated on the Chicago-Twin Cities route. "Sky Zephyr" flights between Chicago and Seattle were inaugurated January 1938. That year three "Zephyrs" were lost in accidents. In March 1939, DC-3 flights were inaugurated, and Zephyrs were soon phased out of service.

In December 1944 Northwest was awarded a new route from Minneapolis to New York via Milwaukee and Detroit, giving the airline a coast-to-coast northern transcontinental route. New flights were inaugurated June 1, 1945, using DC-3's. Northwest inaugurated its first DC-4 service in March 1946. In October 1947 routes were extended from Detroit to Washington, D.C., via Cleveland and Pittsburgh.

WESTBOUND

February 1, 1940	*** Trip 1 Daily	Trip 31 Daily	*** Trip 3 Daily	*** Trip 5 Daily	*** Trip 7 Daily	*** Trip 9 Daily
Lv CHICAGO (CT)	2 45 AM	PM	8 00 AM	1 20 PM	6 00 PM	9 30 PM
Lv MILWAUKEE	3 35 AM	N/A	N/A	2 10 PM	N/A	N/A
Lv MADISON	4 15 AM	N/A	N/A	2 50 PM	N/A	N/A
Lv ROCHESTER, Minn.	N/A	N/A	10 15 AM	4 15 PM	N/A	N/A
Lv ST. PAUL	N/A	N/A	N/A	N/A	N/A	N/A
Lv ST. PAUL	6 00 AM	N/A	10 50 AM	4 50 PM	8 25 PM	11 55 PM
Lv MINNEAPOLIS	6 15 AM	N/A	11 05 AM	N/A	N/A	12 10 PM
Lv FARGO	7 55 AM	N/A	12 45 AM	N/A	N/A	1 50 PM
Lv FARGO	8 05 AM	N/A	12 55 AM	N/A	N/A	2 00 PM
Lv BISMARCK (CT)	9 35 AM	N/A	N/A	N/A	N/A	N/A
Lv MILES CITY (MT)	N/A	N/A	3 00 PM	N/A	N/A	N/A
Lv BILLINGS	11 10 AM	N/A	3 55 PM	N/A	N/A	4 50 PM
Lv BILLINGS	11 25 AM	N/A	4 10 PM	N/A	N/A	5 05 PM
Lv HELENA	1 00 PM	N/A	N/A	N/A	N/A	N/A
Lv GREAT FALLS	1 05 PM	N/A	10 30 AM	N/A	N/A	11 10 PM
Lv GREAT FALLS	1 15 PM	N/A	N/A	N/A	35 Daily	N/A
Lv BUTTE	N/A	N/A	5 50 PM	N/A	N/A	6 45 PM
Lv MISSOULA (MT)	1 55 PM	N/A	6 40 PM	N/A	N/A	7 35 PM
Lv SPOKANE (PT)	2 10 PM	N/A	6 50 PM	N/A	N/A	7 55 PM
Lv SPOKANE	2 25 PM	2 55 PM	N/A	N/A	N/A	7 50 PM
Lv WENATCHEE	3 35 PM	N/A	N/A	N/A	N/A	N/A
Lv YAKIMA	N/A	4 25 PM	N/A	N/A	N/A	9 25 PM
Lv PORTLAND, Ore.	N/A	5 40 PM	N/A	N/A	N/A	10 40 PM
Lv SEATTLE (PT)	4 35 PM	N/A	8 40 PM	N/A	N/A	9 40 PM
Lv VANCOUVER (PT)	5 40 AM	N/A	8 00 AM	N/A	N/A	10 55 AM

Schedules as of February 1940 (above left). DC-3's were the primary aircraft operated (flights noted with three stars). Secondary routes in the Pacific Northwest were operated with "Electras". Northwest's first stewardesses served on the DC-3's beginning in 1939.

NORTHWEST AIRLINES

CHICAGO - MILWAUKEE - MADISON - ST. PAUL
MINNEAPOLIS - DULUTH - FARGO - WINNIPEG
BILLINGS - SPOKANE - PORTLAND - SEATTLE



EFFECTIVE SEPTEMBER 20, 1946




**CHICAGO - MILWAUKEE - MADISON - ROCHESTER
ST. PAUL - MINNEAPOLIS - DULUTH - FARGO - WINNIPEG
BISMARCK - MILES CITY - BILLINGS - HELENA - MISSOULA
BUTTE - SPOKANE - PORTLAND - SEATTLE**

SHORTEST... FASTEST

During World War II, Northwest 1) operated a supply route via Western Canada to Alaska and the Aleutian Islands; 2) established bomber modification centers at St. Paul, MN, and Vandalia, OH, and 3) ferried 30,000 troops from the East to West Coasts in 1945-46.

NORTHWEST AIRLINES

Orient

Flight Schedule MAR. 1, 1947

COAST-TO-COAST
AND
ALASKA



Air Mail Now 5¢

**ALASKA SERVICE
4-ENGINE 44-PASSENGER DC-4s**

**ANCHORAGE
VIA
SEATTLE-TACOMA**

Daily Service
Effective March 1, 1947

Flight 820 Read Down	Read Up Flight 821
PM	PM
2:25 Lv. Anchorage	AST Ar. 12:50
11:55 Ar. Seattle	PST Lv. 7:00
* 9:40 Ar. Spokane	PST Lv. * 7:45
* 2:25 Ar. Billings	MST Lv. * 4:25
* 5:55 Ar. Minneapolis-St. Paul	CST Lv. * 2:55
* 9:35 Ar. Milwaukee	CST Lv. * 12:25
* 8:20 Ar. Chicago	CST Lv. * 12:15
* 4:10 Ar. Detroit	EST Lv. * 11:30
* 7:20 Ar. New York-Newark	EST Lv. * 8:00
AM	AM

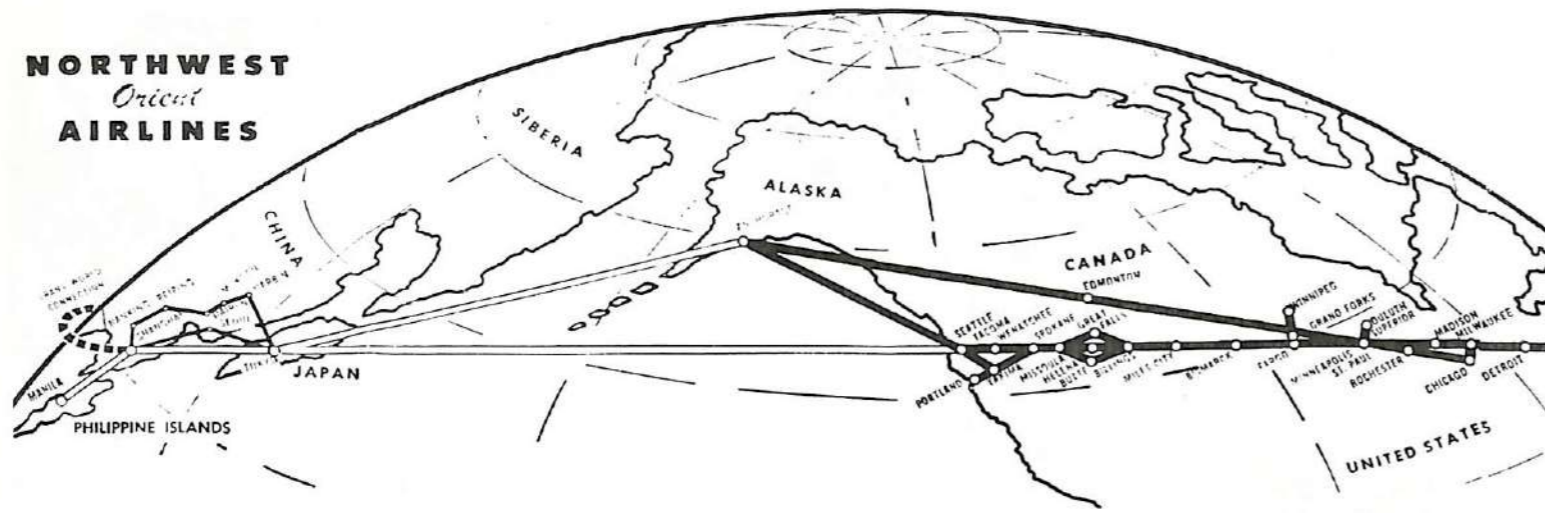
**ANCHORAGE
VIA
EDMONTON**

Tuesday, Thursday, Saturday
Effective March 1, 1947

Flight 830 Read Down	Read Up Flight 831
PM	AM
2:00 Lv. Anchorage	AST Ar. 11:50
11:55 Ar. Edmonton	MST Lv. 6:55
6:25 Ar. Minneapolis-St. Paul	CST Lv. 1:15
* 8:45 Ar. Milwaukee	CST Lv. * 11:00
* 9:25 Ar. Chicago	CST Lv. * 10:30
* 11:30 Ar. Detroit	EST Lv. * 10:05
* 2:40 Ar. New York-Newark	EST Lv. * 6:30
PM	PM

On June 20, 1946, based primarily on its excellent record of service during World War II to Alaska and the Aleutians, Northwest was awarded new routes to Canada, Alaska, and the Orient. Service to Anchorage, Alaska, began September 1946 with nonstop service from Seattle. In January 1947, Chicago-Minneapolis/St. Paul-Edmonton-Anchorage service was inaugurated.

NORTHWEST
Orient
AIRLINES



Northwest's Pacific and Far East route included the cities of Tokyo, Japan; Manila, Philippines; Seoul, Korea; and on Mainland China, Dairen, Mukden, Harbin, Peiping, Nanking, and Shanghai. The inaugural Orient flight was made July 15, 1947, from New York to the Twin Cities, Seattle, Anchorage, Tokyo, Seoul, Shanghai, and Manila. The flight was operated with DC-4 equipment, with Capt. Edgar LaParle at the controls. LaParle was killed in the crash of L-188C "Electra", N121US, at Tell City, Indiana, March 17, 1960.

NORTHWEST

FLIGHT SCHEDULE

THE ONLY
Stratocruiser
SERVICE
Coast to Coast
AND
to HAWAII

NORTHWEST
Orient AIRLINES
APRIL 1, 1950

NOW DIRECT
Stratocruiser
SERVICE



The first Boeing Stratocruiser service was inaugurated in July 1949 between Chicago and Minneapolis. In 1950, Stratocruisers were operated on coast-to-coast routes and to Hawaii, and Alaska. Stratocruiser flights were added to the Orient in Spring 1952.

NORTHWEST
Orient
AIRLINES

APRIL 27, 1947

Flight Schedule
COAST-TO-COAST
ALASKA
THE ORIENT

NORTHWEST
Orient
AIRLINES

1/2 FARE
FOR YOUR FAMILY
MONDAYS
TUESDAYS
WEDNESDAYS

DEC. 1, 1948

NORTHWEST AIRLINES
TO HAWAII
beginning
DECEMBER 1st

SEATTLE-TACOMA PORTLAND HONOLULU

WESTBOUND		EASTBOUND	
701	702	701	702
Seattle 10:00 a.m.	Honolulu 9:00 a.m.	Honolulu 9:00 a.m.	Seattle 12:15 p.m.
Portland 11:30 a.m.	Portland 11:15 p.m.	Portland 11:15 p.m.	Portland 11:15 p.m.
Portland 11:45 a.m.	Seattle 12:15 p.m.	Seattle 12:15 p.m.	Seattle 12:15 p.m.
Honolulu 11:05 p.m.			

One Way \$150
Round Trip \$270

The first Martin 202's entered service with Northwest in November 1947. Only 25 of 40 aircraft ordered were delivered, because of a series of accidents with the 202. In 1951 all Martin 202's were phased out of service by Northwest.

In 1947 Okinawa was added as a stop on the Tokyo-Manila route; and, in 1950, Taipei joined the Northwest system. On December 1, 1948, Northwest inaugurated flights to Honolulu, Hawaii, from Seattle and Portland.

NORTHWEST
AIRLINES

A WORLD OF EXPERIENCE

... OVER 25 YEARS

FAMILY FARES

JULY		AUGUST	
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7	1 2 3 4	1 2	1 2 3 4 5
8 9 10 11 12 13 14	5 6 7 8 9 10 11	3 4 5 6 7 8 9	7 8 9 10 11 12 13
15 16 17 18 19 20 21	12 13 14 15 16 17 18	10 11 12 13 14 15 16	14 15 16 17 18 19 20
22 23 24 25 26 27 28	19 20 21 22 23 24 25	17 18 19 20 21 22 23	21 22 23 24 25 26 27
29 30 31	26 27 28 29 30 31	24 25 26 27 28 29 30	28 29 30

MONDAY - TUESDAY - WEDNESDAY

NORTHWEST
AIRLINES

NORTHWEST STRATOCRUISERS
FINEST FLIGHTS ANYWHERE

- The METROPOLITAN EXPRESS
- The MANHATTAN EXPRESS
- The WASHINGTON EXPRESS
- The PACIFIC COAST EXPRESS
- The NORTHWEST EXPRESS
- The HAWAIIAN EXPRESS
- The ALASKA EXPRESS
- The ORIENT EXPRESS

FAMILY FARES

AUGUST		SEPTEMBER	
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7	1 2 3 4 5 6	1 2 3 4 5 6	1 2 3 4 5 6
8 9 10 11 12 13 14	7 8 9 10 11 12 13	7 8 9 10 11 12 13	7 8 9 10 11 12 13
15 16 17 18 19 20 21	14 15 16 17 18 19 20	14 15 16 17 18 19 20	14 15 16 17 18 19 20
22 23 24 25 26 27 28	21 22 23 24 25 26 27	21 22 23 24 25 26 27	21 22 23 24 25 26 27
29 30 31	28 29 30	28 29 30	28 29 30

MONDAY - TUESDAY - WEDNESDAY

NORTHWEST
Orient AIRLINES

Fly the Best!
NON-STOP
Stratocruisers

BETWEEN
NEW YORK
AND
CHICAGO

ENJOY THE LUXURIOUS
Fujiyama Room
REFRESHMENT LOUNGE

NORTHWEST
Orient AIRLINES

NOW!
TOURIST
SERVICE
TO
HAWAII

(Effective November 30)
Pressurized for Comfort
DC-6B's

FAMILY FARES

NOVEMBER '53		DECEMBER '53	
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
8 9 10 11 12 13 14	6 7 8 9 10 11 12	6 7 8 9 10 11 12	6 7 8 9 10 11 12
15 16 17 18 19 20 21	13 14 15 16 17 18 19	13 14 15 16 17 18 19	13 14 15 16 17 18 19
22 23 24 25 26 27 28	20 21 22 23 24 25 26	20 21 22 23 24 25 26	20 21 22 23 24 25 26
29 30	27 28 29 30 31	27 28 29 30 31	27 28 29 30 31

MONDAY - TUESDAY - WEDNESDAY

Northwest celebrated its 25th anniversary in 1951. Throughout the early and middle 1950's, Stratocruisers were the primary aircraft on Northwest's major long haul routes, and were featured on timetable covers. In 1953, Northwest received its first DC-6B's, and placed these on the Hawaii route November 30th that year. In early 1954, DC-6B's were added on Orient routes as tourist (coach) flights.



NOW! Turbo Constellations to THE ORIENT

Take Your Choice—First Class or Tourist Service

NORTHWEST
Orient AIRLINES

NOW!
NEW TURBO
Constellations
TO
THE ORIENT

- Turbo-Compound Engines
- Pressurized Cabins
- Luxury Lounge
- Wide Comfortable Seats

FAMILY FARES

MARCH '55	APRIL '55
1 2 3 4 5	1 2 3 4 5
6 7 8 9 10 11 12	6 7 8 9 10 11 12
13 14 15 16 17 18 19	13 14 15 16 17 18 19
20 21 22 23 24 25 26	20 21 22 23 24 25 26
27 28 29 30 31	27 28 29 30 31

MONDAY - TUESDAY - WEDNESDAY

NORTHWEST
Orient AIRLINES

November 7, 1955
Effective October 30, 1955

Specialized Traveler Like Northwest

Four Lockheed L-1049G "Super 'G' Constellations" joined the Northwest fleet in 1955. The inaugural flight was February 15, 1955, from Anchorage to Seattle. The "Super G's" were used exclusively on routes from Seattle to Alaska, the Orient, and Hawaii. They were not operated on the domestic system. The November 1955 timetable at left is one of the few to feature the "Constellation" instead of the Stratocruiser at the top of the cover. Schedules below from March 1955 show initial Constellation services. The last "Constellations" were phased out of service in 1957 with the delivery of Douglas DC-7C's.

APRIL 1957

NORTHWEST
Orient AIRLINES

NORTHWEST ANNOUNCES
DC-7C
SERVICE TO
The ORIENT

Effective April 28, 1957, NWA will fly DC-7C's, the finest, latest long-range aircraft between Seattle-Tacoma and the Orient cities of Tokyo, Okinawa and Manila.

SEPTEMBER 1957

NORTHWEST
Orient AIRLINES

NOW!
DAILY DC-7C
IMPERIAL SERVICE

COAST TO COAST

- NEW YORK
- CHICAGO
- SEATTLE-TACOMA

FLY AMERICA'S FASTEST, QUIETEST, LONG-RANGE AIRLINER

DECEMBER 1, 1957

NORTHWEST
Orient AIRLINES

Non-Stop Coast-to-Coast
DAILY DC-7C
IMPERIAL SERVICE

SEATTLE-TACOMA-NEW YORK
PORTLAND-CHICAGO-NEW YORK

FLY AMERICA'S FASTEST, QUIETEST, LONG-RANGE AIRLINER FOR A LESS FATIGUING RIDE!

RADAR EQUIPPED, OF COURSE

MARCH-APRIL 20 1958

NORTHWEST
Orient AIRLINES

Non-Stop Coast-to-Coast
DAILY DC-7C
IMPERIAL SERVICE

DAILY DC-7C
Service to all the
ORIENT

Be the Shortest, Fastest Great Circle Route
CHOICE OF ECONOMIC-TOURIST OR DELUXE IMPERIAL SERVICE

LOW AS \$488
(West Coast Office to Tokyo)

DIRECT CONNECTION WITH DC-7C SERVICE FROM THE EAST
Lowest Cost Plan of any U.S. Airline

Northwest took delivery of 17 DC-7C's during 1957-58. They were placed in service April 28, 1957, on Pacific and Orient routes. In September 1957 they were added on coast-to-coast routes. New Imperial service was also inaugurated in 1957.

NOVEMBER 1958
OFF. CHG. TO NEW 800-30

NORTHWEST
Orient AIRLINES

COMING!
NON-STOP
CHICAGO
FLORIDA

CHOICE OF LUXURY IMPERIAL SERVICE OR ECONOMICAL COACH, DAILY SERVICE TO MIAMI, MIAMI BEACH, TAMPA, ST. PETERSBURG, CLEARWATER

NORTHWEST
Orient AIRLINES

8 FLIGHTS DAILY TO FLORIDA

Your choice of THREE great services!

Regal IMPERIAL SERVICE

- COMPLEMENTARY COCKTAILS OR CIGARETTES
- WINE WITH DINNER
- FREE DISINFECTANT AND HOT CLOTHS
- CONVENIENCE OF REFRIGERATED LIQUORS
- CHOICE OF RED OR WHITE WINE WITH DINNER
- AIR-TO-GROUND TELEPHONE SERVICE
- AFTER DINNER LIQUORS
- NO EXTRA FARE

SILVER DOLLAR COACH SERVICE

- RADAR SMOOTH-ROTOR AND DC-7C
- COMPLEMENTARY AIRFARE
- HOT MEAL SERVICE AVAILABLE AT AIRPORT (EXTRA COST)
- FLY WITH NON-STOP COAST-TO-COAST SERVICE
- NO EXTRA FARE

DIRECT FLIGHTS DAILY TO MIAMI, MIAMI BEACH, TAMPA, ST. PETERSBURG/CLEARWATER, FROM CHICAGO, MILWAUKEE, MINNEAPOLIS/ST. PAUL AND THE PACIFIC NORTHWEST

AIRLINES *International* - D/FW

Airline Memorabilia Show & Sale
Saturday, April 9, 1994
9:00 am - 5:00 pm
Holiday Inn - DFW Airport NORTH
4441 Hwy. 114 at Esters Road, Irving, Texas
Between DFW airport & Belt Line Road

PROMISES TO BE ANOTHER SUCCESSFUL SHOW

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

For more information contact:

George Cearley, Jr.
P.O. Box 12312
Dallas, Texas 75225

INTERNATIONAL SCHEDULES
NEW YORK-WASHINGTON-DETROIT-CHICAGO-SEATTLE-ANCHORAGE-TOKYO-MANILA

FLIGHT NO.	411	303	12	17	651	107	557	601	513	671	655	421	821
	Tu, Fri	Tu, Fri	12	17	U.A.L.	Tu, Fr	Sa, We	So, We	Sun, Th	U.A.L.	Tu	Tue	Daily
NEW YORK	Lv 9 00	Lv 8 00	Lv 9 00	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
WASHINGTON	Lv 9 00	Lv 8 00	Lv 9 00	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
DETROIT	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
CHICAGO	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
MILWAUKEE	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
MINNEAPOLIS-ST. PAUL	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
EDMONTON, Alberta, Can.	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
Municipal Airport	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
SPOKANE	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
LOS ANGELES	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
SAN FRANCISCO	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
PORTLAND	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
SEATTLE-TACOMA	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
Seattle-Tacoma Airport	Lv 11 15	Lv 8 00	Lv 12 05	Lv 9 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
ANCHORAGE, Alaska	Lv 1 05	Lv 1 00	Lv 2 00	Lv 2 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
International Airport	Lv 1 05	Lv 1 00	Lv 2 00	Lv 2 00	Lv 1 00	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
INTERNATIONAL DATE LINE	Lv 3 10	Lv 2 50	Lv 2 50	Lv 2 50	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
TOKYO, Japan	Lv 3 10	Lv 2 50	Lv 2 50	Lv 2 50	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
TOKYO, International Airport	Lv 3 10	Lv 2 50	Lv 2 50	Lv 2 50	Lv 3 10	Lv 7 45	Lv 11 50	Lv 11 50	Lv 11 50	Lv 7 00	Lv 6 10	Lv 3 30	Lv 8 45
PUSAN, Korea	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
SEOUL	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
OKINAWA	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
Naha Airport	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
TAIPEI, Formosa*	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
Songshan Airport	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
MANILA, Luzon, P.I.	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15
HONG KONG, Br. Gr. Col.*	Lv 4 00	Lv 3 50	Lv 4 00	Lv 4 00	Lv 4 00	Lv 8 00	Lv 12 10	Lv 2 40	Lv 2 40	Lv 7 25	Lv 8 05	Lv 9 40	Lv 10 15

Mandarin Airl 747SP, if fl
with clouds
Medavia Casa 212, gr fr,
closeup
Mongolian Airl TU-154, gr fr,
airline logo on border
NAL Japan Fokker 50, gr fl,
closeup of engine
Nordam 737-2000, if fl (two
different cards)
Oasis MD-80, gr fl
Palmar Bae 146, if fl
Qantas 747-400, if fr rs,
in sunset above SYD

747-400, rs, cockpit scene
Royal Jordanian A310, gr fl
Royal Nepal 727-100, if fl
757-200, if fl ac
757-200, if fl ag
SAS MD-80, if fl bl
Saudia 747-300, if fr ml,
blue background

Sempati Air Fokker 100,
if fr, above coast
Star Air P-27, 3-view card
Svedair SF-340, if fr,
(by Aeroprint for airline)
Taron A310-300, if fr
Taron A310-300, if fr ab
Thai int'l 747-400, if fl
MD-11, if fr
THY Turkish 727-200, to fr
TransAsia A320, if fr
Transavia 757-200, if fr ov
United Parcel Service: a set
of small photocards with
technical data on the back
DC-8, 727-100, 747, 757 in
a format similar to the NW
cards
Zambia AW DC-10, if fr, with
Africa scenes (PRA office)

Airport issues

BGM-Binghamton/Broome County,
NY. View of terminal with
USAir DC-9 in older colors.
Published by AD Art Photo
Service, O-105. Not a new
issue but nice-looking card.

Other issues

U.S. Postal Service 40-cent
postcard shows a Pan American
Yankee Clipper in flight.

Commercial *

publishers

SKYLINER CARDS

(Numbers prefaced by SK-)
108 Aviasca Fokker 100
113 Air West Express F27-200
114 Merpati F-27-500
115 CityLink Airways ATR 42
116 East West AL F-27-500
117 Royal Thai Police Pok.50

EDITIONS PI

779 Air Canada 767-233ER
780 AOM DC-10-30
781 Air Martinique DC-10-30
782 Corsair 737-400
783 Tunisair A320-211
784 Air Jet BAE 146-200
785 Taron TU-154B
786 Luxair 737-400
787 MEA A310-200
788 Air Portugal A320
789 Tunisair A300B4
790 Aeroflot A310-300
791 Air Littoral ATR-72
792 China Airlines 747-400
793 Air Guadeloupe 737-300
794 Air France Concorde

PETER RENTZSCH SERIES

09/92a TNT Express DC-8-73F
09/92b Aerolineas Argentinas
MD-83
09/92c Transair Cambodia BAE
146-200
11/92a Leisure Air USA
A320-231
11/92c Shorouk Air A320-231
12/92a Air Pacific 737-5Y0
12/92b Air Ukraine YAK-40
12/92c NICA 737-2T5

PLANE CARDS UK

3 Jersey European BAE 146-300
4 Inter European Airw A320



MIAT Mongolian Airlines
Beijing - Ulan Bator - Moscow

TU-154M, MPR-85644, msn 780



BOEING 747-400



POSTCARD Czechoslovakia

- 10 Aer Lingus L-1011 (N190AT)
- 11 Lufthansa Piper PA-42
- 12 Syrian Air IL-76M
- 13 Dakota Norway DC-3
- 14 Safair CV-580
- 15 Icelandair 757-208ER
- 16 Australian BAE Jetstr. 31
- 17 Ansett Air Freight
Westwind I
- 18 Air Ukraine IL-62M
- 19 Afrik Air Links YAK-40
- 20 Lithuanian Airlines YAK-40
- 21 Dominicana DC-6A
- 22 Iraqi AW Jetstar II
- 23 Braathen's SAFE 737-5Q5
- 24 CSA ATR-72
- 25 CSA 737-555
- 26 CSA TU-154M
- 27 CSA TU-134
- 28 CSA ATR-72
- 29 Balair A310-325ET
- 30 Belarus TU-154M
- 31 LOT ATR-72
- 32 Skoda Air L-410UVP
- 33 Air Terrex 727-51

Civil Aircraft Postcards

- 145 Volga Dnepr Airl AN-12
- 146 Alitalia MD-11
- 147 TAS Airways BAE 146-300
- 148 Alitalia Cargo 737-248C
- 149 Fortune Aviation 737-229
- 150 Eurofly DC-9-32
- 151 Fortune Av'n DC-9-158C
- 152 Garuda 747-206B
- 153 British Airways 737-2U4
- 154 Avianca 747-124
- 155 Baltic Aviation Caravelle
- 156 Air Bridge Carriers
Vanguard

- 157 Air NSW F-27-500F
- 158 Casino Express 737-2H4
- 159 Pl. Cargo Maldives AN-12
- 160 USAir Shuttle 727-254
- 161 City Air F-27-400
- 162 Alitalia Cargo 737-248C

LOCKHEED CONSTELLATION SERIES VOL. 1

- C-69-1 Trans World Airways
 - C-121A Military Air Transport
Service
 - L-749A South African Airways
 - L-1049 Pan American World
Airways
 - L-1049C Eastern Air Lines
 - L-1049G KLM
 - L-1049H South American Conti-
 - L-1049H Trans Ocean Mental
 - L-1649A Lufthansa
 - L-1649A Western Air Lines
- This fine series of limited edition, 60 postcards was published by Aviation Slide & Postcard Service, 1009 Oakhorne Dr., Harbor City, CA 90710, USA

AIRLINERS PROFILE CARDS World Transport Press

A340 Airbus colors, gr fr rs
Not a postcard, but the first in a series of fact cards about various commercial aircraft.

Malaysia Airlines
747-4H6, 9M-MHO
msn 25126/858
Lloyd Aereo Boliviano
A310-303(ET)
F-GKTE msn 562
EuroCypria A320-231,
5B-DBB, msn 256



REPORT FROM THE FIELD

by JIM "JET"
THOMPSON

Our Airports Editor concludes the history of

Boston Logan Airport - BOS

Many improvements were made to the airport during the late 1930s and early 1940s. More land was reclaimed through hydraulic dredging of the harbor, increasing the size to more than 2,000 acres (810 ha). New hangars were built for American Airlines, Northeast Airlines and later for Eastern. A new concourse building, connected to the Edson Building, was added. In 1944 the airport's name was changed to Commonwealth Airport and in November of that year Eastern Air Lines began service with DC-3s on

BOSTON AIRPORT 1936-1938-1940S

TOP:
Aerial view of Boston Airport on 29 MAY 1936. The Edson Building (terminal) is on the far left, at the circular roadway. The Army and National Guard facilities are above that. The hangars in the foreground, from left, belong to Inter City Airlines, Shobe Airlines, National Airways and American Airlines.

Center:
This photo was taken in 1938 and shows the new paved ramp area. The airport still had no paved runways at this time.

Bottom:
1940s photo showing the National Guard (foreground) and Army facilities at Boston Airport. The Edson Building (terminal) is in the center. The hangars to the left of the terminal now belong to (right to left) Inter City Airlines, E.W. Wiggings Airways and Northeast Airlines. Only one airliner can be seen in the photo, a Douglas DC-3 in front and slightly to the right of the terminal. The name of the airline is illegible. The airplanes in front of the hangars to the left all appear to be private light aircraft and the ones in front of the National Guard hangar in the foreground are military trainers and a Douglas B-18 bomber.

All three photos are by Aerial Photos International, Inc., via Massport.



NEXT PAGE



Left:
ONE OF THE ORIGINAL NORTHEAST DC-3s DEPARTING BOSTON IN 1941.
(Norm Houle Col.)

a route from New York City in competition with American Airlines. On 05 JAN 45 Mayflower Airlines merged into Northeast Airlines and another old name disappeared.

Transcontinental & Western Air (TWA) came to Boston on 01 MAY 45 with service from there to Albany, Williamsport and Pittsburgh, using 21-passenger DC-3s. On the same day Northeast Airlines began a Boston - New York City service with the DC-3. The Boston-New York City route was fast becoming one of the busiest air routes in the country. Service over this 188 mile (300 km) route increased tremendously during the next two years. In MAY 45, when Northeast joined American and Eastern in the market, American had a strong presence in the market, with most flights non-stop. Eastern was operating seven roundtrips per day. Several of these were nonstops, while the others stopped in either Providence or Hartford.

Northeast began with nine roundtrips and increased this to 16 by November. But American considered the Boston-New York City route one of its strongholds and it did not like the competition by Eastern and Northeast. In APR 46 AA raised its frequency to 20 roundtrips per day, including 15 nonstops. Northeast countered by introducing three DC-4s on the route on 15 MAY.

In SEP 45 American Export Airlines began transatlantic service from New York to London (England) via Boston, Gander (Newfoundland, Canada) and

Shannon (Ireland) with converted military-surplus C-54 Sky-masters. It was Boston's first scheduled civil overseas air service. (The WW2 Northeast service was for military purposes only.) TWA began overseas service from Washington to Paris (France) on 05 FEB 46 via New York City, Boston Gander and Shannon with the new Lockheed L-049 Constellation. On 31 MAR the service was extended to Geneva, Rome, Athens and Cairo with skymasters operating the service beyond Paris.

Commonwealth Airport was quickly outgrowing the Edson Building and the connecting concourse. Construction was begun on a new terminal, just a short distance to the east on the present-day site of the road entrance to Terminal B (USAir and American) and continued around to Terminal C (United, Delta and TWA).

On 01 AUG 48, a state management board was created to operate the airport. The five-member board was given a mandate to improve the airport and make it self-sustaining. The board would control the airport for the next 11 years and under its management, the terminal building apron was completed in the early 1950s, a new roadway entrance was built for access to that part of the airport, a

\$2.5-million hangar was built for American Airlines across from what is today Terminal A (former Eastern Air Lines) and a new control tower was added (just in front of what is today's control tower). Runway improvements had been made all along and continued during this time. They included the first parts of the four runways that are still used today.

A rather unique (for its time) airline was started on 30 NOV 49. Provincetown-Boston Airline was established by John Van Arsdale for the purpose of flying Bostonians to and from their favorite country homes in the Cape Cod area. Provincetown is only 45 miles (72 km) across Cape Cod Bay from Boston, but the trip around by car takes several hours.

PBA began operations with Cessna T-50s and later added Lockheed L-10 Electras to the fleet. On 01 JAN 60 Van Arsdale established a subsidiary company at Naples, Florida. During the winter, when traffic in the northeast was light, he moved the Lockheeds to Florida and operated from the Naples to Fort Meyers and Marco Island as Naples Airlines & Provincetown-Boston Airline. Over time, the airline became better known as PBA Airline.

The airport was given a new name again on 20 MAY 56, the Lt. General Edward Lawrence Logan International Airport. Lt. Gen. Logan had been a colonel in the 101st Infantry and was commander of the 26th Infantry Division during World War I. After the war he became a judge in the South Boston Municipal Court, a position he held for 25 years. He was also active on the Boston city council, in the Massachusetts House of representatives, the State Senate and the Executive Council. He died in 1939 at the age of 64. His widow, Cecilia "Cid"



Right:
DC-3 N137PB WAS OPERATED BY PROVINCETOWN-BOSTON AIRLINES. IN THIS SHOT IT CARRIES THE TITLE NAPLES AIRLINES & PROVINCETOWN-BOSTON AIRLINE.
(Bob Parmenter photo/Gerritsma Col.)

Logan was quite influential with the Massachusetts Legislature and was no doubt responsible for having the airport named after her late husband.

The concourse added to the Edson Building in the 1940s, was torn down in the mid-50s. The airport continued to operate at a deficit and had outgrown several development plans. Land reclamation continued to add land to the airport and all airlines serving Boston moved to the new crescent-shape terminal, the Boutwell Building.

In 1956 the State Legislature created the Massachusetts Port Authority, known as Massport. It took over control of the airport in FEB 59. Included in its mandate were to eliminate deficit operations and introduce detailed development plans.

Tigers. Unfortunately, less than a month later, on 01 FEB 57, the aircraft crashed in flames on Rykers Island just after takeoff from La Guardia Airport, New York, during a snow storm. However, the service continued with the first of 10 DC-6B delivered new from Douglas two weeks earlier. That year, Northeast also began service to Philadelphia, Washington and Tampa.

Four "T"-shaped concourses were built during the final years of the 1950s and a huge hangar was built for Eastern Air Lines, right beside the entrance to the terminal. Aircraft flying into and out of Logan now included DC-6s and -7s, Constellations, twin-prop Convairs, Electras and, yes ... DC-3s were still around, too.

On 21 AUG 58 Northwest Air-



AIR CANADA DC-9-33 LANDING AT LOGAN INTERNATIONAL CLEARLY SHOWS HOW CLOSE THE AIRPORT IS TO THE DOWNTOWN BUSINESS DISTRICT OF THE CITY.
(Photo by Redden Archives/Gerritsma Col.)

lines introduced the Vickers Viscount propjet into airline service in the U.S. Northeast had ordered nine one year earlier and would eventually own 10. The Viscount set new standards on the important Boston - New York service and increased the airline's market share from nine per cent to 35 per cent.

Early in 1959 American Airlines introduced the Lockheed L-188 Electra on its Boston - New York - St. Louis and Boston - Chicago - Dallas - Fort Worth routes.

On 30 APR 61 Eastern struck back at Northeast's domination of the New York - Boston route when it launched its famous Washington - New York - Boston Air-Shuttle with Lockheed Super Constellations. Passengers did not need to reserve their seats. Instead they bought their \$12-one-way tickets on board the aircraft. Flights departed every two hours, but Boston-New

York went to an hourly schedule on 01 AUG and New York-Washington on 15 SEP.

But changes were in the wind. The jet age was approaching and terminal expansion was needed to handle the Boeing 707s and Douglas DC-8s that would soon be arriving. While the Viscount and Electra offered passenger capacities similar to that of the piston-engine aircraft they replaced, the jets were going to be twice the size and the terminal at that time was not capable of handling aircraft carrying more than 100 passengers, nor could it process the vast amount of baggage these travellers would be carrying. As it turned out, the jet age arrived before the much-needed improvements could be made.

On 01 JUN 59 American Airlines introduced the Boeing

707-123 on its Boston - Los Angeles route. On 15 DEC 80 Northeast inaugurated Convair 880 service with the first of six aircraft leased from the Hughes Tool Company, the owner of TWA.

Construction started on the original International Terminal (today known as Terminal D). It was completed in 1964 at a cost of \$5.9 million. The North Terminal (Terminal C) was expanded and was completed in 1967. Then a new terminal was built for Eastern Air Lines (now Terminal A) at the southwest portion of the complex. It was opened in 1969 and cost \$18 million. A new, \$7.2 million, 22-storey control tower in the center of the field was next. It was

built directly behind the existing tower and office complex and when it was opened in 1973, it was the tallest airport control tower in the world. An even larger international terminal, the new \$32-million Volpe International Terminal (now Terminal E) was opened in 1974.

Massport kept construction workers busy in other areas of the airport as well. Three large kitchens for in-flight meals were built, the air cargo and U.S. Post Office facilities were enlarged and four hangars were built for several major airlines. Construction of the South Terminal (Terminal B) was completed in 1976 at a cost of \$20 million. This terminal was for Allegheny Airlines, Northwest Airlines and American Airlines.

Northeast Airlines ("New England's Own Airline") disappeared from the scene on 23 APR 71, when a merger with Delta Air Lines was announced. From that day forward, it was Delta that would occupy the old Northeast gates at Logan Airport.

Another 110 acres (44.5 ha), the "Bird Island Flats", were reclaimed from the harbor between 1964 and 1973. This was directly across from the Eastern Air Lines terminal (Terminal A) and terminal B. The area now included the Massachusetts Technology Center, an office and industrial complex; the Amelia Earhart General Aviation terminal and hangar; the Northwest Airlines cargo terminal and several other cargo terminals. This area is now called Logan South/Harborside and provides docking facilities for the Massport fire boat and the airport water shuttle to downtown Boston.

The North Terminal (Terminal C) was given some much-needed renovation and expansion in the mid-1980s. The interior was completely redesigned, right from the ticket counters to the baggage claim areas, restaurants, concessions and even the upper and lower roadways to relieve traffic congestion. The work was completed in 1987 at a cost of \$36 million.

As we look at Logan International Airport today, we find it has become the ninth-busiest airport in the U.S. and the 14th-busiest in the world. It covers 2,400 acres (970 ha) of land. More than 24 million air travellers and 803 million

pounds (364,175 tonnes) of mail and cargo pass through each year. It has five very active runways in use today with the two longest just over 10,000 feet (3,050 m) long.

Logan has five passenger terminals and two separate cargo areas (one on the north side and another on the south side). Logan South Harborside includes facilities for general aviation, office space and technology training. The airport is located just three miles (5 km) from downtown Boston and thereby is the airport closest to the downtown center of any major city in the U.S. Transportation between the downtown and the airport include express bus service, subway trains and even a water shuttle to the financial center.

In 1990 Logan handled 424,568 flights = an average of 1,160 per day = to all parts of the U.S., Canada, Mexico and Europe. Jet traffic totalled 60% of the operations while commuters amounted to 34%. The re-

maining 6% was taken up by general aviation traffic.

There has been talk of moving Boston's commercial air service to another, less-congested location, but it has not gone much farther than the discussion stage. Right now it looks Logan International will remain the principal commercial airport in the U.S. northeast for many years to come.

I'd like to thank the following for their much-appreciated and much-needed help in compiling the information and photos for this history: fellow WAHS member Armen C. Avakian and Phillip D. Orlandella, manager of external affairs, Logan International Airport. Other information came from PICTORIAL HISTORY OF PAN AMERICAN WORLD AIRWAYS, by St. John Turner; BIRTH OF AN INDUSTRY by the OFFICIAL AIRLINE GUIDE, The Reuben H. Donnelley Corp.; AIRLINES OF THE UNITED STATES SINCE 1914 and DELTA, AN AIRLINE AND ITS AIRCRAFT by R.E.G. Davies; FORD TRI-MOTOR 1926-1992 by William T. Larkins; THE ILLUSTRATED ENCYCLOPEDIA OF PROPELLER AIRLINERS by Bill Gunston; AIR CLASSICS Magazine, FEB 77; 1991 ROAD ATLAS by H.M. Gousha, DELTA, EASTERN AIRLINES AND TWA history books by George Cearley Jr. and various time tables of Eastern Air Lines and Trans World Airlines.



1953 - This photo, looking north, was taken on 04 OCT 53 and shows four runways in use (parallel 4L-22R and 4R-22L, 9-27 and 15-33). The Edson Building and the concourse with connecting finger built in the 1940s, are still in use (in the curve of the L-shaped ramp at center-left, with four DC-3s shown), but most of the

CONTINUED ON NEXT PAGE



(1953 PHOTO
CONT. FROM PREVIOUS PAGE)

airlines have moved to the new terminal building east of the concourse. The hangar just south of the L-shaped ramp is American's facility.

(Photo from the Armen C. Avakian Collection)

B
1968 (Top)

Also looking north, this 08 MAY 68 view shows Terminal A under construction for Eastern Airlines (white area southwest of the new terminal complex). The north and south terminals have two "T"-shaped fingers each. The old "L"-shaped ramp has been removed and the Edson Building and additional concourse torn down. In their place are a general aviation ramp and terminal, located closer to the water. The large white area north of the terminal and west of Runway 4L-22R is the site of the new large Eastern Air Lines hangar. The former American Airlines hanger just southeast of the new GA ramp now belongs to Mohawk Airlines and carries the text "Jet Mohawk" on its roof. The same four runways as in the 1953 photo are still in use, but a short parallel runway, 15L-33R has been added north of existing 15-33, now called 15R-33L.

(Photo from the Armen C. Avakian Collection)

1978 (Bottom)

Again looking north. Runway 15R-33L has been lengthened to the northwest. All five passenger terminals can also be seen in this 23 APR 78 shot. The North terminal (Terminal C) still has its two "T" fingers, but the south terminal has been greatly expanded with an international terminal (Terminal E) which itself now has two piers with multiple fingers. The photo also shows how much land has been added to Logan, especially to the south.

(Photo from the Armen C. Avakian Collection)

Incidentally, Level 5 of the parking garage on top of the South terminal (Terminal B) offers the only suitable photo location for parked and taxiing aircraft. A long telephoto lens makes it also possible to photograph movements on Runway 04L-22R from here.

STICKER CHATTER

by DON THOMAS



#1

MORRIS AIR

PEEL TAB

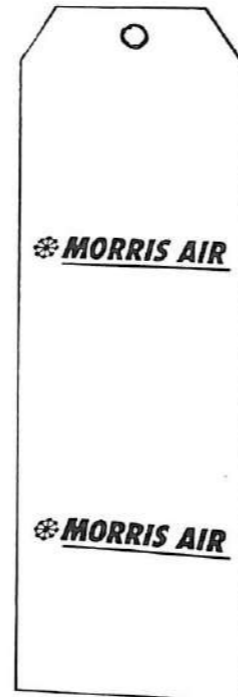
Name _____

Address _____

City-State-Zip _____

Telephone _____

#2



#4

MORRIS AIR SERVICE

PEEL TAB

Name _____

Address _____

City-State-Zip _____

Telephone _____

#3

Much to my regret, I was not at the Airliners International convention in Washington, DC, in July. Sorry, but I decided not to make the long drive. Next year I expect to be at Atlanta. Perhaps many new labels appeared at the Washington show. I would appreciate news about them for future columns.

ED CROWLEY of St. Louis starts off this column with a Malaysia Airlines 747-400 label (#1). It is white and red on a blue background.

PAT McCOLLUM and others have sent in three types of BILs of Morris Air (#2,3,4), which is based at Salt Lake City, Utah. The airline flies to various cities on the West Coast, including Los Angeles, Portland and Seattle, and to Arizona. All three BILs are blue on white, but the vertical one also has a red logo and a red line under the name.

The UtrAir label (#5) has been identified (see previous issue). The airline is based in Houston, Texas and flies to Los Angeles and New York. It uses ex-Pan Am 727s in first and business classes only. This label too was sent in by Pat McCollum.

JOE WOLF contributed the label from Grand Airways (#6). It is in dark blue on white. Grand Airways operates day tours from Los Angeles, Palm Springs, Las Vegas and Grand Canyon, with a Swearingen Metro.

Next is another "funny-face" label from Lufthansa (#7), sent in by HECTOR CABEZAS. It is in dark blue and silver on white, with a double border in orange.

Also from Hector came the two Condor labels (#8,9). The oval-shaped one says "The New Boeing 737-300 of Condor is here!" and the rectangular one

ULTRAIR

Name _____

Address _____

City-State-Zip _____

Telephone _____

#5



#7



#6



#8

proclaims Condor is "the vacation airline of Lufthansa".

The next four labels are also from Hector. The Roland Air Bremen label (#10) is in red, blue, purple and white; Air Berlin (#11) is in red on white; CityLink Airlines (#12) is in red, white and violet on green, and Sudflug (#13) in light blue (logo) and dark blue (name) on white.

GÜNTER MAIR of Germany contributed two new labels of Latvijas Avioliņijas/Latvian Airlines (#14,15), of Riga. The round one is in brown on white and the other one in red and dark blue on white. Since the independence of Latvia from the former Soviet Union, Latvian Airlines has taken over Aeroflot's services out of the capital Riga.

Delta Air Lines has another "Air Lion" label (#16). Apart from its shape (round instead of square) it is a bit different from the previous one. The colors are orange, yellow and black on white.

The Swissair MD-11 label (#17) comes from DAVID POWELL via BILL DEMAREST. The name and tail are red, the latter with a white cross, and the aircraft is shown against a blue sky with white clouds.



#16



#9



#10



#11



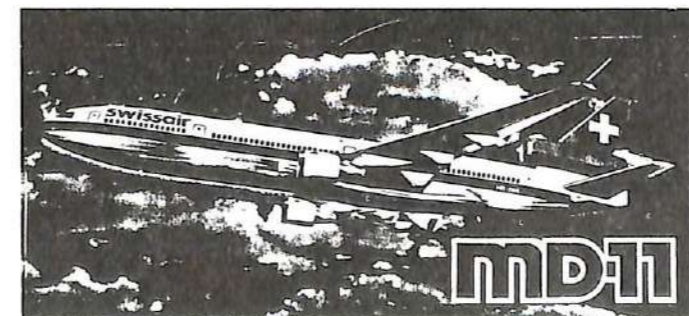
#13



#12



#14



#17



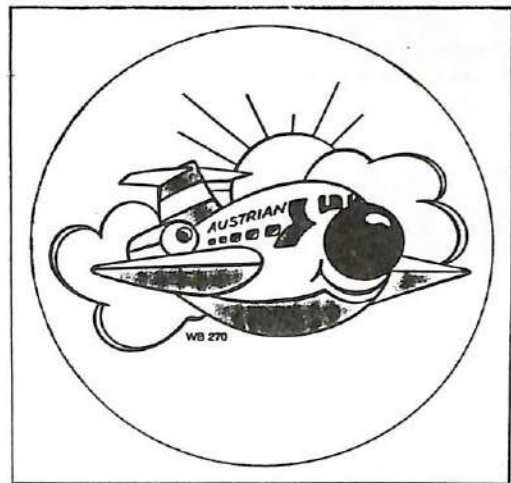
#15



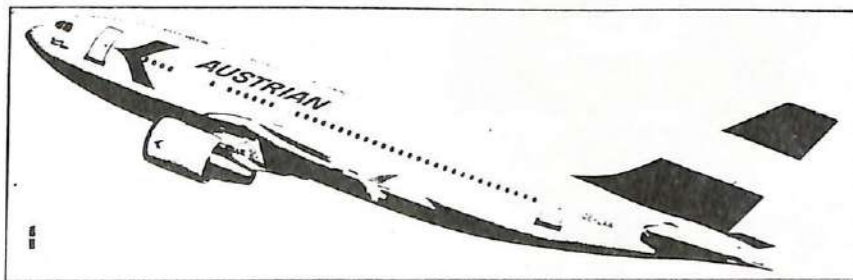
#18

DAVE CHERKIS is contributing a number of very colorful labels. How about the one from Lauda Air of Austria (#18)? It shows an orange girl in green bathing suit and roller skates with yellow hair and blue and red wings. The text is also in red.

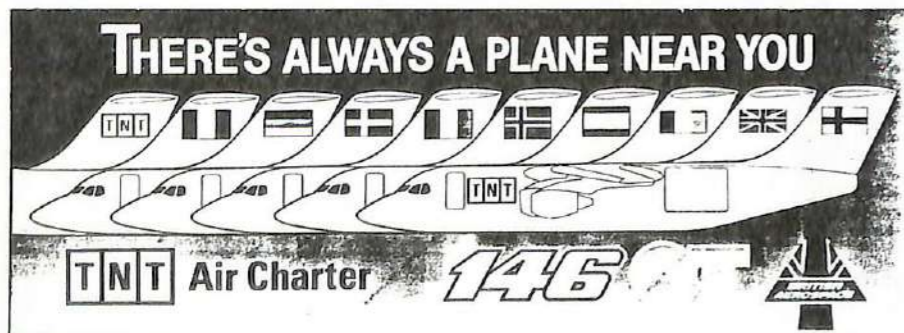
#19



#20



#21



#22

The next three labels are from Austrian Airlines and were also sent in by Dave. The first one shows a "funny face" MD-80 (#19). Colors are red, light blue, yellow and black on white and the other two (#20,21) depict the airline's Airbus A310-324 aircraft. #21 has name and address lines on the back and can be mailed as a postcard.

Finally, also from Dave, comes the TNT Air Charter label (#22), issued, jointly it appears, by TNT and British Aerospace, maker of the BAE 146QT (Quiet Trader) jet freighters shown. The tail on the left shows the TNT logo and the other nine carry the flags of France, Germany, Sweden, Italy, Norway, Spain, Ireland, Great Britain and Finland.

Don Thomas has requested the CAPTAIN'S LOG to include the following message:

**ATTENTION
WAHS MEMBERS IN THE U.K.**

Does anyone know the address of one RUPERT PRIOR? He compiled an attractive book, "FLYING - The Golden Years", in 1991, produced by Morgan Samuel Editions of London and published by H.C. Blossom of London.

The book, widely sold the U.S., Canada and the U.K., includes 84 color pictures, with accompanying information, stolen directly from my 1987 book "NOSTALGIA PANAMERICANA", with merely a notation "Courtesy Don Thomas".

Since I have never heard from the author, producer or publisher, this constitutes a very blatant infringement of my copyright TX 2 289 976, which is registered in Washington.

Letters to the producer and publisher asking for the usual payment of my images by myself, by my copyright attorneys in the U.S. and by copyright solicitors in London, have met with no reply, and in fact the post office says the producer has moved, no forwarding address.

It would be nice to get in touch with Rupert Prior and ask for an explanation. Otherwise we may assume that he authors attractive and successful books by using mainly stolen material. Anyone could do that. I spent 60 years and much expense and research collecting this material, and \$26,000 to publish 5,000 copies of my book. The thieves just take most of it for nothing, use it, and even copyright it under their own name, or so it says.

DON THOMAS

NOTES BY JOOP GERRITSMAN:

1. Anyone who knows of the whereabouts of Rupert Prior, please write directly to Don Thomas at 1801 Oak Creek Dr., DUNEDEN, FL 34689, USA. Do not write to the WAHS or the CAPTAIN'S LOG.

2. The inside back flap of the dustjacket of "FLYING - The Golden Years" says Rupert Prior is the editor of "The Brooklands Gazette" and is a partner in Vitesse Publishing. Anyone who knows the address of either company, please write Don.

WINGS & THINGS

by RICHARD KORAN



JOHNSON'S WAX SIKORSKY S-38C, NC-6V, MSN 314-12, AT THE MILWAUKEE COUNTY AIRPORT (NOW GEN. MITCHELL FIELD) IN THE SUMMER OF 1935. (PHOTO FROM THE TOM KALINA COLLECTION)

Before heading east for AI '93, Diane and I went to my hometown to visit family and friends - and Racine, Wisconsin's annual 4th of July parade and celebration. Oh yes, also to attend my 40th Park High School reunion and all-around bash the night before.

I have always enjoyed the parade, even though we sit in front of a funeral home on Main Street! Anyway, the funeral director is great =

puts out coffee and rolls and donuts = and keeps everyone happy until the first of the Racine fire trucks appear with sirens at full blast and horns blaring.

While in Racine, we also visited with Johnson's Wax Chief Pilot Tom Kalina. A long-time WAHS member, Tom was the congenial host at his home as well as at Racine's airport where the



(ABOVE): WAHS MEMBER AND JOHNSON'S WAX CHIEF PILOT TOM KALINA, WITH THE COMPANY'S ORIGINAL 1929 WACO TAPERWING. THE AIRPLANE HAS A BLACK FUSELAGE WITH YELLOW WINGS AND TAIL SURFACES. THE PROPELLER SPINNER IS RED AND THE CHEATLINE RUNNING THE LENGTH OF THE FUSELAGE IS WHITE. TEXT BELOW THE CHEATLINE READS: "JOHNSON'S WAX POLISH".

(RIGHT): WEARING NAVY-BLUE UNIFORMS AND WHITE HATS, JOHNSON'S FIRST FULL-TIME PILOT, E. H. "AL" SCHLANSER (LEFT) AND RADIO OPERATOR A.J. HOY, POSE IN FRONT OF THE RED, BLACK AND YELLOW JOHNSON'S WAX SIKORSKY S-38 "CARNUBA". TAKE A GOOD LOOK AT SHOES HOY IS WEARING ... RATHER DAPPER, AREN'T THEY. PICTURE DOESN'T SHOW MUCH DETAIL IN THE WINGS OF THE TWO MEN.

(PHOTO FROM THE TOM KALINA COLLECTION)



151

J-Wax hangar stands. Entering the hangar, it was obvious that the floor wax was Johnson's Wax ... shiny beyond words. Tom flies the Falcon 900 three-engine biz jet in addition to his other chores. He also has time to flit around at times in the company's recently-restored original 1929 Waco Taperwing. But let's Tom do the talking:

Tom:

The aircraft operations of S.C. Johnson & Son, Inc, commonly known as Johnson Wax, is one of the oldest flight departments in the U.S.

In 1934, the company purchased a Sikorsky S-38, NC-6V, painted it red, black and yellow, and nicknamed it "Carnauba". In the fall of 1935 the big amphibian made a major scientific expedition to the Amazon region of Brazil to study the production and harvesting of wax from the Carnauba palm tree. At the controls was Johnson's first full-time pilot, E.H. (Al) Schlanser, assisted by radio operator and former crew member A.J. Hoy.

The adventure covered more than 22,000 miles (35,400 km) in 185 flying hours during a three-month period. It was an important event, not only for the company, but for aviation history as well. So much so that a "Carnauba Expedition Exhibit" was erected at the EAA Museum, Oshkosh, Wisconsin.

In APR 36, NC-6V was sold to Royal Dutch Shell and was shipped to the Far East where it operated as PK-ART in the colors of the Netherlands-New Guinea Petroleum Company. It is believed to have been destroyed by the Japanese during World War 2.

Al Schlanser joined American Airlines in 1937 and eventually went on to become their Chief Pilot on the Boeing 707.

Today the S-38 remains the unofficial emblem of the Johnson Wax Aviation Department, even though the company recently restored its original 1929 Waco Taperwing.

The current wing, depicted in this article, has been worn by Johnson Wax pilots since 1988. It was produced by Balfour in the ever-popular Eastern-style with no indication of rank. The center logo was designed by Tom Kalina and shows the S-38 in fine detail, with the words "Aircraft Operations" above the Sikorsky while the familiar company name is shown below the aircraft. The wing is gold with black enamel for the center background. Fewer than 50 of these wings were made.

The only other wing ever worn by Johnson's pilots was the one Schlanser and Hoy used in 1935. No accurate information about this earlier wing is available, but careful studies of old photos of the crew suggests a Pan American style. This is not surprising, since their uniforms had the same color as those of Pan American crew. Hoy had worked for Pan American and much of the mechanical preparations on the aircraft was done by Pan American at Dinner Key, Florida.

I hope you have enjoyed this little piece of fact around the creation of this splendid wing even if only remotely connected to airline history. If any of our readers can shed any light on the 1935 Johnson Wax wing, or has photographs of NC-6V at Dinner Key, please contact Tom Kalina.



"Aircraft Operations" appears above the Sikorsky S-38 on this unofficial emblem of the Johnson Wax Aviation Department. The familiar company name, "Johnson Wax" stands below the S-38. The Balfour-made wing is gold with black enamel for the center background.



Close-up of the Johnson's Wax wing shows wonderful detail. Besides "Aircraft Operations" and "Johnson Wax", the S-38 itself has been finely crafted. Nicely done by Balfour.



Aircraft operations at Johnson's Wax has a sign in the building showing the red, black and yellow livery on NC-6V, a Sikorsky S-38 nicknamed "Carnauba". For more details, see Tom Kalina's text.

The remainder of this column was contributed by Charlie Dolan of Baltimore, MD. I hope you'll enjoy it as much as I did.

Charlie:

As the piano player used to say in the beginning of Monty Python's Flying Circus, "And now for something completely different." I had been to two AI conventions previously, Orlando in 1991 and the Orange County ground shaker in '92. On both occasions I was an observer only. This time I decided to display.

I have been collecting wings and cap badges for 11 years and during that time I have secured some quality pieces, I think. Therefore I decided it was time to do some serious bragging and show them off. Luckily, I live within 60 miles of the Crystal City Hyatt so the logistics were not too difficult. I just swapped cars with my daughter and my boards and paraphernalia fit nicely into her "artmobile". Budding photographers need small station wagons to haul those super enlargements around.

I had put together four 2-foot by four foot masonite panels and jury-rigged them to the base of a kitchen stool which allowed them to pivot. Each of the three panels held 24 frames and the last had 15 other frames, each frame showing one airline insignia, cap badge and pilot wing or series of pilot wings. I thought it looked pretty good and I was happy to hear many complimentary remarks as the convention progressed.

I drove to Virginia through the District of Columbia at about 2:30 p.m. to beat the heavy traffic. It was hot as the dickens, but traffic moved pretty smoothly. Almost as soon as I arrived in the hotel after finding a parking space very close to the door, I turned a corner and saw Ken Taylor from Alberta. The previous time we'd seen each other was right after the second Landers quake and we were making plans to get out of town in a hurry. Ken had not been sure he'd be able to get all the way east this year, but we were sure glad he and Beth did. He pointed me to the registration tables and then rendered yeoman service helping me unload the wagon and set up my Rube Goldberg display. Within an hour I had my location staked out and had set up.

On my last trip out to the car to pick up a few more display boards, I met Diane Koran, who told me Dick would be along in a few minutes. This gave me warning enough to set up a gag I'd been waiting to pull for about three years. When I tapped him on the shoulder and he turned around, he saw the eye patch and hooked hand I was sporting as a result of the "pirate's convention". Get him to tell you that story some day. A few folks in the lobby thought we were a few sandwiches short of a picnic and they were probably correct.

The guys went down to the exhibition floor to check things out while the ladies waited for us to head out for dinner. We kept it local to stay out of the heat and traffic, and to be back in time for the now-traditional get-together with the Russians. Dinner at Bob's was spent catching up on travels, jobs, families and acquisitions during the past year.

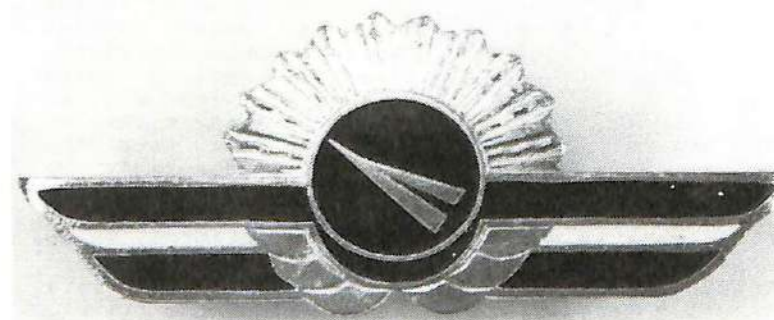
After a last check of the goodies in the display area, it was time to party down with the Russians. Dick Koran and I headed down to the room at about 9:30 p.m. We were sure they had



"alak" wing was given to me by Hector Cabezas and is from a new Russian airline. However, it is almost a kiddie wing, except it is real! It just shows you how difficult it is to get an airline going: they use plastic for their wing. A fine addition to any collection, no matter what it is made of. The wing has light blue and white in the center, along with a stylized "A" that is quite unique. The wings are red and gold, and there is a small pinback for wear on the shirt or uniform jacket.



This Baltic International Airlines sticker has more detail than the wing itself. A lion with a gold mane holds a shield in gold, with a white "B" and three gold stars. The name Baltic at the top is in maroon and International Airlines is in black. Below the lion it reads "Latvian-American joint venture" and the Latvian and U.S. flags are across the bottom.



Baltic International Airlines has produced a small wing, but it is big for those of us who are looking for wings form that part of the world. It has a deep-maroon color in the center with an arrow-like insignia and wings in maroon and white. A sun-burst surrounds the center.

said Room 1212, but I had read 1221 on their display table. Anyway, whoever was in 1212, with the "Do Not Disturb" tag on the doorknob, chose not to answer our summons, so we went to 1221 instead.

This year the table was set well in advance, complete with plastic utensils and handi-wipes fresh from the new airline, RAL = Russian Air Lines. This was to be an upscale party, featuring vodka, caviar, pate, good heavy bread and the mandatory "Russian surprise" of fresh and smoked sausage.

For some reason, Hector Cabezas was running late, so the conversation was a bit slower than usual and we got lots of practice with synonyms, trying to get the thoughts across. Two new members of the group were Calgary's Ken Taylor and Russia's Anatoly Bruhanov. When the official interpreters Hector and Valentin arrived, the jokes and toasts flew quicker and by the Russian signal for "wuss" after draining the glass in one long "sip", Anatoly would hold it over his head to demonstrate it was indeed empty.

We Westerners have not had our throats scarred sufficiently to let the vodka pass that quickly, so we had to rely on mineral water or beer chasers to put out the fire! When I explained I had to get back home for the night, the Russians stopped insisting I needed another round. They must have heard of the reputation of the Maryland State Police.

This was a completely different convention for me. I must hand it to the folks who have been vendors at previous conventions, as well as to the vendors at the old-car flea markets I have been going to. For the first time I saw how limited one can be by having goods to sell or merely display. I am extending a larger Thank you to the Hugheys, who had the table next to me and kept an eye on my display for a good bit of the time while I prowled the floor looking for that needed wing, badge, sticker, VHS tape or other "goodie". I also dashed a lot of hopes by having to tell people the wings and cap badges on the rack were "display only" items. I sure wish I had asked for two of everything as I accumulated the pieces for my collection. I did attract a lot of attention. I also got several favorable comments on my "I survived AI '92" T-shirt with the times and Richter Scale magnitude levels of the quake on the back. I had a niece make them up for me and they turned out well.

(Comment by Dick Koran: Charlie should sell these shirts et al.)

At 5 p.m. I met the Korans and Taylors in the lobby and Dick volunteered his Buick station wagon for the drive to Carroll County, Maryland. We made the 60 miles in good time, but I think Dick was a bit surprised about how far out in the "country" I was. But then, I suspect that to Ken and Beth Taylor it looked more like the suburbs since they come from real farmland. We spent a bit of time showing off the new house and then headed into greater downtown Sykesville for dinner in a converted railway station. As we were sitting on the former passenger platform after dinner, a CSX train passed by and we were almost sure we spotted Paul Collins. We waved, but he must not have seen us because when we saw him Saturday, he denied having arrived on a coal train. Not long after the train went through, my daughter arrived at the restaurant. Remember I told you we had switched cars? Well, I also had her key to the house. It was just like on the lead-in to the news but with a twist: "It is 11 o'clock. Do you know where your parents are?"



Mountain Air Cargo operates several Cessna Caravan and Fokker F.27s on behalf of FedEx, along with a CASA 212 and a few Shorts 330s. The wing arrived without any name on the packet. It is silver, finely detailed, with the center depicting the mountains and the letters MAC.



ALM - Antillean Airlines operates a network of scheduled services from Curacao to various destinations in the Caribbean and to Florida. ALM was originally formed as a subsidiary of KLM. I have two ALM wings, one with six stars and one with five stars on the shield. When ALM was founded, the (former) Dutch Antilles included six islands: Aruba, Bonaire and Curacao, lying off the Caribbean coast of Venezuela, and Saba, St. Martin and St. Eustatius, lying east of Puerto Rico. Aruba has since separated from most functions of the federation and has established its own airline, Air Aruba. That is why there are only five stars on the present ALM wing.



This Reno Air wing was produced by the Shuey's. It is gold with three peaks dominating the horizon as the carrier would like to dominate the boardings in the mountain city. The mountains are green with white caps and a gray background.



Deutsche BA is the new name of Delta Air Regionalflug after its takeover by British Airways. The airline operates from Flugplatz Lowental at Friedrichshafen in Germany. Friedrichshafen was the birthplace of the Zeppelin airships. I was taken by this particular name, Friedrich, which was my mother's maiden name. The wing is overall gold with a black-red-yellow triangle above a black bar. The name Deutsche BA is in gold.

After dropping off my wife Karen at home, the rest of us headed back to D.C. and Crystal City. I had a room at the Hyatt Friday night so I'd be in the display area early Saturday morning. Saturday's turnout seemed a bit smaller than usual, but I was able to plug a few gaps in the collection. At about 2:30 p.m. I broke camp, put one half of the display in my room, the other half in the car and headed home to pick up Karen for the AI banquet. I was beginning to see why my son hated the commute from home to his office at L'enfant Plaza so much. He did it for six weeks or so and then found an apartment in D.C. before the election, while rents were low.

I had bought Ron Davies' Aeroflot book that morning and brought his Pan Am book from home to get them autographed so when the contest was announced, things began to happen. With Ken Taylor Dick Koran and Joop Gerritsma at the table and only one answer to 10 questions based on the Davies books certain, my wife the teacher, spurred us into action. She won't let her students quit and by gosh, we were not going to get away with quitting either. So, as others dined leisurely, I borrowed Beth Taylor's glasses and performed a bad imitation of Evelyn Woods' speed reading course. Ron Davies had said that the object of the Davies exercise was to have his books purchased and read and that is just what I did = hurriedly.

All in all, it turned out well. Without the Delta and Lufthansa books on hand, we scored 5 1/2 out of 19. Since Joop had come up with one correct answer without any books and Beth Taylor had loaned me sight, I split the winnings with them. I now have four autographed Davies books and it only cost a bit of heartburn. After the banquet, we headed upstairs to the lounge that overlooks the Potomac and National Airport and watched the city for a bit.

We got together with the Korans and the Taylors again on Sunday morning and after loading my car, headed for D.C. and my son's place. He settled in about four blocks from the Capitol and still gets a bit testy when I tell him he lives in a "high-crime area".

Breakfast at Bullfeathers was a pleasant experience undisturbed by any natural cataclysms and was over too quickly.

Hearing that the 1995 convention in Phoenix, AZ, will take place in a resort, the ladies have already made plans.

I don't know what Atlanta in 1994 will throw at us for highs, but the Washington, D.C. area tried to live up to its reputation of being full of hot air.

Anyway, it was a good time and I am looking forward to getting my new items mounted and on display before going out for more in Atlanta in '94.



Arab Wings is a subsidiary of Royal Jordanian Airlines. The company obviously offers a quick way to get somewhere in the Middle East, using a couple of Sabreliners and a Cessna 340A. This wing is a beauty, with a red A and a W superimposed on each other and gold wings with red thread extending laterally from the center. The workmanship is quite detailed.



Piloto Commercial wing is worn by commercial pilots in Argentina, says Hector Cabezas. He is making another trip to Argentina and Sao Paulo (Brazil). The wing is gold, with a fine feathering. The dark enamel is deep-blue with letters in gold. The enamel in the center is light blue and white. Behind the pin, just above the "dips" in the wing, you can catch a glimpse of the pin-back.



Silkair of Singapore was previously known as Tradewinds. The airline plies its trade with 737s and sometimes uses Dornier Do-228 aircraft to Tioman Island. The wing is gold with green on the left side of the logo, and deep purple on the right side. I acquired this wing at AI '93.

APLOGIES!

On p.89 of the JUN 93 issue of the CAPTAIN'S LOG I wrote R.E.G. Davies, curator of Air Transport at the National Air and Space Museum of the Smithsonian Institution, took the Tony Jannus Award, awarded to Herb Kelleher of Southwest Airlines, with him to Washington for display at the museum. Mr. Davies advises this is incorrect. He did not take the trophy with him and it will not be displayed at the Smithsonian. "As far as I know it is still at the Tampa Airport," he said.



This Czechoslovak Aviation badge denotes the pilot has flown more than 2,000,000 km (1,242,766 miles). Let Air is the unit to transport the Czech president and other government officials of the former state, VIPs in other words. This badge is no longer in use as it was used by a state aviation unit. The batch has a gold wreath with a red star on top and the Czech colors of red, white and blue at the bottom. The band at the bottom with the 2,000,000 number and the four-engine aircraft are in silver.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

After returning from another fine Airliners International at Washington, D.C. (and enduring the horrendous heat there) it was nice to get back to cool Florida. My congratulations to the DCA group for doing such a nice job.

My good friend HECTOR CABEZAS sent me a pilot wing from Alak Airlines of Russia. This airline was formed after the break up of the USSR. The company flies passengers between Moscow and Tel Aviv.

Now, normally I do not write about pilot wings. I feel this is the domain of Dick Koran and I don't like to step on other people's territory. However, this wing is quite different from a normal pilot wing. In fact, it looks like a Junior Crew Member wing. It is made of plastic and looks very similar to the junior wings of SAS and Scanair. Colors are red for the wings with a blue center and white letters. So, if you run into this one, it is a real pilot wing.

DAVE CHERKIS (we can always count on him for a new wing) found a current Air New Zealand issue. This is a silver wing with the Air New Zealand turquoise logo in the center. It is exactly like the Stoffel S-1 style, but is hallmarked A.S.1.

From a collector friend in Stockholm I received a new SAS issue. It is in light blue and gold and these colors appear to be the only difference from some of the previous SAS issues that were made in dark-blue/gold and black/gold.



KEN TAYLOR from Calgary sent along a photocopy of a wing issued by Great Northern Airways. Ken wrote it was given out at the Calgary Stampede Salute to Aviation in JUL 74. GNA was a small Calgary-based airline doing charter work and Arctic service. The wings were made of paper and were attached to the clothes with a straight pin, or they were stapled on.

ALAK AIRLINES (Russia)



AIR NEW ZEALAND



SAS



TRANS AUSTRALIA AIRLINES



From the truly fine collection of LIONEL GINSBURG comes this information on some of the junior wings of Trans Australia Airlines. When I bought the collection of TONY LOPEZ, Tony told me Lionel has some very rare TAA junior wings and I left space for them in my book. However, it appears I did not leave enough spaces. Lionel supplied me with information on what I call the first issue of TAA, except that the similar wing I have in my collection is enamel and Lionel's is all gold-colored. Which one was first is hard to say, but they are both out there. Then I have a wing that is metal and has a



solid gold color, but Lionel has sent me photocopies of the same wing in enamel. The half wing for young female passengers is also enamel. Lionel also shows the same pilot wing, only in the body of the wing is the inscription "25 HOURS" or "50 HOURS".

We think this was a junior club along the lines of the British Airways club, in which a young passenger must have log book proof of having flown this many hours before being given the respective pins. A very interesting concept and the only airlines I know of ever having done this.

I can always count on finding a few items for my collection at the annual AI convention.

This time, through the kindness of LOTHAR GRIM from Darmstadt, Germany, I acquired two new Air France junior wings. They are so small, you might mistake them for lapel pins. One says "Futur Pilote" and the other one "Future Hostesse". They measure 1 x 0.5 in (2.45 x



CET ARTICLE N'EST PAS DESTINE A UN ENFANT DE MOINS DE 8 ANS.



CET ARTICLE N'EST PAS DESTINE A UN ENFANT DE MOINS DE 8 ANS.

1.25 cm). The basic colors of the pilot wing are gold and blue and those of the hostess one silver and blue. They come on a card that says "Cet Article n'est pas destine an un enfant moins de 8 ans". Translated, it says, "This item is not intended for a child younger than eight years old".



Also from Lothar I obtained the new Vintage Airlines junior

wing. Vintage is a charter airline that flies DC-3s between Orlando and Key West, both in Florida. Lothar said he took the flight and found it really a wonderful experience.

Back to Ken Taylor of Calgary. He set aside for me this Time Air issue. This Stoffel #7 style is in silver with blue letters.

And now for some news that I am happy to share with you. I now have a collaborator for my wing illustrations. It has always been difficult for me to get a good photo or Xerox copy

WHAT IS IT?

by KEN TAYLOR

Before we start the usual questions and answers, I'd like to show you a few badges from an airline here in Western Canada. A company that was known for 25 years as Time Air has had a name change and as of 01 MAY 93 is called Canadian Regional.

Time Air was born as Lethbridge Air Service at Lethbridge, Alberta in 1967. The name was changed to Time Air in 1969. Shown below is the stewardess wing from the 1970s.



The name is in blue on a gold color metal wing. Hands on the clock face point to 9. This is a simple pin back.

By 1981 Time Air was in a position to grow and they took over Gateway Aviation of Calgary. In JAN 85 Time Air also purchased the six-year old Southern Frontier Airlines, also of Calgary. These takeovers gave Time Air a Calgary base. Pictured are the blue-on-white patch worn on flight suits of

Southern Frontier crew and the jacket badge for its Convair pilots. This badge is of blackened gold color metal.



JAN 86 saw North Caribou Air join Time Air and in JAN 88 Norcanair was taken over. These are the embroidered cap badge in blue on white of Norcanair in 1966 and the airline's jacket wing from 1966 in yellow on



of the junior wings. Some of them just don't copy well, especially those with red and dark-blue colors. My new colleague is Herman Van Dyk and he will be doing all the illustrations in the future for the CAPTAIN'S LOG and for my wings books. For this issue he did the Air France and Time Air wings.

Finally, I have moved again. My NEW ADDRESS, effective immediately, is:

7014 N.W. 40th Ct.
Coral Springs
FL 33065, USA

The telephone number is:

(305) 341-5112.

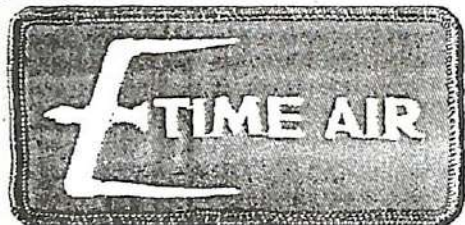


black felt. Also shown are Norcanair's flight suit patch in blue on white and the shoulder title of 1960 in yellow on black.



NORCANAIR

After so much expansion, Time Air changed its badge design in 1991. Gone was the Prairie Swift design of the 1980s shown below on the white on red staff patch of 1980-1991



and the 1980-1991 pilot wing (below).



Time Air was assimilated into Canadian Airlines International on 01 JAN 91 and the new badges are shown. Below are the pilot's cap badge with black on gold-color metal



and the pilot's jacket wing in black enamel on gold color metal (below).

Time Air also distributed kiddie wings after the airline became part of Canadian in 1991. The reproduction is not very good, but it will give an indication of the shapes of these wings. One is a Stoffel Type S1 wing with silver highlights on gray plastic and with blue Time Air in the center. This wing was used in 1991 and 1992.

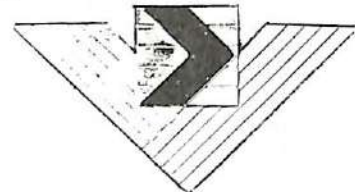


The other kiddie wing was a Stoffel Type S7 wing, also with silver highlights on gray plastic and in blue the words Time Air JUNIOR in the top half (See Stan Baumwald's Junior Crew Insignia column in this issue for illustration.)

and PILOT in the bottom half. There is a five-pointed star under the word Pilot and the bar at the bottom says CAPTAIN. Used from DEC 92 to 01 MAY 93.

As I said before, Time Air became part of Canadian Regional Airlines on 01 MAY 93, together with Ontario Express. Prior to this reorganization, both airlines had been operating with the titles Canadian Partner, to feed traffic to the parent company's services.

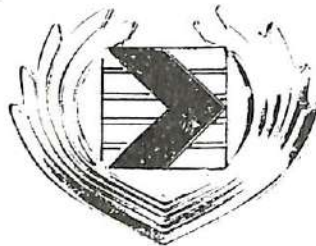
The cap badge of Ontario Express is in gold color metal with polished highlights (below)



and the jacket wing is polished gold color metal.



They are very similar to the badges and wings of Canadian Airlines International as shown by the



CAI cap badge with polished highlights on gold-color metal



and the CAI pilot's jacket wing also with polished highlights on gold-color metal.

At the time of writing 15 JUN 93, the only badge of the new Canadian Regional is the wing shown below:



Unfortunately, the wing is "flawed" because the wedge in the center should be in gold on a silver wing. This sample is all-silver. The entire production of this wing was rejected and returned to the manufacturer for a gold wedge to be applied. Today, only two exam-

ples exist of the wing with the silver wedge.

Questions

And now a new series of questions.

While admiring an antique automobile a few weeks ago, I met a man from Eastern Alberta, Ken Brodie, and the conversation "got a-round" to aviation.

He told me his grandfather was in aviation in Chicago in the early days. The grandfather had established several firsts in his younger years. For example, Otto Brodie held the record for the number of miles driven in one year in a Stanley Steamer Ambulance in 1911.

He was a flying instructor at Cicero Airport and was killed there in an airplane crash at age 26 in 1912. He was survived by his wife, the former Blanche Gillan of Bangor, Wisconsin, and by two sons, James Brodie and Robert Brodie.

Ken Brodie, Otto Brodie's grandson, would like to know more about grandfather Otto. Did he have brothers and sisters? Where did he come from? Is there any record of the crash that killed him? Is there any family left at Bangor, Wisconsin?

Grandma Brodie (Otto's widow) never spoke of her husband, his flying and her early life. She married a Canadian rancher and forgot about her past.

Now, grandson Ken Brodie wonders if there is more to the story.

Now back to the usual stuff.

#83



UTILICESE EN CASO DE MAREO

A note from Niek Vermeulen of The Netherlands asks if anyone is able to identify this logo, #83?

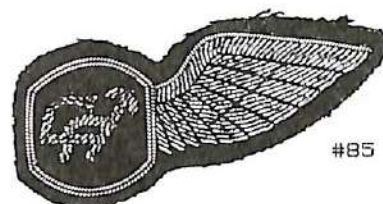
In a lengthy letter, ANNE MALM of the International Airline Stewardess Historic Museum of Trelleborg, Sweden, asks for identification of the airlines that use (used) the wings numbered 84 through 89.



#84

#84: Gold metal with two diagonal stripes in two different shades of blue. (The letters in horizontal part

of the wing spell: S. LEENDERTS which to me sounds like a Dutch name. This is likely the name of the wearer. - JG)



#85

#85: Gold thread on black fabric. Probably Connect Air?



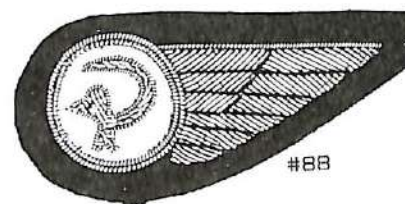
#86

#86: Gold thread on black fabric.



#87

#87: Gold Thread on black fabric. The initials in the center read BIAC.



#88

#88: Gold Thread on black fabric. The button is embroidered in white.



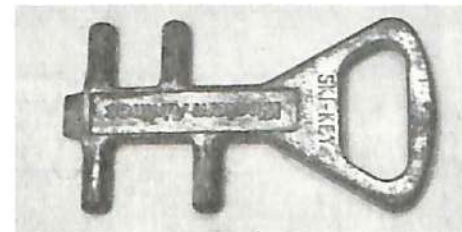
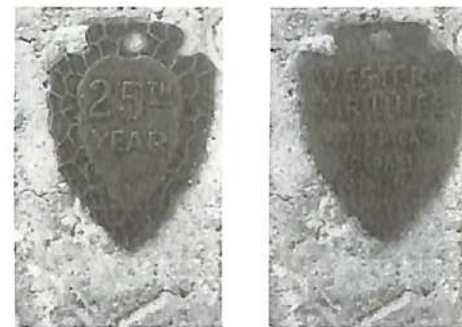
#89

#89: Gold thread on black fabric. The upper left and lower right quadrants are embroidered red, the other quadrants are in white.

#90

A letter from MAURICE CUTLER of Colorado brought the photos of a Western Airlines key chain

fob and a Western ski key. The fob says on one side: 25th YEAR and on the other side WESTERN AIR LINES AMERICA'S OLDEST AIRLINE. Any suggestions about what and when?



#90

Answers

Our sticker editor, DON THOMAS, identified #63 for us.

He wrote, "I suppose a dozen people will write to you to let



you know that LAMSA used to be Lineas Aereas Mineras S.A. of Mexico (S.A. is the Spanish equivalent of Co. or Inc.) before United Airlines bought into it and renamed it Lineas Aereas Mexicanas in 1943. In 1952 it was bought out by Aeronautes de Mexico." Don also enclosed some baggage labels of the first and the second LAMSA.

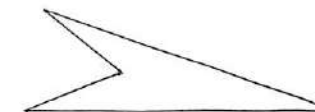
Great stuff, Don, but what era is the wing? Judging from the colors of the stickers (red, white, dark green from top to bottom for the top one and light green, white and red for the lower one) I would think the wing is pre-1942, from the Lineas Aereas Mineras era. Incidentally, Wells Fargo was a major shareholder in Lineas Aereas Mineras.



#66

#66 has been identified from an similar wing on a trade list issued by Dave McCurry. It is a Transbrasil jacket wing of 1975.

An interesting postcard was received from LEONARD WALLIS of Ontario, Canada. He writes "Argonaut Airways, December 1992 What Is It? I remember an airline flying from MIA to Key West called same, a.k.a "Argonaut Keyair Services" as trade style. I have B&W print DC-3 at MIA, (which) I took 26 JUL 63. Color scheme is very slightly modified Allegheny two stripe, with tail logo modified to:



Hope this helps."

After about three years of What Is It? in the CAPTAIN'S LOG, I find that approximately 55% of the questions have received an answer. Not so shabby, I would think.

Please continue writing.



AIRLINE MODELING

by GERRY COLE

By the time you read this, the big 1993 airline and plastic modeling conventions are history. The news from AI'93 is included elsewhere in this issue and I extend my congratulations to the winners of the model contest. I hope to have photos of the IPMS 1993 National Convention airliner winners in this space next time. The theme for the IPMS convention this year was "The Art of Scale Modeling", which better describes model building than any phrase I have heard thus far.

The airline modeling magazine I mentioned last time has arrived, and the first issue looks very good. Many of the authors in that first issue will be familiar to regular CAPTAIN'S LOG readers. Walt Fink, an IPMS head judge and a Boeing 727 captain, has done an excellent article on scale colors and realistic airliner finishes. "Airline Model Builder" (AMB) is published by Darlington Publications, P.O. Box 5884, Darlington, MD 21034. Since AMB has no plans for a "readers' photos" section, please keep the CAPTAIN'S LOG in mind when you are willing to share photos of your workmanship. Brief details should preferably accompany the photos.

New Kits

The Revell Airbus A330 with Cathay Pacific markings and Rolls Royce Trent power, in 1/144 scale, should be on your dealer's shelves soon, along with the 747-400 with Lufthansa decals (and GE CF-6 power?). If the tooling comes from the same mold maker who did the excellent Revell A340 and 767-300, these should be excellent kits. Now, if we only had some variety in decal markings! Personally, I am getting a little tired of Lufthansa decals.

The Sasquatch Scale Models MD-11 conversions are currently available at U.S.\$10 each plus U.S.\$2.50 postage and packing. The fuselage is cast in resin, with a hollow core and slots to accept Hasegawa 1/200 scale DC-10 wings. The horizontal tail, wing tip extensions and winglets are injection-molded plastic. Sheet plastic is provided from which to cut the small downward-facing winglets, as these were too small to mold. Decals are not provided, but



TONY SCHNEIDER'S AIR ATLANTA 727-100 SCALE FROM 1/144 SCALE REVELL KIT

(Photo by Tony Schneider)

Sasquatch is stocking the Thai MD-11 decals produced by Pals Flight, and new Delta DC-10/MD-11 decals from an off-shore source are rumored. The ATP American Airlines DC-10 decals are easy to adapt to the MD-11, or you could try ATP's 1/144 scale Federal Express 727 decals.

There are a number of re-releases at your dealers or AA/ATP. Airfix has re-boxed the Trident and Vanguard in 1/144 scale, both with British Airways decals. Monogram has re-boxed their Super-G Connie and Ford Tri-Motor kits. Hasegawa has finally re-issued their popular narrow-body series, the 727, 737 and DC-9-40 in 1/200 scale. The Hasegawa kits have the same decals as the original issues, but most builders will use some of the aftermarket decals. Arii is now producing the old LS P-3 Orion, useful for Electra conversions in 1/144 scale.

On the vacuum front, Welsh Models has re-issued their 1/144 scale BAC 1-11/500 with Ryan Air decals. Both old and new colors decals are included with their kit SL54.

The big news, however, is their new kit of the Aerospaciale/Aeritalia ATR-42-300. Up to the usual very high Welsh Models standard, this is a "pure" vacuform without injection-molded parts. Metal parts are included for landing gear, gear doors and flap hinge fairings, but even the propellers are vacuformed. Decal markings are available for either Northwest Airliner (old colors) in Kit SL55, or Ryan Air (new colors) in Kit SL49. The retail price is about U.S.\$15. Future releases will include a 737-100

with People's Express decals and an American Airlines Fokker 100, plus a Douglas DC-6 and DC-7. All these kits are in 1/144 scale. I have seen the special Aerocolours decal for the AA Fokker 100 and it is beautiful. Vince Klimas has run the white background separate from the red titles, so registration of these colors will not be a problem. The Welsh SAAB 340 will be re-issued with special Aerocolours KLM City-Hopper/Air France ALTA decals. The Welsh DC-7 & -7 kits will include Aerocolours Pan Am decals, the DC-6B as "Clipper Natchez" and the DC-7C as "Clipper Flora Temple".

I have samples of the DC-6/7 and SAAB 340 window decals. Separate black windows and silver frames will be included in many future Welsh kits, so that the builder may either drill and file out the windows (filling the openings with Krystal Klear after painting and using only the silver frames), or fill the window depressions in the fuselage and use both black and silver decals.

New Decals

Vince Klimas has been busy with his own Aerocolours decal line, distributing Flight Path decals and providing sheets for Welsh Models as discussed above. Probably the highlight of his latest efforts is a set of TWA 767-200 decals in both 1/144 and 1/200 scales. These are very complete sheets, including door outlines, engine nacelle markings and all red and black stripes. Instructions on converting the 767-300 to a 1/144 scale sheet, and could also be used to convert the Hasegawa 1/200 scale -200 to a -300 series airframe. Vince recom-

mends using AHS window decals for the 767.

The Glencoe 1/126 scale Convair 880 kit would look striking in the Flight Pals Northeast Airlines Yellowbird colors, decal sheet number FP25-06. Window decals, not included with the Northeast sheet, are available separately. I believe this is a first, window decals in 1/125 scale. Keep them coming, Vince! An Airbus sheet, please, so I can finish my Braniff A320!

The newest Flight Path sheets cover the Pan Am Express fleet of commuter aircraft. All sheets include blue billboard titles, door outlines, US flags and aircraft registrations. No window decals are provided, as many are available from AHS. The BAe Jetstream 31 and DHC-6 Twin Otter sheets are available in both 1/72 and 1/144 scales, while the Dash 7 sheet is produced only in 1/144 scale. Perhaps the best news is sheet FP-



DELTA 737-200 FROM 1/144 SCALE AIRFIX KIT, BY TONY SCHNEIDER

(Photo by Tony Schneider)

AIRLINERS INTERNATIONAL '93 MODEL CONTEST WINNERS

Following are the names of the model contest winners of Airliners International in Washington, D.C., in July.

(All photos by Joop Gerritsma)

BEST OF SHOW and SCRATCHBUILT

ARRIS PAPPAS:
BAT F.K.26 of The
Instone Airline.

44-25, decals for a Pan Am Express ATR-42 in 1/144 scale for the new Welsh Models kit. My thanks to Vince Klimas for the review samples.

Clint Groves of Airliners America/ATP has printed the first two of his Continental Airlines new-colors decals. He made a wise choice, doing one sheet covering the 1/144 scale MD-80/DC-9 series and a second set covering all the 737s in 1/144 scale. The 737 sheet includes especially well-printed red emergency doorway and window exit markings. The gold and blue portions of the tail logo are printed separately, eliminating a thorny registration problem. Simply apply blue, then gold, decals over a white fin. Both individual registrations and a block of numbers are included, so you can do any aircraft in the fleet. Yes, even the NY suffix is there for ex-New York Air aircraft. No window decals are provided, again these are available else-

where. Sheets retail for U.S.\$6 and up. My thanks to AA/ATP for the review samples.

Modeler photos

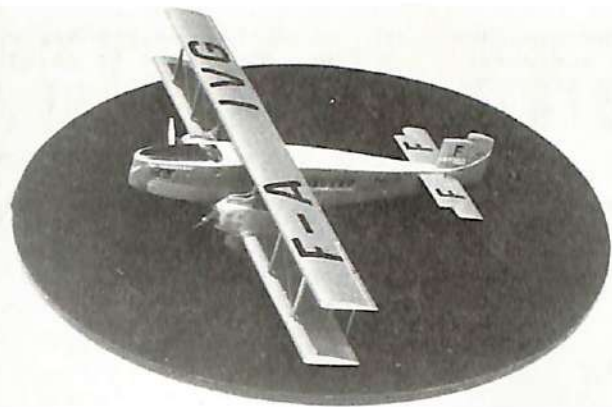
Two more pretty airliner subjects from Tony Schneider of Louisville, KY. The photo on the previous page shows his Air Atlanta 727-100, based on the old Revell 1/144 scale kit. The oversized rivets were sanded off and panel lines scribed to get rid of the kit's "armor plated tank" look. Decals came from Mun Ruc Ding, via ATP, although they may no longer be available.

The photo on this page shows a Delta 737 in 1/144 scale using the Airfix kit, ATP windows and ATP Boeing grey paint. Decal markings are from the old Delta "narrow-body" sheet available from AA/ATP. Polished unpainted aluminum under the fuselage is represented by Bare Metal Foil. Tony has been experimenting with whites. He read that Boeing alone uses 11 different shades they call "white". In this case, he applied Model Master FS17875 white over grey primer. The result is just a little different from his other "white" aircraft, just the effect he was looking for.

Departure Lounge

The readers' photos supply is again just about empty. With all these new kits and decals, somebody out there has got to be building. Take a photo of your latest project and send it to my address shown on the inside front cover. You won't get rich when it is published, but it just might make you famous.

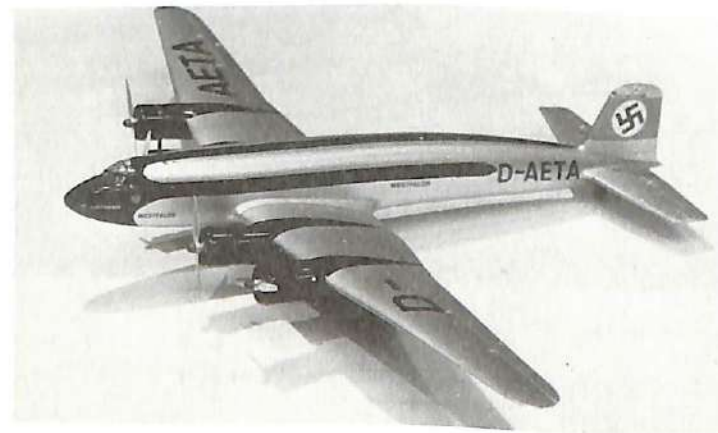
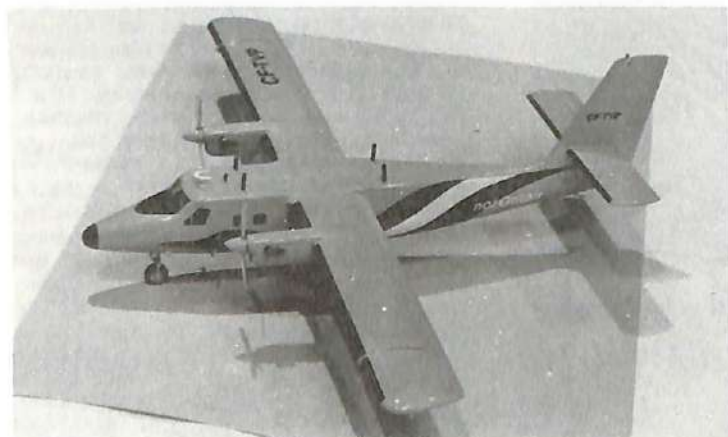
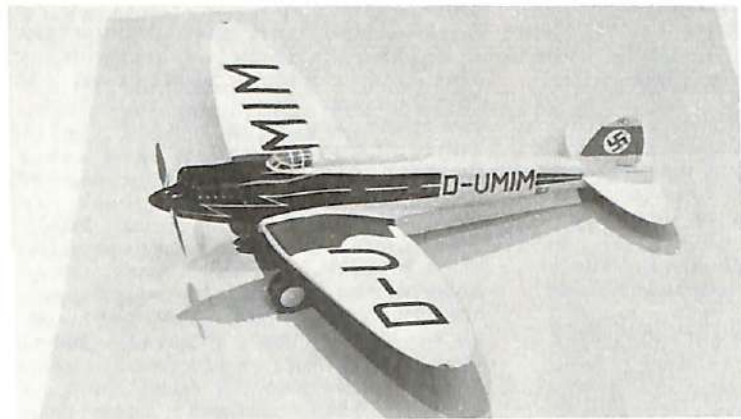




TOP TO BOTTOM:
PROPELLER AIRLINERS
 Post-1950, 1/144 scale & smaller:
 RANDY AUBLE: ATP of United Express.

PROPELLER AIRLINERS
 Three or more engines, 1/143 to 1/51 scale:
 ARRIS PAPPAS: FW-200 Condor of Lufthansa.

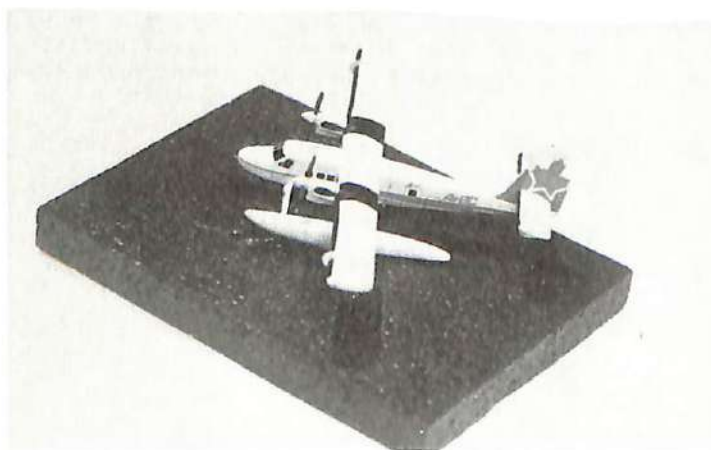
FLYING BOATS/AMPHIBIANS
 1/144 scale and smaller:
 RICK GUILDBAULT: Twin Otter of Air BC.



TOP TO BOTTOM:
PROPELLER AIRLINERS
 Pre-1950, 1/144 scale & smaller:
 BOB WHEELER: LeO 213 of Air Union.

PROPELLER AIRLINERS
 Single engine, 1/143 to 1/51 scale:
 ARRIS PAPPAS: Heinkel He-70 of Lufthansa.

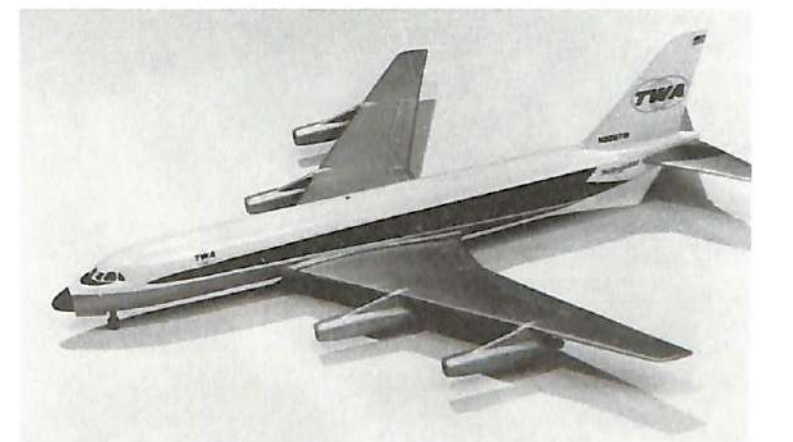
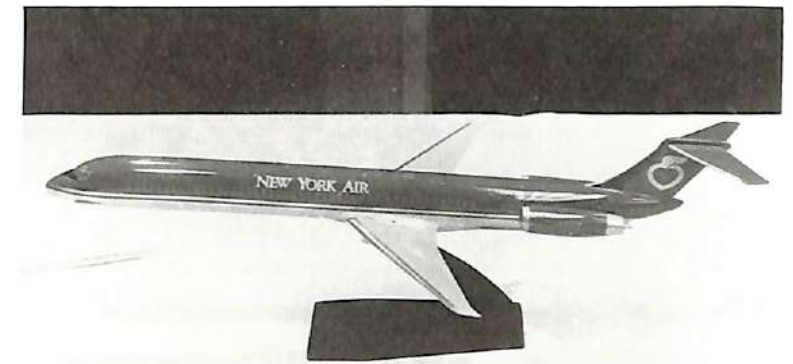
PROPELLER AIRLINERS
 Twin engine, 143 to 1/51 scale:
 MIKE FLECKENSTEIN: Twin Otter of NorOntair.



ABOVE:
JETLINERS
 1/200 scale: KEN ROBERT: A300 of Thai Airways

BELOW:
JETLINERS
 1/144 scale & smaller (U.S. domestic):
 KEN ROBERT: 727 of Air West.

JETLINERS
 1/144 scale and smaller (Foreign flags):
 ARRIS PAPPAS: 737 of Egyptair.

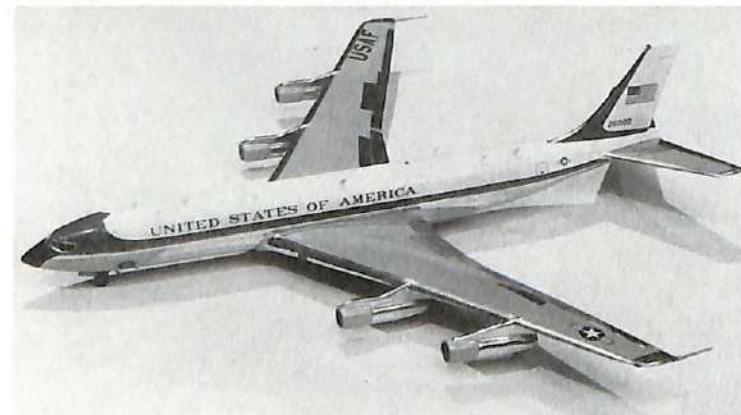
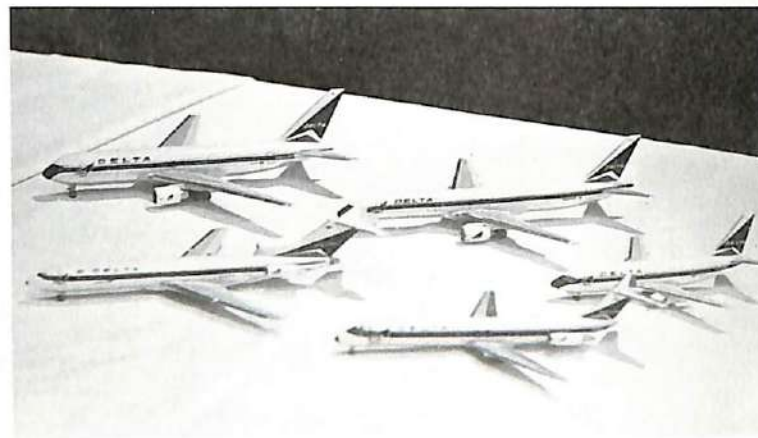
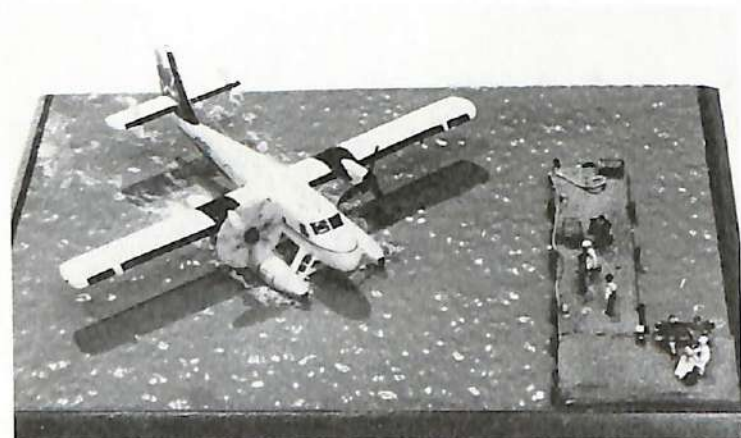
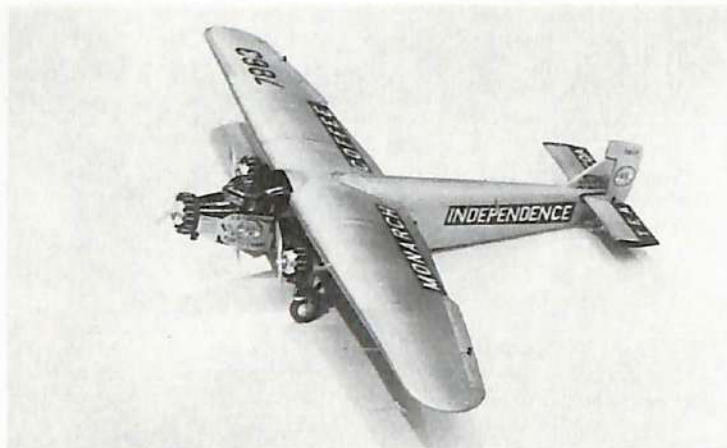


ABOVE:
JETLINERS
 1/143 to 1/53 scale:
 HANS PENNELL: MD-80 of New York Air.

JUNIORS
 WILLIAM SCHINDLER: Convair 880 of TWA

BELOW:
FLIGHTS OF FANCY
 RICK GUILDBAULT: 737 of Northwest Airlines.





MILITARY
All scales:
RANDY AUBLE: C-135 Air Force 1.



WOLVES IN SHEEP SKIN All scales:
MIKE FLECKENSTEIN: U-2 of NASA.



ROTARY WING
All scales: MIKE FLECKENSTEIN:
Bell Huey of Air America.



BUSINESS, CIVIL & COMMERCIAL AIR TRANSPORT: All scales, painted: MIKE FLECKENSTEIN:
Pitts Special, Holiday Inn.

LEFT, TOP:
BUSINESS, CIVIL & COMMERCIAL AIR TRANSPORT
All scales, silver: BOB WHEELER:
Ford Tri-Motor of Monarch Foods.

LEFT, CENTER:
DIORAMA
RANDY AUBLE: Twin Otter of Air BC

ABOVE:
CONVERSIONS
All scales:
Mark Hoopen: DC-4 of Western Air Lines.

COLLECTIONS
RICK GUILDBAULT: Delta Airlines.

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

Flown Continental lately? In BUSINESSFIRST? Well, if you haven't, you are in for a surprise. More on this new service later. Let us first go back a few years regarding in-flight service, focusing on the china-ware used throughout the years.

It is important to note that several domestic airlines used chinaware before Continental did. Examples are Pan American in their flying boat service of the 1930s, United Airlines after World War 2 and American Airlines introduced a china called "AIRLITE," which was made by the Syracuse China Company, in 1945.

Continental's origins date back to 1934, when Walter T. Varney, a World War 1 flight

Along with the new jets and hot food service came new chinaware. In photo #1 the item on the right shows the airline's first china pattern, called "Golden Eagle."

This high-quality china was produced by Noritake of Japan. The only decoration on the china is the logo in two colors. The eagle and oval circle are a burnished gold while the name "Continental" is black. Burnished gold was chosen over a bright gold because burnished decorations last about four times longer than the bright gold when run through a commercial dishwasher.

The two pieces shown in photo #1 have been thought by collectors to be sake cups used in Continental's Pacific service. Here is a surprise for you: they are actually sugar bowls which were filled with a very coarse sugar. In later years the sugar was a gold color to support the slogan "Proud Bird with the Golden Tail" which was introduced in 1968.

The Eagle pattern was used from 1959 to 1964, but in 1965 the now-familiar design called "Contrails" was introduced.

This new Contrails logo was often referred to by employees as "the meatball." I think Contrails has a much nicer ring to it. This pattern was used on what was then the new Boeing 727 aircraft.

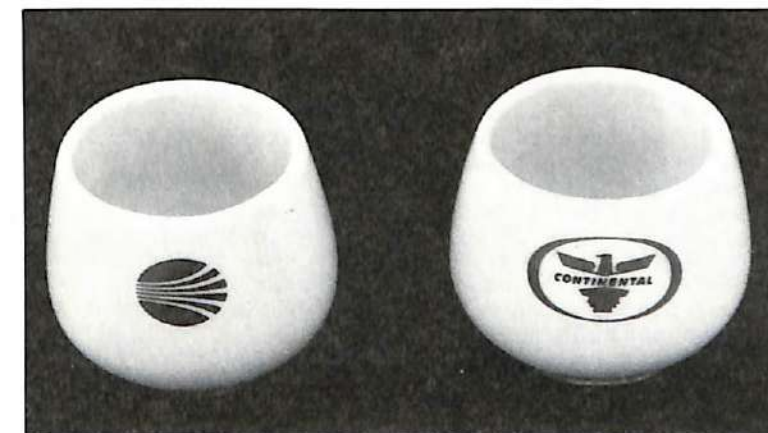
Photo #2 shows a cup with the Contrails logo in gold only. The manufacturer again was Noritake of Japan. Even today, Noritake supplies china to many airlines that serve the Pacific Rim countries.

To avoid a problem with the red version of this pattern, which appeared some years later, we are calling this version Contrails Gold. The gold version was used for a short time between 1966 and 1970. With the introduction of 747 aircraft, it was phased out.

However, before the 747s an interesting item came on board for what the airline called "Something's Simmerin' at Continental." Photo #3 shows a china crock used in coach for a ser-

veteran and visionary pioneer of the airline industry, began service between Colorado and West Texas with two small aircraft, under the name Varney Speed Lines. By 1938, Varney had changed his company's name to Continental and had added new airplanes and more routes.

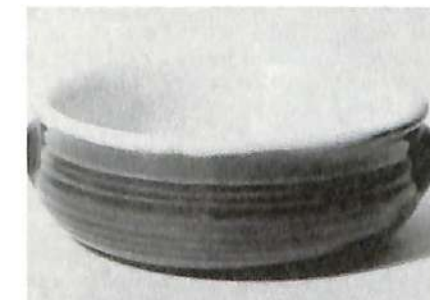
New airplanes many years later brought with them the introduction of in-flight chinaware. These airplanes were Continental's first jet aircraft, Boeing 707s and 720s. They were referred to as the Golden Jet Service. The 707s were phased into operation between JAN 59 and APR 60. In 1961 they flew Continental's first pure jet service to the west coast, from Houston to Los Angeles. The 720s were used on shorter routes.



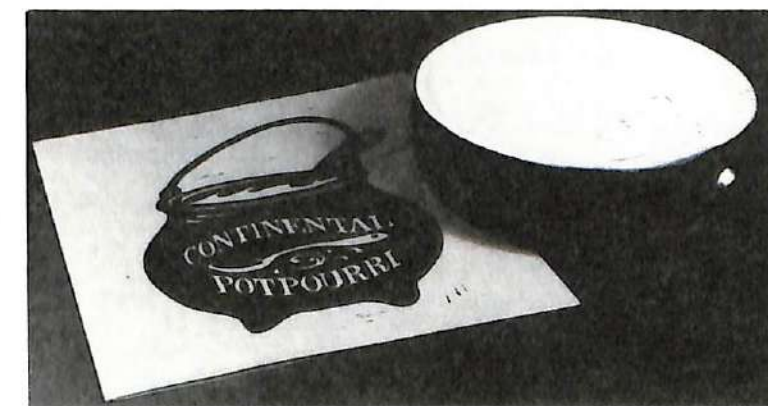
1 . Sugar bowls



2 . Cup in Contrails Gold



4 . China crock in Potpourri Tan



3 . China crock in Potpourri Brown

vice called "Soup and Sandwich Cart." Soups offered were Navy Bean and as the airline described it, "Heartwarming Beef Vegetable."

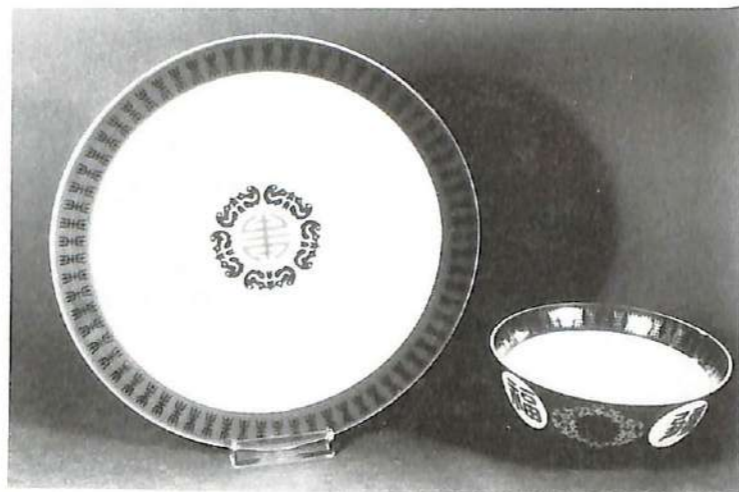
First Class passengers were treated to a snack and could choose from Applejack Stew, Picadillo Stew (selected beef cooked in the old traditional Spanish way), Transylvania Stew or the soup, all served in a china crock.



5 (above) & # 6 (below) CA Repetitive



7 Golden Dragon Service



About 80% of the crocks were a dark color as shown in photo #3, but 20% were a light tan as shown in photo #4. It is not known how many crocks were ordered or which color was ordered first. I am suggesting the following names for the crocks: the dark one, "Potpourri Brown" and the tan one "Potpourri Tan."

The crocks were used over a 10-year span, from 1969 to 1979. On the bottom they were backstamped with the airline's name and "part #EC-900, made by THC - Japan."

Between 1968 and 1972 the chinaware service included a small butter pat with the Contrails logo impressed into the center of the ware. No picture is available of this piece.

In 1970, with the introduction of 747 service to Hawaii, a new pattern was introduced. This new china featured a white-on-white design and had the letters CA in a repetitive stylized form. See photos #5 and #6.

"CA Repetitive" as we'll call this pattern, saw service from 1970 to 1979. Manufactured by Noritake, it came from their factory in the Philippines. Noritake refers to the style of design as their "Contemporary" line of ware. The few pieces I have seen are not backstamped with the airline name.

Collectors may have come across flatware in this same repetitive design, which was used with the china.

A unique pattern

The next section of this column features a very unique pattern I never knew existed until this story was written.

In the mid-1970s, Robert Six, president of Continental, learned that the Pacific service from Los Angeles to Taipei (via Honolulu and Guam) was not doing well in terms of passenger loads. At his direction a plan was devised in 1978 to market the new service. On the non-stop flights Houston-Los Angeles and Chicago-Los Angeles a special promotion campaign was introduced to the traveling public. It was called "GOLDEN DRAGON SERVICE."

To explain this public relations promotion, a distinctive message card was located at each passenger seat in first class. It read "Dear Passenger. Welcome aboard! We are happy to have you join us in the celebration of our newest route. From Los Angeles to Taipei via Honolulu and Guam. To mark this special occasion we are proud to present our GOLDEN DRAGON SERVICE bringing a touch of the Far East to our land. The delicious foods and delightful beverages offered on today's flight are yours to enjoy just as we know you would on our Pacific flights."

Much planning took place before this new service was inaugurated. First a logo was developed. It happened that several employees went for a meal to a Chinese restaurant in Los Angeles and upon leaving one of them took a menu. The menu featured a logo which was later adapted for the golden Dragon Service.

Next came the china design. This again was fairly simple. The airline people made a quick

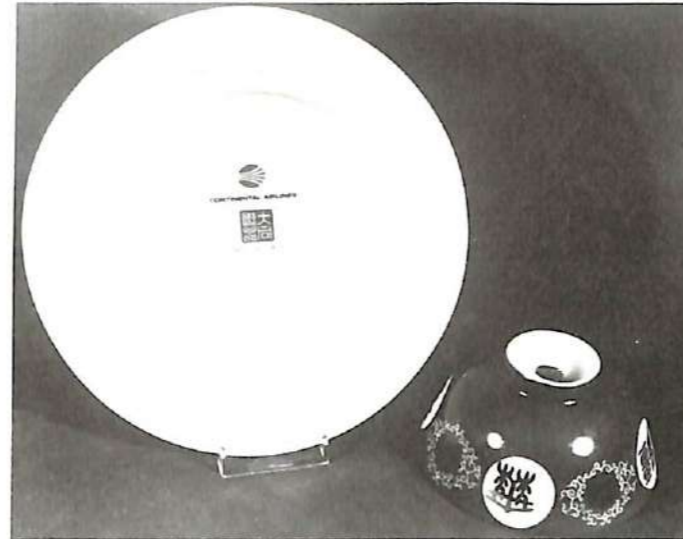
visit to Chinatown in Los Angeles to select a stock pattern and arrange for importing the china. Because the pattern is linked to this promotion of the Los Angeles-Taipei route, it will be called "Golden Dragon Service."

Photos #7 through #12 show the design which features a red-orange band and center character along with a gold decoration design on the rim as well as in the well of the plate. The first pieces of china that were imported were not

backstamped with the airline name, but all the second lot contained a backstamp with the airline name, as seen in photo #8.

Any unmarked pieces of this stock pattern cannot be assured as being of airline origin. This oriental design china had a very short service life of only six to nine months because the Golden Dragon Service was terminated on all flights, both domestic and to Taipei.

When the oriental ware was removed from service, it was sold to employees.



8 (above), # 9 (below), # 10 (bottom) all Golden Dragon Service



11 (above) & # 12 (below) both Golden Dragon Service



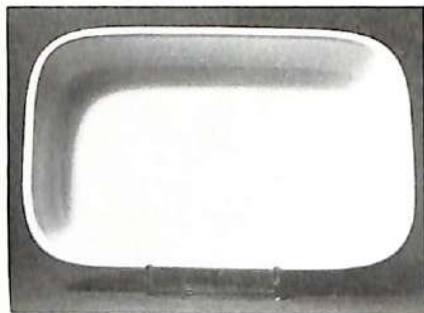
13 (right) Bud vase
14 (below, right)
Mug and coaster set

For cabin decoration on Taipei flights, small gray bud vases with a white logo, as in photo #13, were used in the first class section of the airplanes. These were NOT purchased by the airline. They were given to Continental in the hope the airline would buy them. They never did.

The mug and coaster set shown in photo #14 was NEVER used for in-flight service. These sets were given to travel agents during the late 1970s. Design color is red-orange and no maker is indicated. Pieces like this are considered advertising specialty items.



In the 1980s
167 the Contrails



15 (above) Contrails logo
18 (center) Globe-Raised logo
19 (right) Blue-Line pattern

logo was back (photo #15), only this time in red rather than the gold of the late 1960s.

Through the years this pattern, that I'll designate Contrails Red, was provided by several suppliers, such as TQ Tradex Ltd of Edmonton and Montreal, and Abco of New York City.

The most-recent purchase of this pattern prior to 1991 was made through Rego of Mainland China. At this time, price was a factor and it was the rule to give the order to the lowest bidder. Noritake could not be chosen as a supplier at this point. It was not a question of quality, but of price. With the airline bound by Chapter 11 constraints, it had to find a supplier who was willing to work with the company.

Contrails-Red became the standard pattern in 1983 for all service and it remained so for nearly a decade.

Transition White would be the next pattern



16 (above) & # 17 (below)
Transition White



(photos 16-17) used by Continental. Introduced in 1991, this china is all-white but it does carry the airline name on the bottom of each piece. The maker of this ware is Rego of China.

This plain pattern was selected for several reasons. First, the plain china mixed well with the Contrails-Red since both were used at the same time. Secondly, the new corporate logo had not yet been selected. This pattern was used in both domestic and international first class services.

So far I have only concentrated on first class china patterns. However, the Contrails pattern did appear as a raised logo in the bottom of the 6x4 inch casserole dish which I'll call Contrails Raised.

In 1992 a new 6x4 inch casserole replaced the old Contrails-Raised pattern. This was the same style dish (photo #18) only with the airline's new logo, the Globe Raised. It was raised on the bottom of the ware. Both the Contrails-Raised and the Globe-Raised were supplied by Pfaltzgraff of Pennsylvania.

Both of the above patterns are used in international service in coach class to Europe and sometime both versions appear on the same flight.

In 1992 the next china pattern came along, to replace the plain white ware. This china really did have a pattern of sorts, one light blue-gray line on the edge of each piece to match the new interior decoration colors of the airplanes.

The pattern shown in photo #19 is used in domestic first class service. The place setting includes a cup and saucer, dinner plate, bread and butter plate, a bowl which is used for both salads and fruit, and a butter ramekin. While the china does not have a top logo, each plate is marked Continental on the bottom and again the maker is Rego of China. I'll call this pattern Blue Line.

It is my understanding that when the airline orders this pattern again, they may change the blue-gray to a darker color blue which would match the interior colors more closely. While the china does not show the globe logo, the glasses do use it.

Remember my questions at the beginning of this column? Flown Continental lately? Or, have you travelled in BusinessFirst? I have got some good news for you.

The BusinessFirst service is receiving rave



20 (left):
BusinessFirst
class

21 (above,
right)
& # 22 (below,
right)

All with Border
Leaves pattern



reviews from the travelling public (photo #20), not only for improved sleeper seats, but also for the attentive crew members who see to your needs. Plus, there is the new entertainment system and best yet, improved menus. Dinners include Fillet of Halibut with Pine Nuts, Grilled Veal Rib Chop, Duckling a l'orange and even a new entree, called Executive Meal/Lighter Fare, which is served when requested rather than at the standard meal time.

Along with the new menus comes a new china service, plus new flatware and glassware. However, I'll focus on the china in this column. The new ware features muted shades of blue and gray in a leaf pattern. This design suggests the pattern name, Border Leaves.

The development of this pattern represents a major departure from all the other Continental patterns shown in this column. Rather than the airline dictating the design, it invited china companies to submit design ideas for consideration.

Photos #21 and #22 show the design and the backstamp. As you can see from the backstamp, Rego of China was the winner of the design submissions. A Continental official said, "We did not want the chinaware to look like airline

china, but to look similar to the fine china one would use at home."

Continental will also use this new china, flatware and non-marked glassware on their transcontinental service between Newark and the west coast, but it will not be called Business/First.

I am pleased I could bring you such detail concerning the various Continental china patterns and their use. Many thanks to Jeffrey Yellen, Dave Campbell, Rich Tuttle, David Payne, Peggy Mahony and Kathleen Boyd at Continental for making this possible.

AIRLINE HAPPY HOUR

by AL S. TASCA

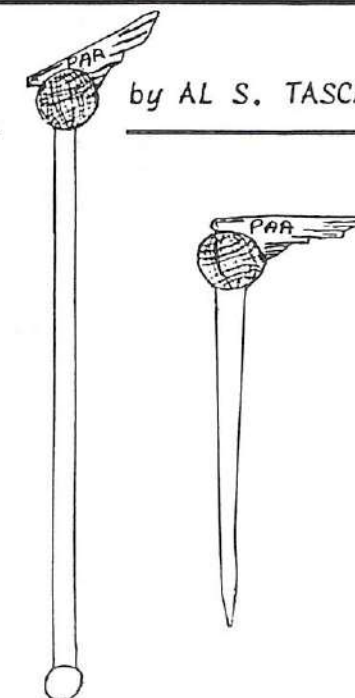
As promised, this column will be a tribute to the late, great Pan American World Airways, later simply known as Pan Am. Some of the sticks shown have appeared in previous Happy Hour columns, but they are included again for the sake of completeness. Anyone, especially former Pan Am employees, knowing of other Pan Am sticks not mentioned here, are kindly requested to write me with details. My address is on the inside front cover.

Also, anyone who has written me or has sent me sticks, but has not heard from me, please drop me a line and let me know. With the house still in disarray from Hurricane Andrew, much of my correspondence has been misplaced and there is no telling when it will turn up again.

Now on to the Pan American sticks:

#1. This is probably the oldest of the PAA sticks produced. This two-sided stick has a round shank with bubble end. The globe at the top is convex and the wing flat. The longitude and latitude lines on the globe are engraved and so are the lines and letters of the wing. There is no manufacturer's name on the stick and the known colors are dark blue, light blue and pink. There is also a very dark navy (looks almost black) version which come with or without the top painted in gold. I was told by a former Pan Am employee the one with the gold-painted top was a first class stick.

#2. A pick matching #1 from the same era. It is flat, one-



sided and 3.5" (9 cm) long. As with the stick #1, the lines and letters are engraved and it doesn't have a manufacturer's name. Known colors are clear, transparent light blue, transparent orange, red, green, blue, yellow, black, white.

#3-4 show two flat, one-sided sticks both in light blue with silver, hot-stamped globe and name. One measures 5 5/8" (14.3 cm) long and the other is 5" (12.7 cm), but both have a top with a diameter of 13/16" (2.1 cm). Both have flat shanks and round, concave bottoms.

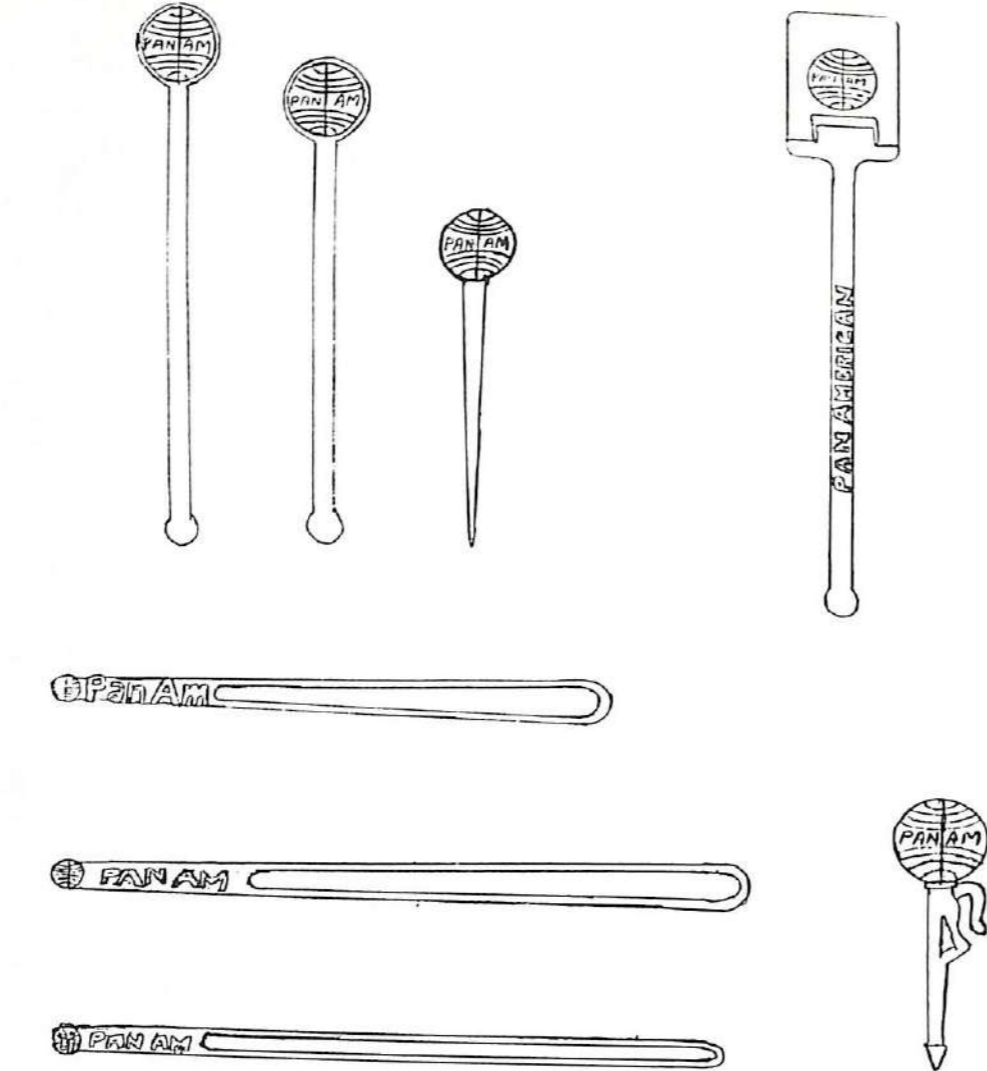
#5 is a pick matching #3-4. It is 3.5" (9 cm) long and has a top with a diameter of 11/13" (2.15 cm). The manufacturer's name Spir it is just forward of the end.

#6 shows another style flat stick in the same colors. This stick has a 1/8" (.32 cm) wide slot under the logo, which was probably used for holding some information card. This stick is 6.25" (15.9 cm) long and has a flat shank and a 1x1.5" (2.5 x 3.8 cm) rectangular top. The stick comes with a round concave and with a bubble top. The manufacturer is again Spir it and is shown just forward of the end. The other versions of this stick are a dark blue one that comes in two different shades, with gold text and a 1/8 in (.32 cm) slot and a dark blue one with a slot 1/16 in (.16 cm) side. Both have bubble ends.

Incidentally, all of these sticks with bubble ends say "Spir it made in USA".

#7 is probably the most-common of all Pan American sticks. It is 5.5" (14 cm) long and 3/8" (.95 cm) wide at its widest point. The center is hollowed out, giving it a very thin ridge around the concave area. These sticks come in six known colors and all have a raised logo and the name in silver. The known colors are: light blue (most common), dark blue (most-difficult to find), red, yellow, black, white. Also, I know of four color variations of the light blue one. One of these is almost aqua. There is also a yellow stick that is closer to gold. I have also heard of an all-white one, but have never seen it. All the known colors display "Spir-it USA" at the reverse of the wide end.

#8 is a newer version of #7. It is also 5.5" (14 cm) long with the center hollowed out



and the logo and name raised. It is slightly narrower and the globe at the end is smaller. The name, Spir-it USA, is on the reverse at the wide end. The known colors are black, black with silver globe and name, and white with light blue globe and name.

#9 depicts an even later version of the same stick. It is only 5.25" (13.3 cm) long and 3/8" (1 cm) wide. This is a very flimsy stick with the name Spir-it USA also on the reverse side at the bat end. It is possible this stick was never put into production and was used only as a demonstrator by Spir-it. It is in all-black.

#10 shows a little 2.5" (6.35 cm) long pick that is flat and one-sided. The pointed tail of this little devil (excuse the pun) hooks over the edge of the glass. The pick was probably used to hold an olive or piece of fruit or something similar. The color is all-white, even the globe, with only the name

in gold. The reverse of this pick says "Klip-Pik (vpi pat. pending)" over "Ofallon Mo" just past the pointed tail.

Another stick (not shown) is shaped in the form of a ski and is probably of the same size as those used by American, United and Frontier. The slogan says "Pan Am ski-lifter" on the front at the right of the logo and is probably hot-stamped. The color is blue (shade not known to me) with the globe and slogan in silver. A known variation says "Pan Am's" instead of just "Pan Am". Known colors of this stick are black with silver globe and slogan, and royal blue with a silver globe and slogan.

Then there is another pick, also not shown, of which I have only a partial photocopy. It is shaped like a sword with a top hat at the other end. The slogan "Pan American" over "Club" is on the top hat. Any more details about this stick would be very much appreciated.

BOOKCASE

AEROFLOT
An Airline and its Aircraft

AUTHOR: R.E.G. Davies,
Illustrated by Mike Machat
Publisher: Paladwr Press, P.O. Box 1467P, Rockville MD 20850, USA
Price: U.S. \$37.50
Hardcover, 96 pages, 55 color & 123 B&W photos, 32 full-color aircraft profiles by Machat, 45 maps by Davies, several other illustrations
ISBN 0-9626483-1-0

This book will no doubt remain THE standard reference work on Aeroflot's history for many years to come. It stands not only as a monument to its subject, the former Soviet Union's and now the Russian national airline, but also to its author, Ron Davies.

This book started in the 1950s, the author says in his introduction, when he researched material for his book, "A History of the World's Airlines". To complete his research, he made three trips to the Soviet Union (USSR) and the new Commonwealth of Independent States (CIS) in the past three years.

The author did receive full co-operation from Aeroflot and from many historians in the country. As a result, some 80% of the information and photographs in this book have never been published before - certainly not in the West.

One important "discovery" was that at least 80 Il'ya Muromets four-engine aircraft, capable of carrying 11 tons (9,977 kg) were built. Only the outbreak of World War I prevented it from opening the first sustained multi-engine air service in the world as early as 1914.

Another big "scoop" no doubt was finding in some dusty archive in Khabarovsk in Eastern Siberia, a photo of the only Martin 156 "Russian Clipper" built. It was not accepted by Pan American and was sold to Aeroflot for a Far Eastern service across the Sea of Okhotsk instead of having to follow the circuitous route along the coast.

Mr. Davies also came home with information showing many more DC-3 were built in the Soviet Union than the about 2,300 so far believed in the West. That number, however, represents only the WW2 total. In addition, the DC-3 remained in production in the Soviet Union until 1954 and the final total is nearly three times that high.

It is astounding to see how many details are packed into the pages of this book, especially dates and details of early domestic air services and aircraft.

Besides airline services, Mr. Davies has not forgotten the pioneering Arctic, Siberian and Antarctic work by Aeroflot, nor the trans-polar flights of Chkalov and Gromov. While helicopter operations in the West have had scant impact on commercial airline aviation, the author shows Aeroflot was operating hundreds of helicopters to maintain links to small communities and outposts in the far-flung territory. It helped, of course, that profit-and-loss statements were non-existent. Even Aeroflot's crop-dusting work and the "Siberian School Bus" services have their own chapters. So do the efforts by Aeroflot to set up "joint-venture" airlines in the newly-communist countries of Eastern Europe.

This is no doubt the most-detailed book ever published about Aeroflot and the 70 years of Soviet & Russian commercial aviation.

In his previous books on Pan Am, Luft-hansa and Delta, the author included complete type fleet lists for the aircraft operated by the subject airlines. This was impossible in this Aeroflot book, in particular for the post-World War 2 fleet. There simply were too many aircraft because many types were in service not by the dozens, but by the hundreds. Readers interested in these de-

Airbus A310-300

193 SEATS ■ 875km/h (540mph)



General Electric CF6-80C2A8 (2 x 26,760kg st, 59,000lb st) ■ ITOW 164,000kg (361,560lb) ■ Normal Range 6,550km (4,050mi)

tails, however, could use Peter Hillman's "Soviet Airliners" by EAH Publications of England. It lists in order of registration all known Soviet airliners built since the end of World War 2, but also including the DC-3/PS-84/LI-2.

Mr. Davies is the curator of air transport at the Smithsonian Institution and the author of eight previous airline history books that all achieved the status of much sought-after reference work the moment they came off the press.

Therefore, don't let yourself be disappointed. Order "Aeroflot" by Ron Davies now, before they are all gone. Which, in this reviewer's modest opinion, won't take long. (JG)

ALLE KOPFER FLIEGEN HOCH!

Author: John Provan
Available from John Provan, Kelkheimer Strasse 29a, 65779 Kelkheim, Germany, by personal cheque in the amount of DM 30 (US \$19.50 plus US \$5 postage)
Hardcover with dust jacket, 107 pages, many color and B&W illustrations.

In English, the title of this book says "All trunks fly high". This 107-page book, all in German, is about luggage. Trunks, suitcases and all kind of luggage are pictured and described. There are color and B&W illustrations on every page.

Interesting stories must be told for anyone who can read German, especially if he/she is interested in baggage per se. Old beat-up luggage in storage is pictured, as well as many kinds of suitcases, briefcases and flight bags, with interior and exterior views.

A few baggage labels are also pictured in full color - the American Airlines Hindenburg label and two or three other Zeppelin labels, courtesy John Provan, and a couple of hotel baggage labels.

(REVIEW BY DON THOMAS)

EN ROUTE
Label Art from the Golden Age
of Air Travel

Author: Lynn Johnson & Michael O'Leary
Publisher: Chronicle Books, 275 Fifth St., San Francisco, CA 94103, USA,
Price: US \$14.95, 120 pages

For label collectors who like to see these gems in color, this is a new book, the only one such in existence. Its pages are filled with illustrations of foreign and domestic labels in full color. Most of the foreign ones, of great artistic value, have seldom been reproduced in color, although all have been shown in B&W in the Air Transport Label Catalog. Most of the U.S. labels shown have been featured in the books Nostalgia Panamericana, Nostalgia Northamericana, Airline Artistry and Lindbergh and Commercial Aviation. However, this is the first time that so many labels, more than 125, out of the thousands in the catalog, have appeared in one book which was written to show off their true colors and beauty. 171

From:
"AEROFLOT, An Airline and its Aircraft"

Few rarities are shown, but this is not the purpose of the book. Most of those shown are scarce, but nowadays even the common ones are becoming scarce - no more will ever be printed. Rarities noted are the big purple Standard Airlines label, the Imperial Airways London label and the Air Union triangle. Well-researched explanations covering each label are in small print in the back of the book, rather than on the pages where the labels are shown. The 10 chapters have names such as Cross Country, South of the Border, They All Flew Goonies, etc., with a very informative and well-written introduction to each chapter. These introductions are delightful to read, even without the label illustrations.

The authors have done a creditable job in research, since few errors are noted. More than one researcher must have been used - the Curtiss label of Cubana is described as a Fokker in front, and as a Ford in the back of the book. The latter is correct. Mexicana labels are also said to show the Fokker, whereas the airline mostly used Fords. Actually, the two tri-motors are difficult to tell apart, especially when painted by an artist who was more interested in Art Deco than accuracy.

While we are nitpicking, other small errors are evident. TAA Inc., a Philippine airline, is written up as TAA (Siam), with which it had no connection. (The researchers should have checked the label catalog.) The "Slash Time" label had nothing to do with New York Airways - it was used by Pan American in conjunction with Boston-Maine Airways in preliminary route surveys to Canada for proposed transatlantic service. Research re Pan American seems to be a problem in other cases. In the chapter South of the Border, a PAA System label is said to have been used on the first flights from Key West to Havana in 1927. Actually "System" was not added to PAA's name until a year or two later, when routes were extended through the Caribbean. The Panair label on the Acknowledgements page was also said to have been used on the first flights to Havana in 1927. It was never so used - it is a Brazilian label used some time after 1930 when NYRBA do Brasil was renamed Panair. The Commodore flying boat shown on the label did not exist in '27.

The only weird statement (re the Colonial label) is "... Juan Trippe, who went on to create TWA with help from Charles Lindbergh." I wonder if this was an unintentional typographical error. If "PAA" would have read "TWA", it would be exactly correct. Juan Trippe had never anything to do with creating TWA. It was formed through a merger of Transcontinental Air Transport (TAT) and Western Air Express (WAE) in 1930, when Trippe was busy expanding his Latin American services. (Of course Charles Lindbergh did help form TAT and TWA, and also worked for PAA.)

It is great to see these beautiful labels in full color. Collectors should have a copy of this book.

(REVIEW BY DON THOMAS)

READERS SAY:

Aviation historian and author Ron Davies has sent along additional information about little-known TAG Airlines (see the CAPTAIN'S LOG, MAR 93). The information is based on an interview he had with Ross Miller, TAG founder and president, at the latter's home in Toledo, not long before Miller's death on 28 AUG 90. The following includes details not mentioned in the TAG history of two CAPTAIN'S LOG of MAR 93

TAG Airlines, which had started operations between Detroit (MI) and Toledo (OH) in JUL 57 with two British DH-104 Doves, extended the service from Detroit to Chicago (downtown Meigs Field) and Rockford (both in Illinois) through an arrangement with Illini Airlines of Rockford, IL. TAG leased the DH-114 Heron Mk.2 N3999A from Illini for this service. Chicago was dropped on 01 APR 58 in favor of a direct Rockford-Detroit service, linking the tool capital of the USA (Rockford) with the world's automobile manufacturing center (Detroit).

Service to the downtown Municipal Airport at Akron, OH was added on 28 APR 58 from Cleveland and on 05 MAY 58 from Detroit.

In 1959 the Rockford-Chicago service and the Akron routes were dropped and TAG concentrated on the Cleveland-Detroit route. In that year TAG carried a total of 20,767 passengers. The number was steadily increasing and on 01 FEB 60 Ross Miller applied to the CAB for a Certificate of Public Conven-

More about TAG by Ron Davies

ience and Necessity, and re-applied on 08 FEB 61. If the certificate had been granted, TAG could have operated under FAA Part 298 regulations with for instance DC-3s for 28 passengers. (Without this certificate, TAG was limited to aircraft with a gross weight of no more than 12,500 pounds, 5,670 kg - JG.)

In 1963 TAG carried 44,324 passengers and a third application for a Part 298 certificate was made to the CAB on 07 AUG 64. When the case was not even heard, TAG immediately refiled, but again to no avail. Ron believes an objection by North Central Airlines may have had something to do with the apparent absence of due process.

At the time, TAG was carrying 65% of all the passengers carried by the small uncertificated airlines in the USA.

Service from Cleveland to Columbus and Cincinnati began on 15 MAR 65 and service from Detroit to the same two cities on 03 MAY, the latter with the first three of up to 17 Piper Aztecs TAG Airlines would operate. Passenger boardings on the total network totalled 83,873 in 1965. Many of these passengers travelled on new services into Cleveland Hopkins Airport and Detroit Metro Airport with the Aztecs, to make connections with larger airlines.

A new service to Allegheny County Airport at Pittsburgh began in 1966. In that year TAG also had problems with ALPA, the pilots' union. ALPA members objected to Miller telling them to fly more hours on the short routes operated by TAG = so they could earn more money. At one point, pilots paraded with placards saying "TAG is unsafe to fly".

In 1966 Miller discussed with several manufacturers the idea of new aircraft seating up to 15 passengers, but still below the 12,500 pound gross weight limit. These discussions eventually led to the development of the DeHavilland Canada Twin Otter and the Beech 99. But TAG never bought either. On 18 MAY 67 Gerald E. Weller, a former TAG sales representative, founded Wright Airlines and started

operations between Cleveland and Detroit on 27 JUN, in direct competition with TAG, with Beech 18s and DH-Herons. TAG, which had wanted to buy 40-seat Fairchild F-27s, suspended all services on 01 OCT except between Cleveland and Detroit. Miller discussed with Allegheny Airlines the possibility of interline connections, but TAG never became part of the then-new Allegheny Commuter system.

On 08 MAR 68 TAG received CAB approval to operate F-27s and FH-227s, but Wright Airlines protested and TAG's certificate was revoked, pending another hearing.

TAG finally received a temporary Certificate of Public Convenience and Necessity on 29 AUG 69.

The crash of Dove N2300H into Lake Erie took place just as TAG was preparing to buy three FH-227s. Salvage operations went on for four months, keeping the accident constantly in the news. TAG carried only 881 passengers in MAY 70, against 4,670 in MAY the year before. Most Doves were sold and only two remained (one owned, one leased - JG), flying 10 round trips a day, instead of the 40 during the peak of the airline's fortunes.

In MAR 71 the National Transportation Safety Board (NTSB) finally released its report on the crash. It said that "inadequate safety regulations on the part of the Federal Aviation Administration, not poor maintenance by the airline, are blamed for the crash". But it was too late to save TAG Airlines. Its passenger boardings had dropped from 58,222 in 1969 to only 9,489 in 1970.

In JUL of that year the CAB turned down a proposal for a merger between TAG and Wright and TAG suspended all operations on 07 AUG. On 24 SEP the CAB turned down another merger proposal after a new review. But it also ordered TAG to resume operations. However, this never happened.

Wright Airlines, which had built up a fleet of Rolls Royce Dart-powered Convair CV-600 and CV-640, ceased operations in 1985.



AIR CALIFORNIA Electra N124AC landing at Lake Tahoe. Photo taken by Colin Ballantine and published by Mike Cornwall Aviation Cards.

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

by
Paul F. Collins

Once again it is the Holiday Season and on behalf of myself and the staff of the CAPTAIN'S LOG, we hope each and everyone of you have a very merry Christmas and a joyful new year. It is our wish that the coming year will be one you long remember for all the good things that will happen. One of these "good" things will be receiving your issues of the LOG! Our staff will continue to provide you with great articles that should give you many hours of reading pleasure. We appreciate your support and look forward to serving you for another year!

The last issue of the LOG was a real fun issue to get out. The copy was taken to the printers in Kentucky in July, when the wife and I went back to our "old" house to get ready for moving. The finished LOG was delivered to the "old" house while we were in the moving process. All the domestic issues were stuffed and mailed from Covington, KY while all the other issues were taken back to Jacksonville and mailed from there. I really appreciate your sticking with me on this move. You folks are the best group of subscribers every to receive a magazine! While it may seem that we will never be on schedule getting the LOG out, I hope someday that it will happen. However, until it does, please hang in there--it WILL HAPPEN!

The 1993 roster was mailed with the last issue of the LOG. If you did not receive a copy, please drop a line or call and we will send you a copy. We come up a little short after the main mailing and some that have joined or renewed in the last month may not have received a copy. We have reordered some additional copies from the printers and they are now available. A roster update will be included with this issue of the LOG. I am planning on doing the roster next year like I did this year. If I wait until the second issue of the LOG to produce the roster, a lot more names will be in the book as opposed to being on the update sheets. Will try it and see how it works out. Any comments from the membership on this will be greatly appreciated.

The membership card program has gone very well since we began offering the card over a year ago. Our inventory of cards is now down to under 100 cards. I

would suggest that if you want a card, now would be the best time to order. When the supply runs out it will be sometime before another order for the cards is placed. Those that have ordered the card have been very pleased with them.

The registration forms for Airliners Int'l 94 to be held in Atlanta, GA was mailed with the last issue of the LOG. If you did not receive a copy of the form, please advise Society HQ and we will mail you a copy. This has been the earliest that registration forms have been mailed, so please be sure you do not put them someplace where they will get lost. Also get your table orders in as early as you can because I am sure they will sell out quickly. The Atlanta committee is planning a really great show and we will look forward to seeing as many of you as possible. I will probably be in Atlanta the whole week of the convention, just to make up for the time I did not get to spend at the 93 affair!

As stated in the last issue, the 1995 AI will be held in Phoenix, AZ. The 1996, our 20th, will be hosted by the Society, at a site yet to be selected. This site will be selected before the 1994 show so all can be advised of the site. We really want the 20th show to be special so we are selecting the site very carefully. If you wish to be a member of the 1996 convention committee, please advise Society HQ and we will put your name on the roster.

I would like to report once again the NEW Society policy for sending issues of the LOG to new subscribers. If you join/subscribe to the LOG during and after issue of the third magazine in the volume, your membership will begin with that issue. Of course you will be able to purchase the number one and two issue if you desire. Those joining the organization during the publication of the first two issues of the volume will have their membership begin at that time. If there are any questions on this program, please contact Society HQ and I will be happy to answer any questions.

I would like to advise that I am planning to promote a "all transportation" memorabilia show in Jacksonville sometime in the spring. At this time I am looking for dealers in aviation, trains, cars and boats. Should any of you wish to sign up to be a dealer, please write me at Society HQ or call me at 904-221-1446. If you know of any one that deals in the above mentioned items, please have them give me a call. Date and location of this show will be published in the next issue of the LOG.

In the move to Jacksonville I have found a number of goodies that I would like to trade or sell for post cards. Check the FLIGHT EXCHANGE section of this issue for several adverts on some neat stuff.

We will try to get issue four of this volume out sometime during the early part of 1994. Please bear with us on this and as mentioned earlier in this column, SOMEDAY we WILL get on SCHEDULE! Until next issue, happy collecting!

Paul

WE WELCOME YOUR LETTERS

on the contents of
the CAPTAIN'S LOG
and on airline
issues in general.

Please send them to
the respective
section editors
or to the editor,
JOOP GERRITSMAN
P.O. BOX 776
WELLAND, ONT
CANADA L3B 5R5

DAVE CHERKIS, 4870½ McConne11 Ave., Los Angeles, CA 90066 reports that he is sorry he missed the last issue-just plain forgot to send in his advert. Dave reports that he has the usual good stuff for trade--in JR wings: TCA, Hawaiian, Express One, etc. Send your list of what you have for trade/sale and what you're looking for. Also, gobs of REAL wings and cap badges. Postcard you ask for? Got em! Drop a note and will get my list off to you. NOW available from Dave are playing cards. Send Dave a note and he will send the old list. It's constantly changing. The only deck Dave has for trade is MGM Grand Air. Will swap ANY foreign deck for one OR two domestic decks (NO Delta, AA, USAir, Continental--unless they are of the older varieties). NEW ARRIVAL--came into just a couple of "Airship Hindenburg/American Airlines" connector stickers (see below). If interested, drop a line or call 310-821-1997 (9 AM - 5 PM PST).



LOUIS WENDRUCK, GATC, Dept WAHS, P.O. Box 69A04, West Hollywood, CA 90069 advises that the Gay Airline & Travel Club is a world wide social club for gay airline enthusiasts who enjoy flying, traveling, collecting airline memorabilia or work in the airline or travel industries. Membership is \$20 per year and includes 4 quarterly newsletters and a free personal ad for all members, articles, pictures, activities including tours, airport visits, parties, dinners, airshows, museums of flying and airliner expos. For membership or additional information please write to the address above or call 213-650-5112.

...continued on page 178...

VIDEO REVIEW //

JUST PLANES 4 Boston Logan Airport Spring 1993
Produced by Just Planes Videos
P.O. Box 285214 Boston, MA 02128-5214

This is the fourth video by Just Planes Videos and features activity at Logan Airport. Lots of good footage of both domestic and international airlines. 90% of the planes featured are on the ground with a lot of close-ups that would really be of help to someone doing model work. Also we are taken inside several of the aircraft for a nice look at the interior of VIP aircraft. Also some nice long looks at the cockpit of several aircraft. Very nice. While there is no running comments on the tape, there are plenty of engine and background sounds to keep your interest. Aircraft featured on the tape are listed on the box the tape is packaged in.

This tape is available from the address shown above. Society members will get a discount of 20% if they mention this advert when ordering. This reduces the cost to \$19.95. Well worth the price! Revue by Paul Collins.



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DATE	CITY	SHOW LOCATION	PROMOTOR
January 15, 1994	Atlanta, GA	Sheraton	Bryant Petit/John Joiner, P.O. Box 737 Clarkston, GA 30021 404-292-6969 and 404-487-3732
January 14-16, 1994	Tucson, AZ	* World of Wheels Tucson Conv. Center	Art Prunty, 3770 E. 27th St., Tucson, AZ 85713
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
January 22, 1994	Miami, FL	Holiday Inn A/P Lakes South	Miami Aviation Enthusiasts Club 305-599-2381 FAX- 305-451-2015
Feb 26, 1994	San Diego, CA	Ramada Hotel Bay View	Fred Chan/Tony Trapp, P.O. Box 473 Burtonsville, MD 20866 410-381-4626
March 6, 1994	Tucson, AZ	* Market Place USA 3750 E Irvington Rd	Lou Pariseau, 1111 E Limberlost Dr #164 Tucson, AZ 85719 800-484-1097
March 19, 1994	St Louis, MO	Holiday Inn Airport North	Fred Chan/Tony Trapp, P.O. Box 473 Burtonsville, MD 20866 410-381-4626 or 703-938-0175
March 19, 1994	Vancouver, BC	Delta River Inn Vancouver Airport	Henry Tenby, 120 Shelborne St, Suite 401 Toronto, ON CANADA M6B 2M7 416-781-5090
April 9, 1994	Munich, Germany	FOC of Deutsche Lufthansa at Munich Airport	Josef Schmitt, Jr Frau-von-Uta-Str. 24 D-81829 München / 82 F.R. Germany
April 9, 1994	Dallas, TX	Holiday Inn DFW North	George Cearley, P.O. Box 12312, Dallas, TX 75225
April 23, 1994	Washington, DC	Roselyn Westpark Hotel Arlington, VA	Fred Chan/Tony Trapp P.O. Box 473 Burtonsville, MD 20866 410-381-4626 or 703-938-0175
May 20/21, 1994	Phoenix, AZ	Holiday Inn Airport	Alan Merkle, 107 E St John Road, Phoenix AZ 85022 602-993-8276
June 25, 1994	Zurich, Switzerland	Restaurant Atrium Term A (ZRH)	ZRH Convention, Strehlgass 21, CH-8600 Dubendorf, Switzerland
September 10, 1994	Newark, NJ	Holiday Inn Jetport (EWR)	Bill Gawchik, 88 Clarendon Ave., Yonkers, NY 10701 914-965-3010

* Not total airline show

Continued on next page

October 15, 1994 Seattle, WA

Holiday Inn
SeaTac

Fred Chan/Tony Trapp P.O. Box 473
Burtonsville, MD 20866 410-381-4626
and 703-938-0175

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GA Int'l Convention
& Trade Center

Convention HQ Sheraton Gateway Hotel
Contact Bryan Petit 404-292-6969
Bill Love 404-957-1018
John Joiner 404-463-4069

AIRLINERS INTERNATIONAL 1995
July 18-22, 1995 Phoenix, AZ

Camelback Inn
Scottsdale, AZ

For additional information contact

Alan B Merkle, 107 E St John Road,
Phoenix, AZ 85022 602-993-8276

NOTICE: Always check with show hosts before traveling to make sure show is still going to be held. As new shows are established we will list them in future issues of the LOG.

...continued from page 176...

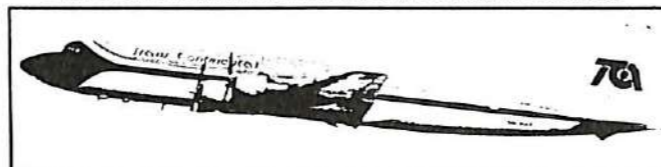
JOOP GERRITSMA, P.O. Box 776, Welland, ON Canada
L3B 5R5 URGENTLY needs a Xerox copy of page 23 of
the magazine "American Aviation" of 29 Sept, 1952.
If you can be of any help in providing this page
please write to Joop at the above address.

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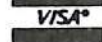
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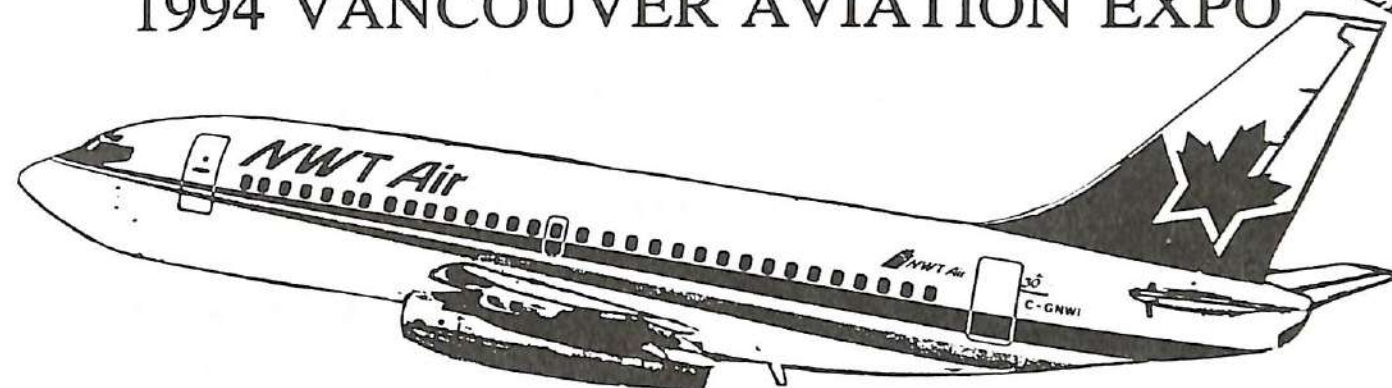
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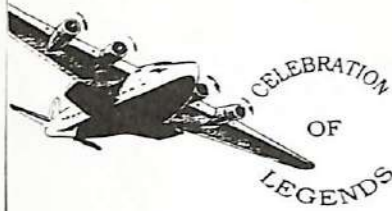
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- Feb 26** **American Legends - Army Air Corps Fighter Day**
A full day of static and flying displays of the legendary aircraft of the Army Air Corps. Vendors present vintage military aviation photos, manuscripts, books, posters and memorabilia from the early years of military aviation! Local authors on hand to sign books!
- Mar 12 & 13** **American Technology - Aviation's Heritage in the City of Angels**
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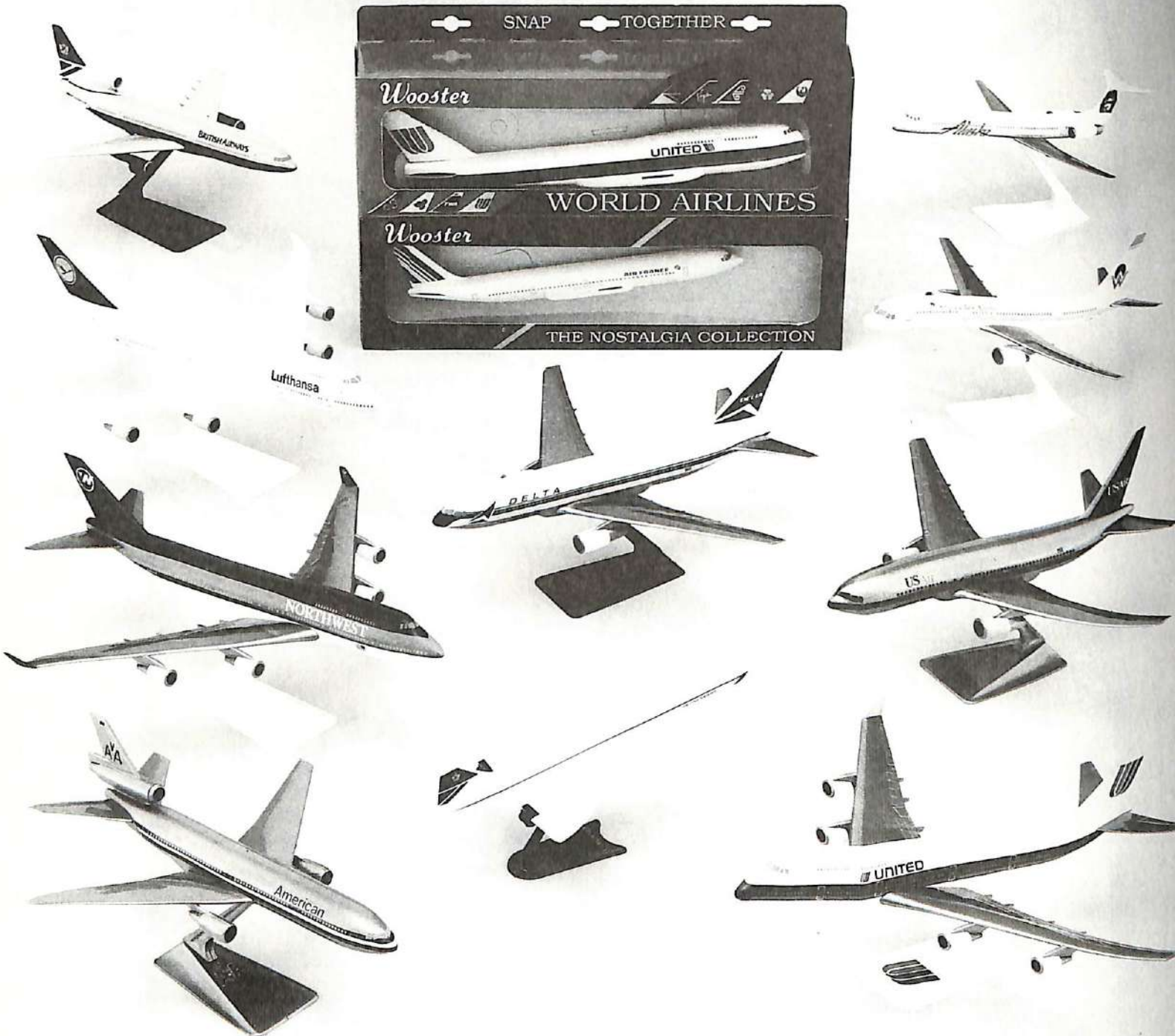
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