

CAPTAIN'S LOG

"The Airline Memorabilia Collector's Quarterly"



Vol. 19 No. 4 - Dec '93

Northwest schedules
Master model builder
CHALK'S International
Majestic PAA Clippers
747-400 from Hasegawa

Airliners
International
1994
June 23 - 26



United Air Lines 727-22, N7064U, poses for this publicity photograph at Concourse "F" in the spring of 1966, shortly before United began serving Detroit Metropolitan Airport (DTW). The photo illustrates a unique feature of the design of the concourse, which allowed United's jets to taxi several feet inside the terminal building.

This feature substantially reduced the walking distance down the jetway. It remained in use until Northwest Airlines took over the concourse in 1986 and rebuilt it to accommodate the DC-10. In this issue, WAHS member Joseph A. Wolf III delves into the history of DTW.

Photo: United Air Lines photographic library
via Joseph A. Wolf III



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

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

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

DEADLINES AND PUBLICATION DATES

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

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CAPTAIN'S LOG

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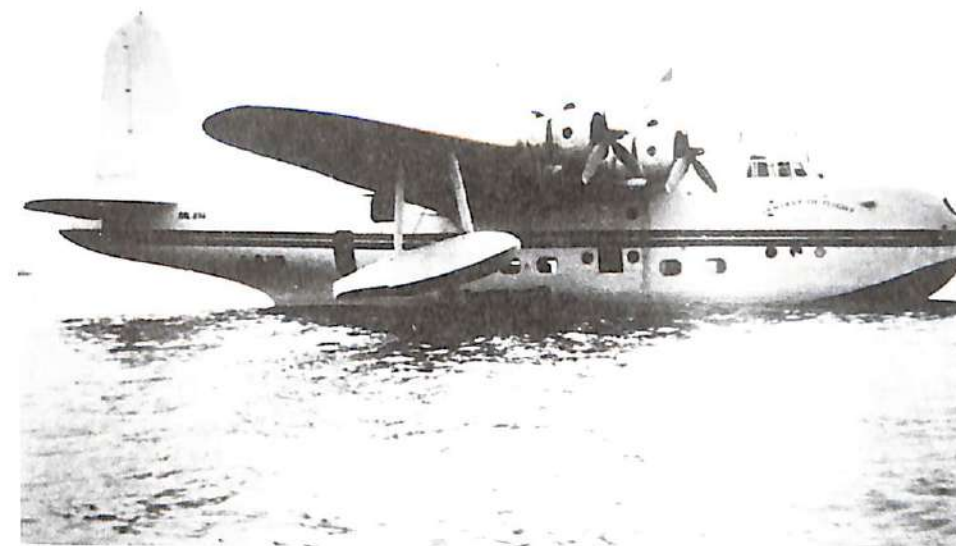
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This Shorts Sunderland was by far the star of the show at the 1993 Fly-In convention of the Experimental Aircraft Association at Oshkosh. The large flying boat was bought by American warbird collector Kermit Weeks. Its arrival in the USA from the United Kingdom was timed to coincide with the first day of Oshkosh. Jim JET Thompson describes the atmosphere at the show when the big 'boat arrived and he also talks about other aircraft of interest to airliner enthusiasts. In this photo, the Sunderland is at rest on Lake Winnebago, its base during its stay at Oshkosh. See p.227 for JET's report.

(Photo by Jim JET Thompson)

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TAKE-OFF TALK

As I am typing this on the second day of 1994, I am looking at the 1993 annual report of IATA, the International Air Transport Association. Published on 01 NOV 93, it says IATA's 221 member airlines lost U.S. \$11 billion net on their international scheduled services in the three years to the end of 1992. Record losses of U.S. \$4 billion were registered in 1992 alone.

"The main, inescapable reason for these losses has been overcapacity," writes IATA Secretary-General Pierre Jeannot.

But there is a glimmer of hope buried in the dry statistics of the report. Total passengers carried on scheduled services (international and domestic combined) increased by 5.7% in 1992 to 955.8 million. This increase follows a drop of 4.2% in 1991. In international scheduled services alone the increase was 10.2%, to 282.7 million in 1992 after last year's drop of 4.4%. Mr. Jeannot's point about overcapacity is demonstrated by the 1992 average passenger load factor of 64.7%. This was virtually unchanged from the previous year (when it was down by 2.6%), despite the increase in passenger volume.

Another indication of market softness was a continued steep decline in charter services at a time of overall passenger growth, says IATA.

We airline enthusiasts have known about this "market softness" for a long time. Remember Pan American? PeopleExpress? Braniff? to name just three high-profile failures in recent memory.

But there is more. Aircraft builders right from giants like Boeing and Airbus, to the manufacturers of small commuter aircraft, have been hit with one request after another to postpone deliveries. The airlines are simply not generating enough money to support these orders. And we all know of the hundreds of perfectly-good airliners that are standing idle in the desert at Mojave and other places. Many are new and have only test flight and ferry time on them.

Another glimmer of hope is that on 30 NOV 93 IATA announced the healthier trend in traffic figures continues. In October traffic of IATA airlines increased faster than capacity for the fourth straight month. Passenger traffic was up 6% in the month, while seat supply rose by 5%. Freight traffic increased by 7%. For the 10 months to the end of OCT 93, passenger traffic and seat supply grew by 6% and freight traffic by 9%.

Is the recession coming to an end? Politicians in the Western world are proudly proclaiming it is, but forgive me for being a little sceptical. I will believe it when I see happy smiles again on the faces of the executives of airlines and aircraft manufacturers.

Our own tough times are of course also still plain to see. While I am finishing this DEC 93 issue of the CAPTAIN'S LOG, the previous issue (SEP 93) has not even reached you. Paul Collins, who looks after the printing and mailing, is still struggling in his efforts to catch up after his work-related move from Kentucky to Florida during the summer.

Please bear with us. We will get back on track again and no one will lose out. Paul assures me that if you have paid for four issues of the CAPTAIN'S LOG (one year WAHS membership), you will receive four issues before you get a rene-

wal reminder.

In this issue

That is enough bad news for one issue. Let's look at what we have to offer you in this issue.

Our opening feature delves into the history of Detroit Metropolitan Airport = or DTW. It was written by WAHS member Joe Wolf of Birmingham, Michigan, only a hop and skip down the road.

We also present the second installment of our survey of Northwest Airlines time tables by our schedule editor George Cearley. He brings us up to date from the Electra issues of 1959/60 to the Winter 1993 issue.

Dick "Wings & Things" Koran left the flight-deck of his trusty AA 727 long enough to look in on Chalk's Airlines for us, and JET Thompson did visit Oshkosh 1993. He seems all in awe over the Shorts Sunderland flying boat. If by any chance he wishes he were born 10 or 15 years earlier so he could have seen the Pan American Clipper flying boats "live," he should feel a little better when he turns to Postcard Corner by Bill Demarest in this issue. Bill is starting off with some pretty postcards of Pan American Clippers of the pre-WW2 variety. The rest of Bill's column is proof-positive the publishers of airliner postcards have no problems with falling production rates and postponed deliveries. Who buy all these thousands of new issues every month is a mystery to me, but some people must be, because cards are appearing in a never-ending stream.

Richard Luckin has again in mind or for real been dining on board aircraft of many airlines around the world. At least, it looks that way when you read about the great variety of dinnerware he describes in his column. Al Tasca down Florida way is staying closer to home with a set of American Airlines swizzle sticks.

Don Thomas digs into his latest sticker acquisitions to reveal some lesser-known operations by Southern Air Transport.

Rich Fedorco continues where he left off the last time, with photos by some of his regular contributors and we all could help Ken Taylor by searching our files to answer his questions in "What Is It?"

For modelers the good news is that Hasegawa has released a real 747-400, says model editor Gerry Cole.

Finally, I draw your attention to the report about the airliner show in Frankfurt, Germany in October on p.232. Bruce Charkow visited it and had a good time. The show was a big success and in very worthwhile attending, judging by what he says. But I don't know if there is enough interest among you to read about these shows. I would very much appreciate it if you'd drop me a line and tell me. If you like to see this material, I will endeavor to get more, but if there is no interest ...

Well, friends, that is it for this time. This issue will go to Paul for printing as soon as I receive my copy of the SEP 93 issue. Your CAPTAIN'S LOG editors and other contributors will be with you again in the MAR 94 issue. In the mean time we are hoping you'll enjoy the material we are presenting to you.

Joe

DTW: 65 years of ups and downs

By JOSEPH A. WOLF III

When Americans think of Detroit, the first thing that comes to mind are the millions of cars, trucks and vans that roll off the assembly lines every year. A few more-knowledgeable people will also think of the thousands of railway locomotives that have been built by the Electro-Motive Division of General Motors, or the boats powered by turbines manufactured by the Allison Division of General Motors.

But only the most-thoughtful would realize all these trains, ships and cars would grind to a halt without the thousands of passengers and thousands of tons of cargo that pass through Detroit's Metropolitan Airport every day.

Metro's origins date back to 1927, when Wayne County voters approved a \$2-million bond issue sponsored by the Wayne County Road Commission for construction of an airport. The airport, to be called Wayne Field (its current three-letter code DTW stands for DeTroit-Wayne) was designed with industry in mind, for it was hoped Detroit would someday lead the nation in aircraft manufacture in the same way it dominates automobile manufacture. Ground was broken in APR 29, following the acquisition of a square mile (2.6 sq.km) of farmland just south of the main line of the Wabash Railroad in sleepy Romulus Township, 19 miles (30.5 km) southwest of Downtown Detroit. The first landing at the still-under-construction field took place on 11 FEB 30, when a Stout Airlines Ford Tri-Motor carrying local dignitaries arrived from Ford Airport in Dearborn, then the Detroit area's main airfield. Construction was completed during the summer and grand opening ceremonies were held on 04 SEP. Wayne County Road Commission chairman Edward G. Hines was the keynote speaker at the ceremonies, with honored guests including renowned aircraft designers William B. Stout, Eddie Stinson and William B. Mayo. The 8,000 people in attendance also enjoyed an air show put on by the 107th Aero Squadron and the Michigan National Guard. Stout Airlines even provided free airplane rides to farmers whose land had been taken by the new field. At this time, facilities at Wayne included four 100-ft (30.5 m)-wide runways, the longest of which was 3,700 ft (1,130 m) long, and hangars for the 107th and the Michigan National Guard. Wayne Field was also the first airport in the world to have a polydirectional range finder which allowed airplanes to follow radio signals to the airport from any direction. These facilities enabled the field to receive the coveted A-1-A rating, the highest possible, from the Commerce Department. Mail service had actually been shifted from Ford Airport on 22 AUG, with initial service provided by Thompson Aeronautical Corporation (a predecessor of American Airlines) on the Bay City - Detroit - Cleveland and the Detroit - Chicago routes. Both were operated by single-engine Stinson Detroiders. Canadian Airlines operated to Montreal and Stout Airlines flew the Chicago - Detroit - Cleveland route.

Unfortunately, Wayne Field appeared to be doomed almost as soon as it opened, with the completion in 1931 of City Airport on Detroit's



FLYING EQUIPMENT
9 Stinson-Detroiders, 2 Stinson Junior, 2 Stearman, 5 Pittsboro, 4 Loening Amphibians, 2 Gypsy Moths.
Baggage—30 pounds free, 25 cents per pound excess.

THOMPSON AERONAUTICAL CORPORATION (ABOVE) AND STOUT AIR LINES BOTH OPERATED OUT OF DETROIT METRO IN AUG 30.

(From "Birth of an Industry", Reuben H. Donnelley Corporation)



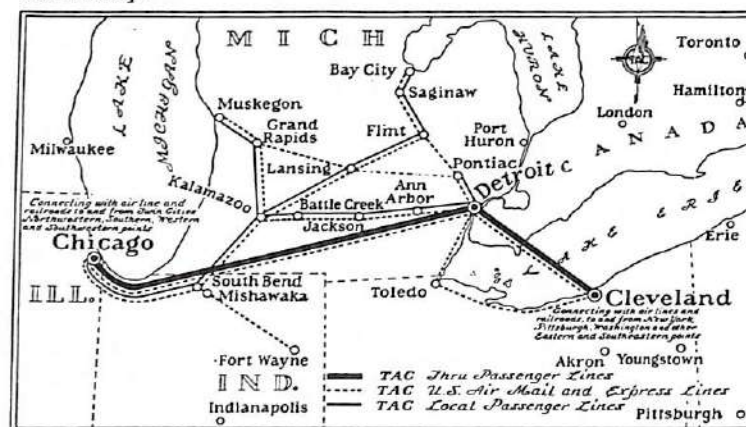
STOUT AIR LINES
Division of United Aircraft and Transport Corporation

CHICAGO-DETROIT-TOLEDO AND CLEVELAND											
Westbound—Head Down				Daily Except Sunday				Eastbound—Head Up			
No. 3	No. 9	No. 15	No. 11	No. 8	No. 10	No. 14	No. 12	No. 5	No. 6	No. 13	No. 7
10:30	1:30	4:00	6:00	Lv. Cleveland	Ar. Detroit	11:55	2:55	5:25	7:20	10:30	1:30
11:30	2:55	5:30	7:30	Lv. Detroit	Ar. Cleveland	10:30	1:30	4:00	6:00	11:30	2:55
No. 1	No. 17	No. 5	No. 7	No. 6	No. 15	No. 4	No. 2				
12:40	3:10	5:30	9:05	Lv. Detroit	Ar. Cleveland	8:00	1:20	6:30	5:15		
12:45	1:05			Lv. Battle Creek	Ar. Toledo			2:10	3:10		
1:45	4:05	6:25	10:00	Lv. Kalamazoo	Ar. Toledo	5:25	10:40	3:50	2:25		
2:40	5:00	7:20	10:55	Lv. South Bend	Ar. Toledo	4:30	9:50	3:00	1:30		

*Stop to pick up passengers, provided reservations are made before plane departs from Cleveland or Detroit.
†Stop to discharge passengers or to pick up passengers, PROVIDING reservations are made half hour before the plane is due to arrive.

PASSENGER FARES											
FROM	TO	Detroit	Chicago	Cleveland	Toledo	Battle Creek	Kalamazoo				
Chicago	Detroit	18.00									
Cleveland	Detroit	10.00	28.00								
Toledo	Detroit	5.00	23.00	7.00							
Battle Creek	Detroit	5.00	12.00	18.00	12.00						
Kalamazoo	Detroit	10.00	10.00	20.00	15.00	3.00					
South Bend	Detroit	12.00	7.00	22.00	17.00	6.00	5.00				

east side. City was located only six miles (9.5 km) from downtown Detroit and it was even closer to Detroit's wealthy suburbs along Lake St. Clair but it was impaired by a 362 ft (110 m) natural gas storage tank located a few yards from the intersection of the two main runways. This tower caused problems by forcing the minimum ceiling to be set unusually high so pilots could avoid it when landing, and because it altered the air flow along the runways, in effect creating its own turbulence. Nevertheless, proximity won out over safety and Thompson (now known as Transamerican) shifted all its operations to City, while Canadian and Stout pulled out of Detroit entirely.



Transamerican Airlines Corp.

DIVISION OF THOMPSON AERONAUTICAL CORP.
U. S. Air Mail, Passenger and Express Lines
General Office - United Trust Bldg., Cleveland, O.

BY MAY 31, WHEN THIS ROUTE MAP WAS PUBLISHED, THOMPSON AERONAUTICAL CORPORATION HAD BECOME TRANSAMERICAN AIRLINES CORPORATION. THE HEAVY SOLID LINE SHOWS THE COMPANY'S MAIN PASSENGER ROUTE. THE THIN SOLID LINES ARE LOCAL PASSENGER SERVICES AND THE DOTTED LINES ARE U.S. AIR MAIL AND EXPRESS LINES.

(From: "Birth of an Industry", Reuben H. Donnelley Corporation)

At this time it is necessary to explain a little bit about the politics of Southeast Michigan. Detroit, the owner of City Airport, was and is the largest city in Wayne County, owner of DTW. Detroit occupies only the northeastern third of Wayne County, and thus it must compete with the voices of other communities in county government. Some of these communities, like Dearborn and Livonia, are major population and industrial centers in their own right, while others are mainly agricultural. This disparity in backgrounds has meant that the Detroit City Government's opinions on key issues often differ markedly from those of Wayne County.

Relations between Detroit and its host county have varied from cordial to downright hostile and this friction would cause major problems in the development of Wayne Field. Further complicating the government situation are the other counties that are part of the Detroit metropolitan area, Oakland and Macomb to the north, Washtenaw to the west and Essex County, located south of the Detroit River in Ontario, Canada, to the south. All four have traditionally viewed both the City of Detroit and Wayne County with deep suspicion and have viewed many major programs proposed by the two parties as encroachments on their independence. The inability of the various factions in greater Detroit to agree with one another, will play a major role in the story that lies ahead.

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Despite the decision by the airlines to use the closer but inferior City Airport, activity continued at Wayne County during the 1930s. Although there was serious talk in 1935 of closing Wayne to save money, the field continued to be used by the military. Major air shows were held in 1933 and in 1935 and Stinson opened a factory at the field for a time. The introduction of the DC-3 in 1936 caused the airlines to almost move back to Wayne because of the problems caused by the now-infamous natural gas tank at City. DC-3 operations did eventually begin there, but American refused to fly them into City whenever the wind exceeded 20 mph (32 km/h) or the ceiling dropped below 600 feet (185 m). This meant a delay of up to two hours as passengers were taken from City to their diverted flights at Wayne. American was forced to pay Wayne County the princely sum of \$200 a month to have facilities on standby 24 hours a day to accommodate diverted flights. Diversions reached such high levels during the winter of 1937-38 that the airlines once-again almost moved to Wayne for the rest of the season. Although they again decided to remain at City, Wayne County continued to woo the carriers with more construction, culminating in the 1939 opening of new administration, terminal and general aviation buildings, at a cost of \$175,000.

Despite all this effort and City Airport's deficiencies, the airlines refused to provide regular service to Wayne. The airport was dealt another severe blow in 1940, this time by Henry Ford. With war clouds on the horizon, the Ford Motor Company began searching the Detroit area for a site to build a factory to build B-24 heavy bombers. Instead of building it at the logical spot, Wayne Field, Ford decided to locate a factory 14 miles (22.5 km) further west, in Ypsilanti. The deciding factor in the decision was reported to be not geography, but economics. Although the runways that served the factory and which would later become the nucleus of Willow Run Airport, were in Wayne County, the factory itself was located just over the border in Washtenaw County. This kept both the border and the massive payroll it generated outside the tax jurisdiction of Wayne County. To speed workers to the new factory, the Detroit Industrial Expressway was built westward from downtown Detroit, with faster access also provided to Dearborn, and to Wayne Field. When it opened on 18 SEP 42, the road was the first rural freeway in North America. After the war, it was incorporated into Interstate 94 and more than 50 years later, it continues to serve as the main access road to DTW.

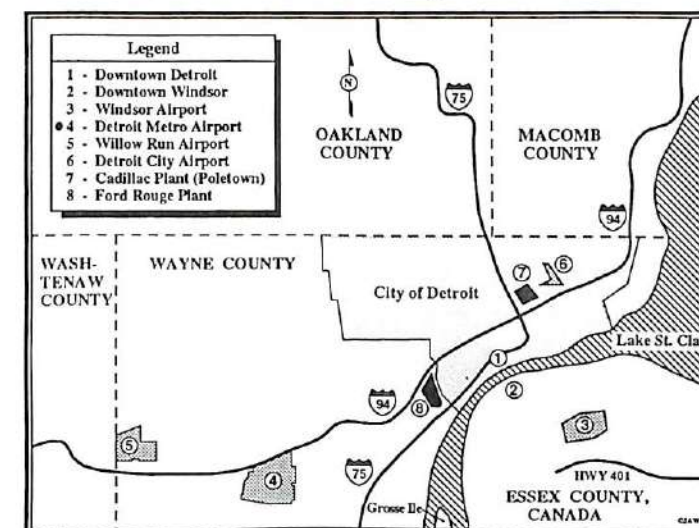
Despite Willow Run's selection for the bomber factory, Wayne Field still had a role to play in the war effort. It was leased by the U.S. Army, who promptly renamed it Romulus Field and decided to use it as a staging base for heavy bombers enroute to Europe. To facilitate this, the airport was quadrupled in size to 4 sq. miles (10.4 sq.km). The army also constructed a large ramp and several hangars, and extended the main runway.

In 1940, discussions began about the location for a new airport to replace Romulus/Wayne Field. These discussions continued all through the war years. Several sites on the northeast border of Detroit, or across the border in Macomb County, were considered, but fears by the residents of nearby communities of congestion caused by an airport and of the prospect of the City of Detroit and Wayne County jumping their

borders and invading other political jurisdictions, prevented selection of a site.

The end of the war saw DTW returned to the county by the military. Unfortunately, Detroit, Wayne County and their suburban neighbors continued to bicker about where the new field, to be named "Rickenbacker Field" in honor of former Detroit resident Eddie Rickenbacker, would be located. Only in NOV 45 were Detroit leaders galvanized into action amid fears the city would be bypassed in the coming postwar aeronautical boom in favor of much-better facilities at nearby Cleveland. This sudden realization was the result of an announcement by American Overseas Airlines that they would overfly Detroit on their new Chicago - Europe routes because Detroit lacked the facilities necessary to accommodate the DC-4s to be used.

It was soon decided that either Romulus/Wayne Field or Willow Run would replace City Airport, and five of the six airlines serving Detroit selected Willow Run, which had longer runways and better hangar facilities than DTW. The lone holdout was American Airlines, then the city's largest air carrier. It announced in SEP 46 it would operate out of Romulus Field. American favored DTW because Willow Run was designed for military testing, not airline use. This would mean excessive taxiing to and from the runways. American was also concerned about the effect the extreme distance between Willow Run and downtown Detroit would have on passenger traffic. (Willow Run at the time held the dubious distinction of being the farthest airport from the city it served, in the country). Only after six weeks of discussions did American relent and announced they would join the other airlines at Willow Run. This cleared the way for service to be



GEOGRAPHIC LOCATIONS OF DETROIT'S THREE AIRPORTS ARE SHOWN ON THIS MAP BY THE AUTHOR.

moved from City to Willow Run on 01 JAN 47. Unfortunately, American's worst fears were realized as traffic plunged 30 to 40% as soon as the move took effect and it was several years before boardings returned to their 1946 levels.

Despite Willow Run's selection, development of DTW continued in the postwar years. The airport was renamed Wayne Major Airport in 1947 and soon afterward Runway 9L-27R was built, followed by Runway 3L-21R in 1950. A modern control tower was erected in 1952 and a cargo building for Flying Tiger, Slick and Meteor the following year. In 1954 Pan American provided Detroit with its first transatlantic service when its DC-6Bs



Above: TERMINAL, CONTROL TOWER AND ADMINISTRATION BUILDING (BUILT IN 1952) AT DTW AS THEY APPEARED AROUND 1955. NOTICE THE NAME DETROIT-WAYNE MAJOR AIRPORT.

Below: AMERICAN AIRLINES DC-6B "FLAGSHIP NASHVILLE" SITS IN FRONT OF THE L.C. SMITH TERMINAL SHORTLY AFTER THE AIRLINE MOVED TO METRO (DTW) FROM WILLOW RUN. NOTICE HOW THE 1957-ERA TERMINAL WAS BUILT AROUND THE CONTROL TOWER SEEN IN THE PHOTO ABOVE. THE LOW BUILDINGS BELOW THE TAIL OF THE AIRCRAFT WERE LATER TORN DOWN TO MAKE WAY FOR CONCOURSE C.

Both photos courtesy of the Wayne County Road Commission.



stopped at DTW on the Chicago - Detroit - Boston - London route. PAA was joined by BOAC two years later when the British carrier began a DC-7C service that originated in Chicago and usually stopped at Montreal, Shannon or Prestwick enroute to London. BOAC further improved their service in APR 58 when they began bringing the incomparable Bristol Britannia into Detroit. This was the first turbine service into DTW, although Capital had been flying Viscounts into Willow Run for quite some time.

Meanwhile, the debate over where to build the replacement for Willow Run and Wayne Major raged on. Serious consideration was given to building a new field on a man-made island in Lake St. Clair. Discussions were also held with the Canadian Government about a possible location six miles (9.5 km) south of downtown Detroit on the outskirts of Windsor, Ontario, Canada, with separate terminals for U.S. and Canadian flights. Rapid urbanization had by now pushed the preferred site, in Macomb County, northeast of downtown Detroit, further and further away from downtown. It was suggested several times that the airlines move back to Wayne Major each time they decided the airport was not a big enough improvement over Willow Run to justify the costs

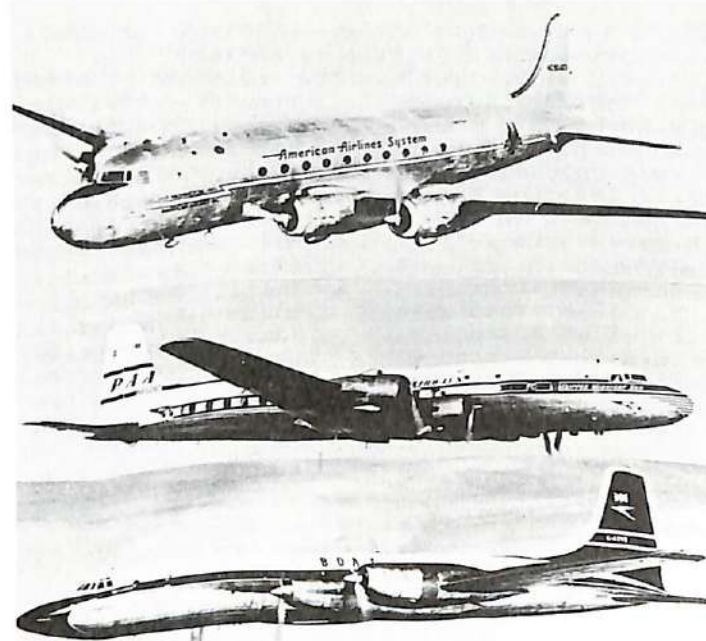
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of the move.

In 1955, as the dispute continued, the Navy attempted to move its naval aviation training facilities to Wayne Major from the existing location on Grosse Isle, an island in the Detroit River between the United States and Canada. This provoked fears that if nothing was done, Wayne Major was going to be lost for use as Detroit's primary civilian airport. At this time, American Airlines, who had never wanted to serve Willow Run in the first place, began negotiations with Wayne County for facilities at Wayne Major.

Squaring off against American was United Air Lines, who wanted to see Willow Run modernized to accommodate jets, pending the outcome of a final airport decision. Eventually, the federal government made it clear they would prefer all money for airport improvement to go to DTW, instead of building two duplicate facilities 14 miles (22.5 km) apart. This cleared the way for some operations to be moved back to Wayne Major.

American Airlines signed a 30-year lease for facilities at Wayne Major in JUN 56 and this resulted in the construction of two concourses and a major expansion of the existing L.C. Smith Terminal. In 1957 the airport's name was changed again, to Detroit Metropolitan - Wayne County Airport, the name it is known by to this day. The Navy's plans to move in were quietly dropped and in 1958 further discussions about building a new airport ended. They had consumed 18 years during which Detroit travellers were forced to use a succession of clearly inferior facilities. The supreme irony of the whole situation was that in 1940 and again in 1946, the chief reason cited for a new airport on the east side of Detroit was that it would be closer to the population center of the Detroit area than Wayne Major. But the rapid development of the outlying areas in the 1950s benefitted DTW in two ways. One was the urbanization of southern Macomb County in the early 1950s. This was the result of a decision by General Motors to relocate the thousands of employees in their research laboratories and design studios from downtown Detroit to a new complex in Warren, north of the Detroit-Macomb border. This meant that any possible site for the proposed new airport would be at least as far away from downtown Detroit as Wayne Major. The second factor was the immovable barrier to eastward development formed by Lake St. Clair and Lake Erie and the psychological barrier to southward development formed by the Canadian border. This meant development effectively



Top to bottom: AMERICAN AIRLINES ANNOUNCED IN SEP 46 IT FAVORED DTW OVER WILLOW RUN FOR ITS DETROIT SERVICES WITH DC-3 AND DC-4 (C-54B, NC90423 "FLAGSHIP WASHINGTON" SHOWN). HOWEVER, ON 01 JAN 47 ALL AIRLINES, INCLUDING AMERICAN, MOVED TO WILLOW RUN.

PAN AMERICAN AIRWAYS BEGAN OPERATING TRANSATLANTIC SERVICE FROM DTW IN 1954, WHEN ITS DC-6Bs STOPPED ON THE CHICAGO - DETROIT - BOSTON - LONDON ROUTE. (PAA)

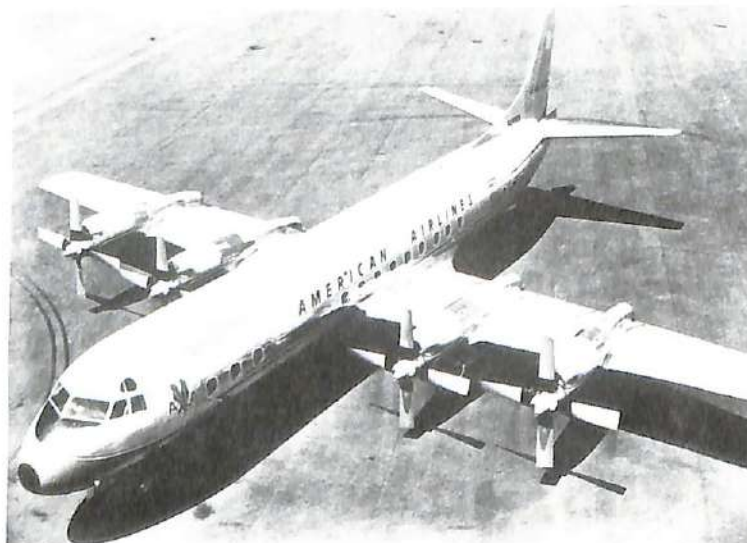
BOAC INTRODUCED BRISTOL BRITANNIA 312 PROPJETS ON THE LONDON - CHICAGO SERVICE VIA PRESTWICK, MONTREAL AND DETROIT. FIRST FLIGHT WAS ON 17 APR 58 BY G-AOVH. (G-AOVH SHOWN IN THIS BOAC PHOTO.)

(All photos this page from the Gerritsma collection.)

Left: ONCE BACK AT DTW AMERICAN AIRLINES IMPROVED SERVICE TO WASHINGTON WITH THE INTRODUCTION OF THE LOCKHEED ELECTRA PROPJET ON 21 FEB 59. (American Airl.photo)

Below right: ON 15 NOV 59 DELTA INTRODUCED THE DC-8 ON THE NONSTOP DETROIT-MIAMI SERVICE. IT WAS THE FIRST PUE-JET SERVICE AT DTW. (Delta Air Lines photo)

Bottom right: PAN AMERICAN BEGAN OPERATING ITS SERVICE FROM CHICAGO TO FRANKFURT VIA DETROIT, BOSTON AND LONDON WITH THE 707-321 IN APR 60. (Boeing photo)



AERIAL VIEW OF METRO AIRPORT TAKEN IN THE SUMMER OF 1960. AN AMERICAN DC-7 IS AT CONCOURSE B (top left), WHILE AN ALLEGHENY MARTIN 202, NORTHWEST DC-6B AND ELECTRA, AND A DELTA-CONVAIR 440 ARE LOADING AT CONCOURSE A.

Photos courtesy of the Wayne County Road Commission.

had only two directions left to move in: west toward Ann Arbor and Lansing, and northwest toward Flint. Within a few years the airport, so isolated that nobody wanted to serve it, suddenly was in almost the best-possible location = close enough to Detroit's westward-moving population center to provide easy access, yet far enough away that aircraft noise would not pose a serious problem. But further delays were in sight, because even the improved facilities at Metro could not accommodate all of the seven airlines then serving Detroit through Willow Run. Nevertheless, in DEC 58 American Airlines and Allegheny Airlines became the first carriers to move their operations from Willow Run. They were followed by Northwest Orient and Delta in APR 59. American wasted no time in adding to the time savings of passengers using Metro when it began L-188 Electra service to New York on 21 FEB 59. Delta provided Detroit with its first jet service on 15 NOV of the same year when it placed the DC-8 on its nonstops to Miami. DTW was one of the first airports in the USA to receive long-range radar required for the jet-age.

American and Pan Am brought in Detroit's first 707s within a few days of each other in APR 60. American's flight went to Los Angeles via Chicago and Pan Am originated in Chicago and continued to Boston, London and Frankfurt. BOAC began 707 service on 20 SEP 60 on the London - Detroit - Chicago route. Inauguration of 720 service by Northwest service on the Seattle - Spokane - Minneapolis - Detroit - Baltimore service on 01 JUL 61 rounded out jet services by Metro's original seven airlines. Aeronaves de Mexico became the eighth airline at DTW in 1964 when their DC-8s began stopping at Detroit enroute from Mexico City to Toronto and Montreal.

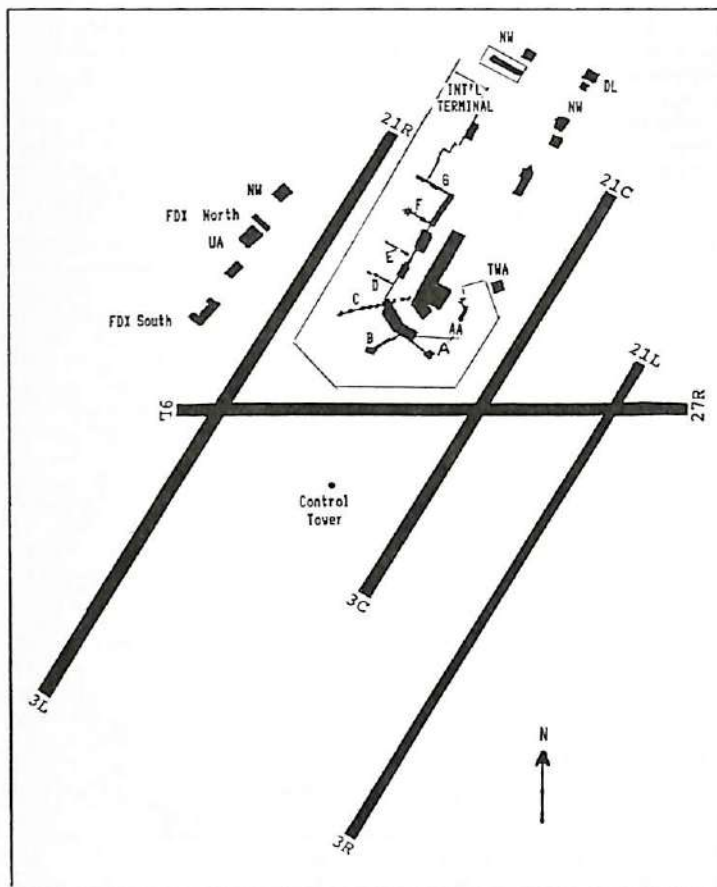
As these carriers settled into their new quarters at Metro, work continued on the J.M. Davey Terminal, which would be located north of

the existing L.C. Smith Terminal. Three new concourses were built between the Smith and Davey terminals and a fourth between the Davey Terminal and Interstate 94. Delays in issuing contracts and bickering over the design delayed completion of the terminal from mid-1963 to 1966. TWA and Eastern began the exodus of the last wave of carriers from Willow Run in APR 66, once their concourses were completed. They were joined by United, North Central, Lake Central and Mohawk, who began service in June once the Davey Terminal and the final two concourses opened. A Host (now Marriott) Hotel between the two terminals and a four-level parking deck were completed in 1967 and American and Delta began building additions to their concourses that were specifically designed to accommodate 747s. DTW was handling about 3 million passengers a year by the end of the decade.

Northeast and Braniff arrived at Detroit in 1969. Northeast began service to Chicago, Cleveland and New England, which lasted until their takeover by Delta three years later. Braniff's nonstops to Kansas City and Dallas lasted a little longer, until service was suspended in APR 81. Both routes were subsequently restarted and dropped several times before Braniff pulled out for good in 1989.

History repeated itself on 15 DEC 70 when Delta, first with jet service 11 years earlier, became the first airline to offer 747 service with nonstops to Atlanta and Miami. Pan Am, however, had been the first airline to land a 747 at DTW when one of their aircraft stopped in on 26 JAN to be put on display for the general public. Delta was followed by American in APR 70 with nonstops to Chicago and Los Angeles and later by United (to Chicago), BOAC (to London via Boston), Pan Am (also to London via Boston) and Northwest (to Chicago, Minneapolis and New York-JFK). Additional international services were provided by Alitalia, who began DC-8 and 747 service via Boston or Philadelphia to Milan and Rome in APR 71, and by Air Jamaica, whose DC-8s began calling at Detroit in DEC 73. The growth of international services encouraged the Wayne County Road Commission to build a six-gate international terminal between the Davey Terminal and Interstate 94 as part of an expansion plan that also saw the lengthening of the existing three runways, and the construction of the new 10,000 feet (3,000 m)-long Runway 3R-21L in the southeastern corner of the airport. The new international terminal, named after Wayne County Road Commission chairman Michael Berry, enabled all international charter flights to be moved out of rather spartan quarters in the basement of the Northwest concourse at the L.C. Smith Terminal. Sadly the massive run-up in oil prices following the Arab-Israeli War on 1973 and the equally-massive drop in car sales that accompanied it, doomed the terminal before it opened in NOV 74. Alitalia had ended their service at the end of MAR 74 and AeroMexico and Air Jamaica followed in MAR 75 and APR 76 respectively. This left BOAC (by now named British Airways) and Pan Am, along with an occasional charter flight to Las Vegas, as the only users. This dearth of activity caused the local media to begin caustically referring to the terminal as "the white mausoleum".

Following the cutbacks caused by the energy crisis, Metro entered a period of stability that lasted for the remainder of the 1970s. The existing carriers were joined by Southern in DEC 74 (to Nashville) and Ozark on 15 DEC 76 (to Peoria). The year also saw Pan Am being awarded rights to carry local traffic between Detroit



DTW AS IT LOOKS TODAY. CONSTRUCTION OF A NEW TERMINAL SOUTH OF RUNWAY 9L-27R IS PLANNED FOR THE FUTURE. A SECOND CROSSWIND RUNWAY, 9R-27L, SOUTH OF THE CONTROL TOWER, HAS BEEN BUILT BUT IS NOT YET IN OPERATION. THE NEW TERMINAL IS INTENDED FOR USE BY DTW'S LARGEST AIRLINE, NORTHWEST, AND BY THE INTERNATIONAL CARRIERS. AMERICAN AIRLINES HAS ALSO ASKED TO BE ALLOWED TO MOVE IN.

and Boston on flights that continued to London. It was the first time Pan Am had been allowed to carry passengers between two cities in the continental United States. Pan Am also offered Detroit's first 747F service on 08 JUL of the same year, with flights going via Chicago to Glasgow, Brussels and Frankfurt five days a week. Following deregulation in 1978, Frontier added Detroit on a Denver - Detroit - Toledo route. They were followed by deregulation start-ups Midway and New York Air in OCT 79 and SEP 81 respectively. But a series of auto plant closings by the big three automakers during the 1980 recession led to a wave of schedule cutbacks by American, United and Eastern. American, for example, went from 45 departures a day at DTW in 1979 to just 23 three years later. Another casualty in 1980 were American's 747F flights to Los Angeles. Begun only in 1978, these flights became redundant after their primary users, General Motors and Ford, closed their assembly plants in south-central Los Angeles and neighboring Pio Rivere respectively.

With the end of the recession in 1983, traffic picked up again and new services were added by Piedmont (to Charlotte and, later, Baltimore) and Continental (to Denver and Houston). The post-deregulation start-ups also descended on DTW to pick up traffic, starting with 707 charter operator American Eagle (no relation to the current American Airlines subsidiary by the same name). It was followed by Air Atlanta, Presiden-

tial, Best, Jet America, Global International, Air Florida, Midway Express, People Express, Midwest Express, American International and Trump, all seeking a slice of the Detroit market. Although some airlines, such as Midwest Express, stayed for a few years, most were gone within months. Turnover in the commuter ranks was even more frantic, with carriers such as Heussler, Simmons, Britt, Air Wisconsin, Midstate, Air Lincoln, Skystream, Air Ontario, American Central, Drummond Island, Fisher Brothers, Empire, Jetstream International and Wright appearing and disappearing almost overnight. Sabena also put in an appearance, with 747 service to Brussels via Montreal beginning in 1980. These flights were later replaced by a change-of-gauge service that used a First Air 727 for the DTW-Montreal portion of the trip before ending entirely in 1989. The stretched DC-8s of Icelandic Airlines also touched down at DTW in 1985 and 1986 on the Detroit - Luxembourg run, but soon, they too, were gone.

Alitalia returned to DTW in the beginning of 1986, as part of one of the most-unique freight operations in the world. Once a week, a 747F of Alitalia touches down at DTW with the bodies of 64 Cadillac Allante convertibles. These bodies are built by Italian automaker Pininfarina at its Turin factory and then shipped to Turin's Caselle Airport. After arrival at DTW, they are trucked to a special bay in Cadillac's Poletown plant in inner-city Detroit, where the engine, chassis and other components are installed. Flying the bodies to Detroit shortens their journey from 23 days by ship to just 12 hours and substantially reduces the risk to them while in transit.

Alitalia's colorful 747Fs were joined by the equally bright 737s of Southwest in JUN 87 when the Texas carrier began its long-awaited flights to Detroit. Although the airline initially offered nonstops to cities as far away as Phoenix and Nashville, service has now been cut back to a few flights to Chicago and St. Louis. KLM also began service to Detroit in 1992 with 747 Combi's to Amsterdam. This service had originally been planned for start-up in 1990 following KLM's investment in Northwest Airlines, but legal restrictions associated with Pan Am's change-of-gauge service (via London) on the same route delayed the inaugural flight until after Pan Am was replaced by Delta.

The most-interesting international route to Detroit, however, was one that never operated. Detroit has one of the highest concentrations of Arabs in the Western hemisphere, and Iraqi Airways maintained an office in a shopping center for many years, to assist them in making travel arrangements, but it was not until 1989 that the carrier applied for rights to extend their European services to New York and Detroit. The first flight was planned for 1991, but the Gulf War broke out before service could be inaugurated. So, sadly, those looking forward to seeing IA's 747s climb into the Michigan skies will probably have to wait many, many more years.

Despite all the comings and goings of other airlines, however, it became increasingly inevitable Detroit was going to become a one airline town as the decade wore on. This process began after North Central and Southern merged to become Republic in 1979 and the merged carrier began taking over routes that had been abandoned by the major airlines, such as American's old route to Syracuse, the former United service to San Francisco and the ex-Braniff run to Kansas City. The process was virtually complete when Northwest bought Republic in 1986. As Republic/

Northwest expanded, the other airlines cut back to the point where they were just flying from Detroit to their hubs. American's Detroit - New York City service lingered on for a few years as the last non-hub route, until it, too, was halted, in APR 87. This was sad from an airplane watcher's perspective, because it left as photo subjects a monotonous line of Northwest DC-9s and Northwest Airliner F.27s. But it was generally appreciated by the travelling public because it enabled Northwest to add flights to cities like Tokyo and Paris that had never been served nonstop.

As Northwest expanded, strain was beginning to show on the facilities at Metro. In the beginning the needs of Republic/Northwest were met by re-arranging gate assignments to make better use of existing facilities. USAir, for example, was able to move all their flights into a long-unused lounge at the tip of Concourse C that had originally been built by Delta for their 747 fleet. In 1986 a temporary concourse (G) was built between the Davey (North) and Berry (International) terminals. Unlike the other concourses, its gates were built at ground level to accommodate Republic's fleet of Convair 580s and the Shorts 360s and Embraer Bandeirantes of affiliated commuter airline Simmons. Intended to be up for only two or three years, Concourse G has received several stays of execution as discussions about terminal expansion have dragged on. Later, temporary extensions were built on two other concourses and even more gates were squeezed between the existing ones all over the airport. However, these moves have, if anything, only exacerbated DTW's biggest problem - not enough space between concourses D, E and F,



NORTHWEST IS BY FAR THE LARGEST CARRIER AT DTW. THIS 757 IS TAXIING TO RUNWAY 3L AND AMERICAN'S DC-10-10 IS STARTING ITS TAKEOFF ROLL ON THE SAME RUNWAY. SERVING DTW IN THE MID-80s WAS SHORT-LIVED JET AMERICA WITH MD-82, ROLLING TOWARD 3L. ALL ON 15 JUL 87. (Photos by Joop Gerritsma)

where Northwest's operations are concentrated. When the three concourses were designed in the early 1960s as part of the 1966 terminal expansion, Concourse E was intended for use by Lake Central and North Central, who had at that time nothing larger than DC-3s and Convair 440s. Thus, the ramp areas between Concourse E and its neighbors were kept relatively small. Now these ramps have to accommodate 757s and A320s and this causes serious operational problems in peak periods because only one aircraft at a time can taxi down the "alleys" between the concourses to get in or out of its gate. At the beginning of a wave of flights it is not uncommon to see several airplanes lined up just short of each alley, waiting their turn to dock. Likewise, at the end of a wave it often takes 20 or 30 minutes to get all the airplanes out to the taxiway because it is simply impossible to push back four or five of them at the same time.

Relief is in store, eventually, because of plans to build a new terminal south of the existing complex and Runway 9L-27R. This terminal will be patterned after United's terminal at Chicago O'Hare and will accommodate Northwest and the international carriers. American have also requested to be allowed to move into the new terminal and there are few who can argue they are not entitled to this reward after all they have done for DTW during the past 65 years. Groundbreaking for the new terminal has been delayed several times since it was first proposed in 1989 because of questions surrounding Northwest's ability to take on such a large capital investment, but other parts of this modernization program were finished on schedule. These included a 1,500 foot (457 m)-extension to Runway 3R-21L, which was built to allow 747-400s bound for the Orient to take off safely with a full payload; a taller control tower several hundred yards south of the existing one, and a second crosswind 9-27 runway. Work is also continuing on a fourth north-south runway and an underground roadway linking the existing terminal and the site of the proposed new terminal with Interstate 275 west of the airport.

About 25 airlines operated at DTW in 1992 and together, they generated some 1,000 movements a day. Northwest was by far the largest, carrying about 67% of all passengers departing or arriving that year.

Much has changed in the 65 years since the first bond issue was approved for construction of DTW. The drone of Pan American DC-6Bs and Flying Tiger L-1049s has given way to the high-pitched whine of Northwest A320s, just as the railroad tracks along the north end of the airport complex have changed hands from the Wabash Railroad to the Norfolk Southern, and the mighty steam engines that used to huff and puff below the landing airplanes have vanished, except for an occasional fan trip. Fortunately the areas surrounding the airport have remained so agricultural that deer occasionally jump the fence to eat the grass in the outfield where the new terminal someday will stand. Although there are some restrictions departing pilots have to observe, they are much less stringent than those at most other major airports. This relative lack of congestion means DTW should have few problems keeping the Motor City moving for many years to come.

The author thanks Michael Conway at Metropolitan Airport, Wayne County Chief Photographer Jean Manning, the staff of the United Air Lines photographic archives, the librarians at the Burton Historical Collection of the Detroit Public Library, and George Cearley, for all their assistance.

WINGS & THINGS

by RICHARD KORAN



OUT OF THE PAST INTO THE FUTURE

Friends of ours brought me a few clippings from the Tampa Tribune and its Bay Life section. It contained an interesting story on Chalk's, the legendary Florida airline. On seeing all this material, I called the Tribune and talked to George Wilkens, Tribune Staff Writer, to see if he would allow me to quote his whole column. His answer was a resounding "yes". Here it is:

By GEORGE WILKENS (Tampa Tribune)

A 1914 TAMPA BAY FLIGHT BY PIONEER TONY JANNUS INITIATED COMMERCIAL AIR SERVICE. BUT IT WAS A MECHANIC (WHOM) JANNUS TAUGHT TO FLY - ARTHUR BURNS CHALK - WHO FOUNDED WHAT IS THE OLDEST AIRLINE IN THE NATION, IF NOT THE WORLD.

Like the duck for which it is named, the chubby amphibious aircraft waddles down the ramp and plops into the warm waters of Biscayne Bay. As its twin turbo engines build speed and drown out the noises of downtown Miami, the vintage seaplane skims across the shimmering water as its pilot avoids wayward sailboats.

The white water plumes generated by the Grumman Mallard disappear as the 17-passenger plane lifts off, rises above the bustling Port of Miami, over the white sands of Miami Beach and heads out to sea.

So begins another flight of Chalk's International, a Miami institution that took off in 1919, surviving natural and man-made disasters - hurricanes, the Great Depression and a revolu-

tion - and outdistancing larger airlines that crashed in economic ruin.

Chalk's International traces its roots to 1911 in Paducah, Ky., where Arthur Burns "Pappy" Chalk was working as an automobile mechanic. Aviation pioneer Tony Jannus was touring the United States and landed his Benoist seaplane in the Ohio River to find someone to fix the engine. In return for fixing the engine, Jannus, who piloted the first scheduled passenger flight in history from St. Petersburg to Tampa in 1914, taught Chalk to fly - and a career as a pilot was born.

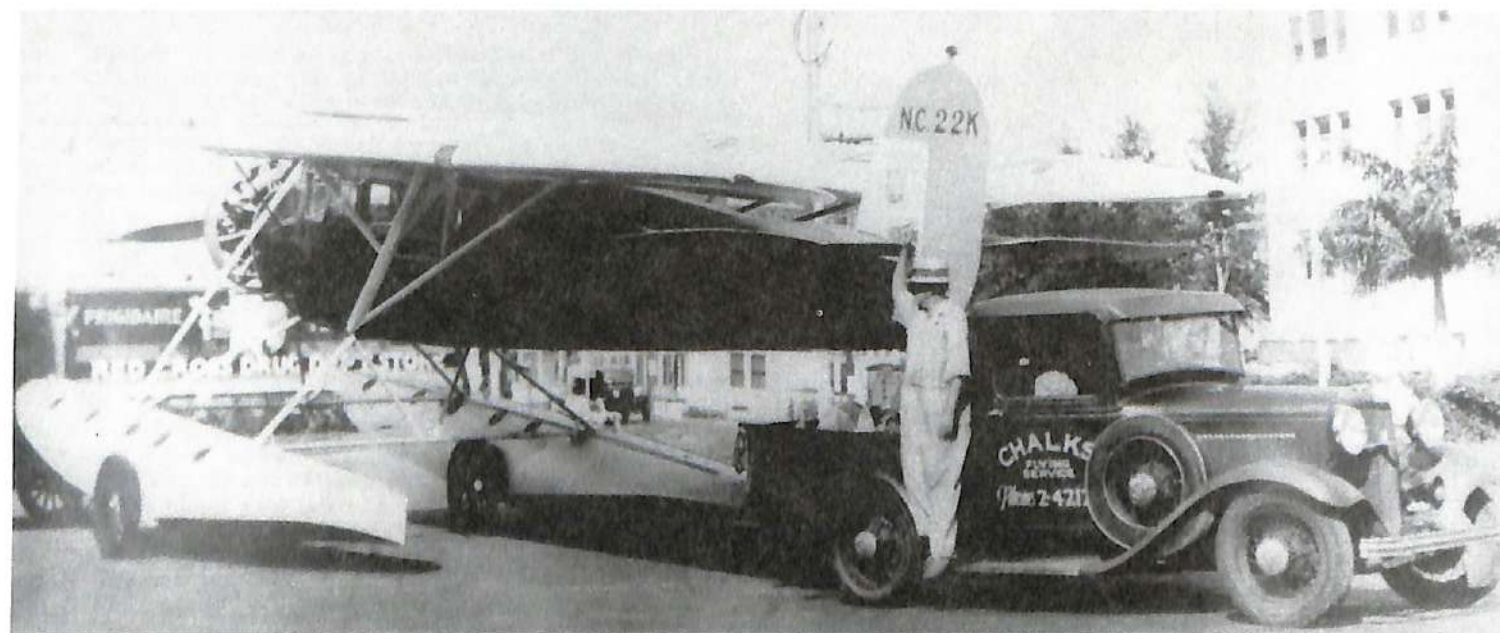
Chalk, then 22, acquired a Curtiss Jenny biplane and barnstormed around the South and West. He passed through Miami in 1917 and decided to stay, trading his Jenny for a seaplane.

Under a beach umbrella

Chalk's spartan beginnings in passenger service began under a beach umbrella in the sand near the Royal Palm Hotel dock. Chalk's Red Arrow Flying Service offered flights to Bimini, \$5-sightseeing tours and flying lessons.

Chalk's enterprise was interrupted by World War I and his two-year stint in the Marines' air corps. He returned to Miami and founded Chalk's Flying Service in 1919, the same year KLM Royal Dutch Airlines began operation (each claims to be the oldest international airline) in The Netherlands.

ARTHUR BURNS "PAPPY" CHALK STANDS ON THE RUNNING BOARD OF A CAR TOWING ONE OF HIS FAIRCHILD SEAPLANES THROUGH DOWNTOWN TAMPA SOMETIME IN THE 1930s. CHALK'S INTERNATIONAL IS AN INSTITUTION IN MIAMI. IT STARTED OPERATING IN 1919 AND IS STILL IN THE AIR.



"PAPPY" CHALK (left) SHARES A TOAST WITH (left to right) PAN AM PILOT BASIL ROWE, EASTERN PILOT DICK MERRILL, BAND LEADER HARRY RICHMAN AND PAN AM PILOT GEORGE RUMMEL. (Identity of the man on the right is unknown). CHALK AND RICHMAN WERE ABOARD AN AIRPLANE LOADED WITH PINGPONG BALLS FOR BUOYANCY THAT MERRILL FLEW OVER THE NORTH ATLANTIC IN 1934. (The Magazine of South Florida)

Milk Run for Rumrunners

Chalk's Prohibition-era business boomed. Bootleggers flew to nearby Bimini to arrange illegal shipments of booze from the Bahamas. Federal agents took Chalk's flights too, chasing the rumrunners.

Chalk soon expanded his Bahamian routes, hauling mail and ferrying world-wide class anglers and other affluent passengers to Cat Cay.

Chalk was flying home from Nassau as the 1926 hurricane was bearing down on South Florida. Riding a substantial tail wind, Chalk covered the 200 miles in less than an hour - in an aircraft with a top speed of 120 mph. After landing safely in hurricane-ravaged Miami, Chalk began immediate rescue flights to the Keys, isolated by the storm.

Prohibition ended in 1933, but Chalk's continued its rise, attracting famous and infamous passengers: Errol Flynn, Ava Gardner, Howard Hughes, the Wright brothers, Judy Garland and Al Capone. Ernest Hemmingway, drawn by Bimini's big-game fishing, was a regular on flights to the small island.

In 1933, Cuban President Gerardo Machado fled from Havana aboard a Chalk's seaplane he chartered for \$150. Despite the hail of bullets, the

From flying lessons to the wild blue yonder

1911: Arthur Burns "Pappy" Chalk, 22, gets flying lessons from aviation pioneer Tony Jannus.

1917: After barnstorming around the South, Chalk makes Miami his home; starts Red Arrow Flying Service, offering \$5 sightseeing flights.

1919: After a stint as a Marine pilot, Chalk returns to Miami, opens Chalk's Flying Service.

1926: Pappy Chalk ferries relief assistance to the Florida Keys after the islands are cut off by the Labor Day hurricane.

1933: Aboard Chalk's seaplane, exiled Cuban leader Gerardo Machado flees Cuba in a hail of gunfire.

1969: A New York company offers \$1.5 million for Chalk's, but Bahamian authorities block the sale.

1972: A pilot and mechanic are wounded when hijackers commandeer a Bimini-bound flight and force the co-pilot to fly to Havana.

1973: Pennsylvania contractor Edward F. Dixon buys controlling interest in Chalk's for an undisclosed price. Before year's end, Dixon pleads no contest to

federal income tax evasion.

1974: Merv Griffin's Resorts International buys Chalk's to ferry passengers to its Nassau casino complex; renames it Chalk's International Airlines.

1977: Pappy Chalk dies at age 88 after falling from a tree he was trimming.

1980: An unemployed laborer brandishing two guns demands to be flown to South Africa, where he plans to mine diamonds. Convinced the seaplane's range makes the trip impossible, he surrenders eight hours later.

1985: A Chalk's plane crashes on takeoff at Cat Cay, south of Bimini. One of 12 passengers is hospitalized for two weeks with a back injury.

1989: Chalk's agrees to 10 annual donations of \$15,000 each to the city of Miami in exchange for dropping efforts to evict the airline from the rent-free Watson Island home it has occupied since 1936.

1991: Chalk's, nearly grounded by Resorts International, is sold to United Capital Corp. for an undisclosed sum.

1992: Chalk's adds its new destination: Key West.

COURTESY THE TAMPA (FL) TRIBUNE

ousted Machado, plane and crew, all reached Miami without a nick.

In 1936, Chalk used coral rock to build a primitive, one-room passenger terminal on Miami's Watson Island, still a main operating base for the airline and the nation's smallest port of entry for aircraft.

Mostly Hard Landings

Chalk's International's 74-year safety record remains virtually unblemished. Miami-based amphibious airplanes might seem like ideal prey to



ONE OF CHALK'S INTERNATIONAL'S GRUMMAN G-73 TURBO MALLARD AMPHIBIANS LEAVES WAKE AND SPRAY BEHIND AS IT TAKES OFF FROM THE MIAMI WATERFRONT.

hijackers, but the airline did not fall victim until May 7, 1972.

Two armed men boarded the morning flight to Bimini and demanded to go to Havana. The pilot refused and cut the engines. The frustrated men shot the pilot in the left arm and once in each leg before throwing him off the plane.

A Chalk's mechanic who armed himself with a revolver was wounded when the hijackers fired through the plane's window.

The co-pilot, the armed men and five passengers then took off for Havana, returning the next day - minus the hijackers. The pilot and the mechanic recovered from their wounds.

Fly a Legend

The airline that has never had a fatal accident or lost a plane, flies five Grumman Mallards between Miami/Fort Lauderdale, the Bahamas and Chalk's newest destination: Key West.

"We've got the world's best safety record in the Bermuda Triangle," says Robert D. Peloquin, Chalk's operations director and one of the airline's 10 pilots. "The region that reputedly spells disaster for ships and planes, is 'talked up' by pilots in spiels to passengers," says Peloquin.

Chalk's has focussed on its tourism role since January 1991, when family-owned United Capital Corp. of Illinois bought the airline from Merv Griffin's Resorts International for an undisclosed price.

"(We are) just one of a hundred attractions down here in South Florida, and a pretty pricey one," Peloquin said.



STICKER ISSUED BY CHALK'S

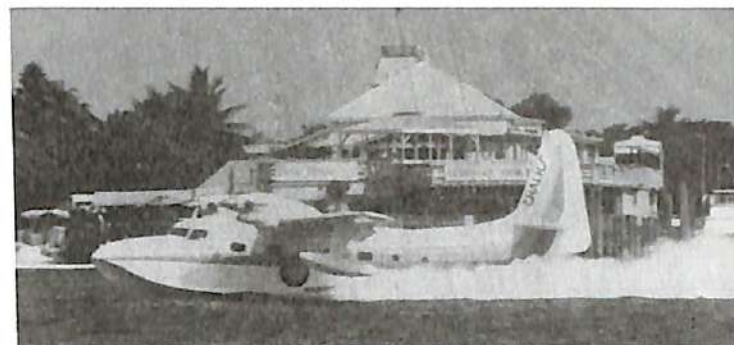
A round trip from Miami to Key West or Nassau is \$169, so the airline woos customers with its "Fly a Legend" theme and also offers day trips to the Dry Tortugas for snorkling and a Fort Jefferson tour (\$139). Half-hour sight-seeing flights over Key West or Miami cost \$39.95.

From 500 feet, the view is superb, providing a bird's eye view of the blue-green water, the islands and the usual gridlock of U.S. Highway 1. Passengers aboard "The Keys Explorer" or Chalk's other four seaplanes are afforded another unusual view - through the tear-drop-shaped opening to the cockpit.

"With an open cockpit, it's not like a normal aircraft operation," but rather informal, said Peloquin. "You have people lean forward and tap you on the shoulder and ask you stuff."

It's all part of the allure of flying a piston-engine seaplane.

"I have flown a lot of different equipment," said Peloquin, "and by far the most fun is the



PROXIMITY OF FLIGHT OPERATIONS TO SEASIDE TERMINAL (above) AND CRUISE SHIPS DOCKED IN MIAMI HARBOR (below) PROVIDE SPECTACULAR VISTAS DURING TAKEOFFS AND LANDINGS.



Grumman Mallard. It has the mixture of sea and air elements.

"And there is no better place for a commuter pilot to be than Chalk's," said Peloquin, who returned to the small airline in 1991 after a stint with USAir.

Chalk's pilots fly 17 days a month (in compliance with Federal Aviation Administration regulations), making seven to 12 short legs daily (Miami to Bimini in 20 minutes, to Nassau or Key West in 55).

"We fly only from sun-up to sunset," since there is no way to light the watery runways, Peloquin said.

Pappy retired in 1964 and continued to fly until age 86, logging 16,800 hours in the air (he didn't start keeping track until 1925). One of the nation's first pilots, he held his licence, No. 708, long after surrendering his driver's licence. Pappy Chalk died in 1977, after falling out of a tree he was trimming at his Miami home. He was 88.

But for the airline that bears his name, the future looks bright.

Chalk's International is working with the Bahamas National Trust to establish day trips to Exuma for eco-tours of a sea park there. And like all South Florida businesses, Chalk's is looking toward the changing of the guard in Cuba.

"The day it opens up, we'll be like a hundred other carriers - heading down there," said Peloquin. "But it will be unique for us, being in the heart of Miami. I think we'll have a leg up on the competition."

"We have had an interesting past," he said, "and we certainly have a future."

Photographs were provided by both the Tampa Tribune and Chalk's International Airlines with the permission of Robert D. Peloquin, Jr., Director of Operations of the airline.



Fine Airlines is a freight/charter operator flying out of Miami. Our Baltimore "spy" saw Fine just before the Christmas holidays in 1992. The airplane was on a post office charter, running some stretch DC-8s. The wing is gold with an Air Force pattern. The center has a dark-blue border with "FINE" and "AIRLINES" in white. The logo in the center is a red and blue stylized "F" on a white field. My thanks to Charlie Dolan for the wing.



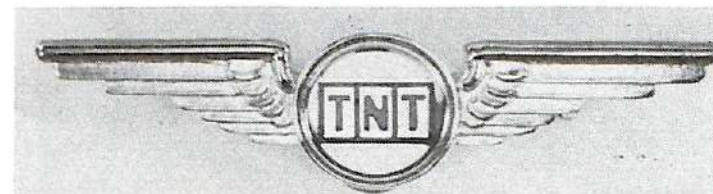
Indian Airlines is the international Indian airline, says Hector Cabezas, from whom I obtained this wing. It is gold with a dark-blue enamel center and the "logo" in gold. A long pin secures the wing to the uniform. IA flies Airbus A300Bs and A320s, Fokker F.27s and Boeing 737s.



MTM Aviation is an executive jet and turboprop service that flies out of Flughafen Munchen (Munich Airport). The wing is gold with a light-blue background with gold "mtm" and gold latitude and longitude lines. I will try to get more details on MTM operations. Maybe Diane and I will fly to Munich for one of their delightful bratwurst or some other lame excuse.



This Air Hong Kong pilot wing was a fine acquisition, not only for the wing, but also for the letterhead. The fine gold wire on the wing is exquisite on the black background. The letterhead is a beautiful piece of art. The letters, AHK, form a bird in flight using the colors red, orange and yellow, from left to right. The airline's name is in Chinese characters above the English name.



TNT International Aviation, a division of TNT Express Worldwide (UK), sent me their hat badge and pilot wing. The wing is overall gold with white enamelling above and below a horizontal gold bar with red letters "TNT" and black enamelling around the bar. The wing is pin back for wear.



This Vintage Airways wings was produced by the Shuey's. Vintage Air Tours offers a 1940s-theme flight experience aboard a reconditioned DC-3 out of Orlando, FL. The wing is gold with a red center and white name.



EuroBelgian Airlines was started in 1991 with three 737s, according to my guru Ed Young in Burbank, CA, who acquired the wing first. He then passed on the EBA tip to me. The wing is gold wire and gold stars. EBA is in blue thread.

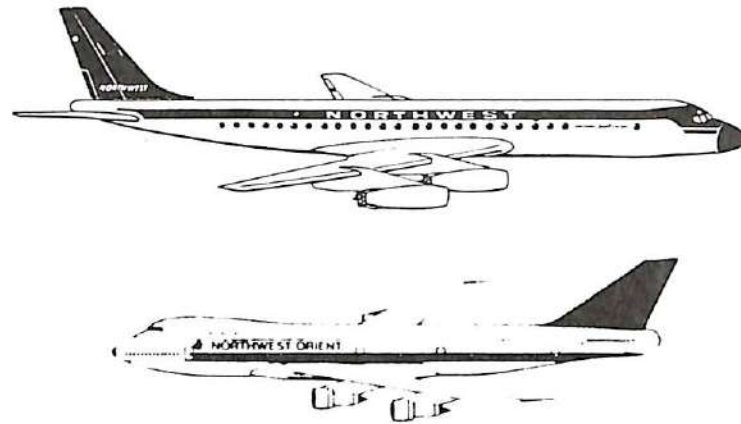


Airbus Industrie test pilots and the trainees, wear this hat badge. It is in black with all trim in gold wire. Hector Cabezas says the wing has the same logo with a gold star above, but the wings are a different pattern. Perhaps Hector will find time to send a wing when he returns from his latest trip.

of Airline Schedules

Copyright 1993
George Walker Cearley, Jr.

The schedule column in this issue of the Captain's Log is a continuation of the historical survey of Northwest Airlines, Inc.; and covers the airline in the jet age, beginning with the inauguration of Lockheed prop jet "Electra" flights in 1959.



NORTHWEST
Orient
AIRLINES

COMING SOON!
JET-AGE TRAVEL on
THE LOCKHEED
L-1011
Electra/JET

NEW YORK CHICAGO
MILWAUKEE PORTLAND
MINNEAPOLIS ST. PAUL
SEATTLE/TACOMA
SPOKANE

PRICE OF 1st CLASS FIRST CLASS IMPERIAL SERVICE OR
ECONOMY NEW L-1011 AIRCRAFT TOURIST SERVICE

EFFECTIVE
SEPTEMBER 8, 1959

EF FECTIVE
SEPTEMBER 8, 1959

NORTHWEST

Orient
AIRLINES

NORTHWEST

Orient
AIRLINES

NORTHWEST *Orient* AIRLINES FAMILY PLAN

Effective SATURDAYS too!

Your family goes home anywhere in the U.S. on five free flights when you pay one-way regular fare Monday after noon, Tuesday, Wednesday, Thursday, until noon and off-day Saturday. Children under 12 when accompanied are charged half-price per time.

SEPTEMBER '59

S M T W T F S

1 2 3 4 5

6 7 8 9 10 11 12

13 14 15 16 17 18 19

20 21 22 23 24 25 26

27 28 29 30

OCTOBER '59

S M T W T F S

1 2 3

4 5 6 7 8 9 10

11 12 13 14 15 16 17

18 19 20 21 22 23 24

25 26 27 28 29 30 31

FIRST NON-STOP COAST-TO-COAST ELECTRA/JET SERVICE!

NEW NORTHWEST LONG RANGE ELECTRA/JETS now provide fastest service plus the ultimate in comfort (at no extra cost!) on these important routes:

SEATTLE-NEW YORK

11: 40 Minutes Later! Our eastbound one westbound night daily, full non-stop! Extra heavy Imperial Service or economical new Electra/Jet Coach Service.

MINNEAPOLIS-ST. PAUL-NEW YORK

16 Minutes Earlier! Daily one-stop service via Minneapolis. Our hour eight minutes faster Minn-jet to New York. Extra Imperial Service or economical new Electra/Jet Coach Service.

CHICAGO-TWIN CITIES

15 Minutes Later! Two round trip, non-stop flights daily. Extra Imperial Service or fastest, finest available between these important cities.

**EFFECTIVE
OCTOBER 22, 1959**

NORTHWEST

AIRLINES



FLY

**JET-POWERED
ELECTRAS
NON-STOP**

CHICAGO • FLORIDA
Daily Imperial Service to Coralation Coast
to Miami • Tampa • St. Petersburg Clearwater

CHICAGO • ATLANTA
Choice of luxurious Imperial Service to Coralation Coast

NEW YORK • SEATTLE/TACOMA
Flown by the famous Imperial Service to Coralation Coast

NEW YORK • MINNEAPOLIS/ST. PAUL
Fastest way • Imperial Service to Coralation Coast (One Stop)

MINNEAPOLIS/ST. PAUL • CHICAGO
Two round-trips daily. Fastest. Cheapest between these cities

MILWAUKEE • NEW YORK
One hour eight minutes faster than any other airline service.

On September 8, 1959, Northwest inaugurated L-188C "Electra" services. Markets initially served included New York (Idlewild)-Seattle, Minneapolis/St. Paul-Chicago (Midway), and Minneapolis/St. Paul-Milwaukee-New York (Idlewild).

Northwest added "Electra" flights October 25, 1959, from Minneapolis/St. Paul to Chicago (Midway), Atlanta, St. Petersburg/Clearwater, and Miami; and Chicago (Midway)-Tampa-Miami. Nonstop Chicago-Miami "Electra" trips were introduced in December 1959, and in January, Florida, Chicago, Portland, Seattle "Electra" flights were added.

*Northwest's New Prop-Jet Electra LR was designed
by Lockheed especially for Northwest Imperial Service.
The Electra LR (Long Range) sets new standards
of speed, comfort and dependability.*

EFFECTIVE
MARCH 1, 1960

NORTHWEST

AIRLINES








NOW...

Polar

**UNSTOPPABLE
SERVICE
TWICE WEEKLY
NEW YORK
to TOKYO
•
NON-STOP TO
ANCHORAGE, ALASKA**

THRU TO EUROPEAN FIRST CLASS, IMPERIAL SERVICE &
ECONOMICA. NEW CONTINENTAL COAST TOURIST SERVICE

**EFFECTIVE
APRIL 24, 1960**

NORTHWEST

AIRLINES



**NEW DAILY
NON-STOP SERVICES**

Minneapolis-St. Paul to
Washington, D.C.

Washington, D.C. to
Minneapolis-St. Paul

Minneapolis-St. Paul to
Seattle-Tacoma

FLY ONE-STOP

Washington, D.C. to
Seattle-Tacoma

CHOICE OF LUXURIOUS FIRST CLASS IMPERIAL SERVICE
ECONOMICAL NEW CORPORATION COACH TOURIST SERVICE

EFFECTIVE
JULY 1, 1960
SOUTH AMERICA

EFFECTIVE
JULY 1, 1960
SOUTH AMERICA

NORTHWEST NORTHWEST

AIRLINES



AIRLINES



NORTHWEST *Orient* AIRLINES

FAMILY PLAN

Effective SATURDAYS too!

Two kinds goes to Rome together on the U.S. air fast days flights when you pay one way regular fare Monday after noon, Tuesday, Wednesday, Thursday, and most all day Saturday. Children under 12 when accompanied are charged half fare one way.

JULY '60	AUGUST '60
S M T W T F S	S M T W T F S
1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9 10 11 12 13
10 11 12 13 14 15 16	14 15 16 17 18 19 20
17 18 19 20 21 22 23	21 22 23 24 25 26 27
24 25 26 27 28 29 30	28 29 30 31

FLY NORTHWEST

DC-8C JETS

FROM

NEW YORK, SEATTLE

OR CHICAGO*

DIRECT TO THE

ORIENT

Convenient connections from all major cities

Luxury **IMPERIAL** **SERVICE**

or thrifty **CORONATION COACH**

*EFFECTIVE IN AUGUST

Shortest, fastest route to the Orient

On April 24, 1960, Northwest inaugurated "Electra" flights between Washington (National), Minneapolis/St. Paul, and Seattle (second left).

Northwest introduced DC-8-32 ("DC-8C") jet service July 8, 1960, from New York (Idlewild) to Anchorage and Tokyo. This was the airline's first pure jet service. Other early jet trips in July 1960 included Seattle-Anchorage-Tokyo, and New York (Idlewild)-Chicago (O'Hare)-Anchorage-Tokyo.

FLY
Northwest Orient Airlines
DC-8C JETS
TO THE Orient

[illegible]

EFFECTIVE
 SEPT. 6/SEPT. 16
NORTHWEST
AIRLINES

 Northwest
 announces daily*
DC-8C JET SERVICE
COAST-TO-COAST

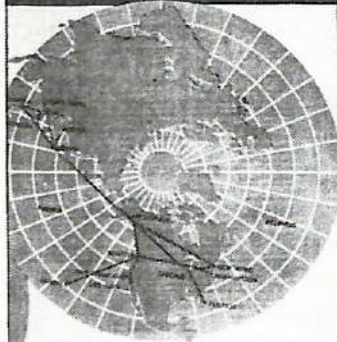
ALSO JET SERVICE
TO HAWAII* ALASKA
• THE ORIENT
*Effective Sept. 16, 1960
THIS TIMETABLE CONTAINS BOTH
SEPT. 6 and SEPT. 16, 1960
airline schedules
Shortest, Fastest, Finest Way to the Orient

Schedules at left show initial DC-8-32 services by Northwest as of July 1960. Flights beyond Tokyo to Okinawa, Taipei, and Manila were operated with DC-7C equipment at this time, but many of these were replaced by DC-8's later in the year, 1960.

Daily New York (Idlewild)-Seattle and weekend Seattle-Honolulu DC-8C flights were added September 16, 1960 (right). Portland became a stop on the Seattle-Honolulu jet flights on September 25, 1960.

EFFECTIVE OCTOBER 30, 1960

NORTHWEST AIRLINES



fly
DC-8C JETS
IMPERIAL SERVICE AND CORDONATION COACH

Daily DC-8C JET Service

EFFECTIVE MAY 28, 1961

NORTHWEST AIRLINES

INTERCONTINENTAL DC-8 JETS
SEATTLE
CHICAGO
NEW YORK
TOKYO



...and to Hawaii,
Alaska and the Orient

EFFECTIVE JULY 1, 1961

NORTHWEST AIRLINES

Now! 720B JETS
Minneapolis/St. Paul
to Chicago
Minneapolis/St. Paul
to Milwaukee
and New York




INTERCONTINENTAL DC-8C JETS
New York, Chicago, Minneapolis, St. Paul
Seattle, Tacoma, Portland, Hawaii, Alaska, The Orient

EFFECTIVE AUGUST 1, 1961

NORTHWEST AIRLINES

MORE 720B JETS
More service
to more cities
on the jets
super-powered
by fan-jet
engines



720B JETS NOW SERVING: Detroit, Milwaukee, Washington, Baltimore, Minneapolis, St. Paul, New York, Chicago, Seattle/Tacoma, Spokane, Portland

NORTHWEST ORIENT AIRLINES

THE FAN-JET AIRLINE

SYSTEM TIMETABLE
EFFECTIVE DECEMBER 15, 1962 THRU JANUARY 31, 1963



NOW! 10 FAN-JETS DAILY BETWEEN THE MIDWEST AND FLORIDA****
14 FAN-JETS WEEKLY BETWEEN THE MAINLAND AND HAWAII***

NORTHWEST ORIENT AIRLINES

SYSTEM TIMETABLE
EFFECTIVE AUGUST 1, 1963



A MIGHTY NEW FAN-JET
THE INTERCONTINENTAL 320B
JOINS THE NORTHWEST FLEET

NORTHWEST ORIENT AIRLINES

SYSTEM TIMETABLE
EFFECTIVE SEPT. 8 - OCT. 4, 1964



STARTING OCTOBER 5
Northwest serves a new route:
CLEVELAND/CHICAGO
Daily non-stop Fan-Jets!

NORTHWEST ORIENT AIRLINES

THE FAN-JET AIRLINE

SYSTEM TIMETABLE
EFFECTIVE DECEMBER 15, 1964



HAWAII Royal Aloha Fan-Jet Service
to and from Honolulu every day of the week
(twice every Saturday!)

FLORIDA 6 Fan-Jet flights daily,
including 4 Royal Imperial Flights. Also low fare
Jet-Prop service. Beginning January 1—
8 Fan-Jets daily
Beginning February 12—
9 Fan-Jets daily

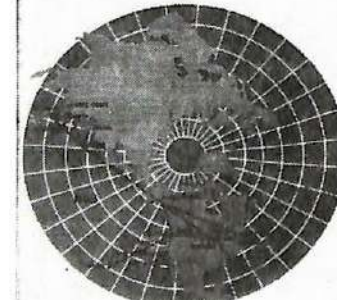
In December 1960, DC-8 services were inaugurated between Florida, Chicago (O'Hare) and Seattle. These were terminated in early 1961.

On July 1, 1961, Northwest introduced the Boeing 720-051B on its routes between Minneapolis/St. Paul-Chicago (O'Hare), and Minneapolis/St. Paul-Milwaukee-New York (Idlewild). In August, 720B flights were added between Baltimore/Washington-Detroit-Minneapolis/St. Paul-Spokane-Seattle-Portland, and New York (Idlewild)-Seattle-Portland.

Schedule at left from December 15, 1962. This cover design, which was used through Summer 1965, featured tail of 720-051B. In Summer 1963 Northwest introduced 707-351B service, first between Seattle-Anchorage, and next, Idlewild-Detroit-Minneapolis and Idlewild-Milwaukee-Minneapolis. A new Cleveland-Chicago route was inaugurated October 5, 1964, with 720B equipment. In December 1964 service with the 727-51 was inaugurated, initially between Cleveland-Chicago, Miami-Chicago-Milwaukee, Miami-Fort Lauderdale-Tampa-Chicago, and Minneapolis/St. Paul-Chicago-Miami.

EFFECTIVE SEPTEMBER 24, 1961

NORTHWEST AIRLINES



NEW! POLAR IMPERIAL JETS TO TOKYO FROM NEW YORK AND CHICAGO

EFFECTIVE SEPTEMBER 4-20, 1962

NORTHWEST ORIENT AIRLINES

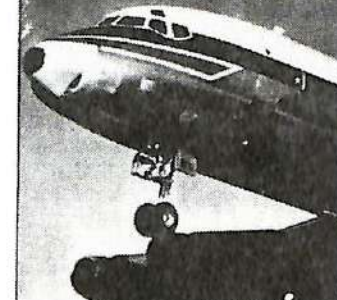


DAILY POLAR JETS BETWEEN NEW YORK and TOKYO
(EXCLUSIVE ROUTE! 2,000 MILES SHORTER)

CHICAGO and TOKYO
4 POLAR JETS WEEKLY

Effective September 30 - October 27, 1962

NORTHWEST ORIENT AIRLINES



TAKE OFF ON NORTHWEST!
DAILY POLAR JETS BETWEEN NEW YORK/TOKYO
4 POLAR JETS WEEKLY BETWEEN CHICAGO/TOKYO

ONLY NORTHWEST OFFERS NON-STOP JETS
BOTH WAYS BETWEEN SEATTLE/NEW YORK

Effective October 28 - December 14, 1962

NORTHWEST ORIENT AIRLINES



Coming December 15... 10 FAN-JETS DAILY BETWEEN THE MIDWEST AND FLORIDA

DAILY FAN-JETS TO HAWAII
(Make your reservations now!)

NORTHWEST ORIENT AIRLINES

THE FAN-JET AIRLINE

SYSTEM TIMETABLE
EFFECTIVE APRIL 1-24, 1965




NOW YOU CAN FLY NORTHWEST TO PHILADELPHIA

7 Fan-Jets daily between Philadelphia/Cleveland
8 Fan-Jets daily between Philadelphia/Detroit

NORTHWEST ORIENT


THE FAN-JET AIRLINE



System Timetable Effective Sept. 7, 1965

NORTHWEST ORIENT

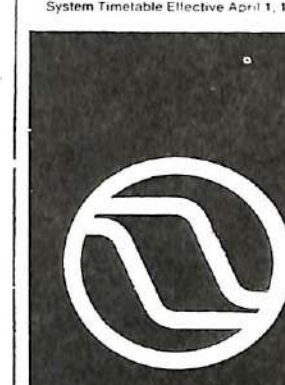
THE FAN-JET AIRLINE



System Timetable Effective October 27, 1968

NORTHWEST ORIENT

System Timetable Effective April 1, 1969



DC-7CF freighters were introduced in Fall 1961, initially between Idlewild, Detroit, Milwaukee, Rochester and Minneapolis/St. Paul.

DC-8 jet services in Fall 1962 included: 1) Idlewild-Milwaukee-Minneapolis; 2) Seattle-Anchorage-Tokyo; 3) Chicago-Minneapolis; 4) Idlewild-Anchorage-Tokyo-Okinawa-Taipei; 5) Idlewild-Chicago-Anchorage-Tokyo-Seoul; 6) Tokyo-Okinawa-Manila; 7) Idlewild-Anchorage-Tokyo-Seoul; and 8) Seattle-Anchorage. The DC-8's were phased out of service in 1962-63. On schedule at right is Buster Keaton.

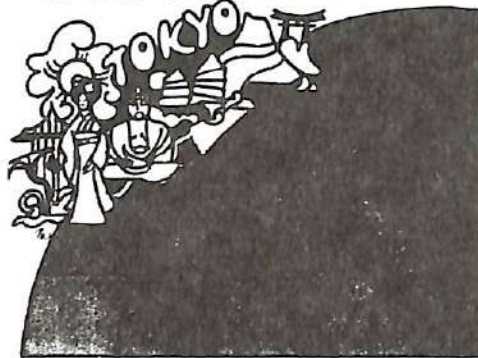
In Spring 1965 DC-6B's were phased out of service. On April 1, 1965, Philadelphia-Cleveland and Philadelphia-Detroit services were inaugurated. Beginning Summer 1965, timetable covers featured the 707-351C, which had been added to the Northwest fleet mid-1964. 727QC services were introduced December 1966, and DC-7CF's were phased out of service with 727-51C deliveries. On October 27, 1968, 727-251 flights were inaugurated, between Chicago-Minneapolis/St. Paul. A new logo and color scheme were introduced Spring 1969. The logo represented a red stylized tail in a circle.

Northwest's New 720B SPECIAL



Wider seats. Wider aisles.
4 stewardesses instead of 2. At coach fare.
All our 720B Jets (16 planes in our fleet of 104) have been redesigned to give Coach passengers a better deal. (First Class luxury is still available on 8 out of 10 of our jets. 720B Specials fly on our domestic routes except Hawaii. They're clearly marked in the timetable — ask for a new wide seat on one — at coach fare!

Now there are 3 ways to fly Northwest to the Orient.



Fly Northwest now from San Francisco to Tokyo via Hawaii.
Fly Northwest from New York to Tokyo via Seattle.
Fly Northwest from Washington, Cleveland, Chicago to Tokyo via Anchorage.

All dressed up for the New California-Minneapolis/St. Paul Flights



Los Angeles — Minneapolis/St. Paul.
4 nonstops a day each way.
San Francisco — Minneapolis/St. Paul.
3 nonstops a day each way.
Regal Imperial Service on all flights.

In April 1969 Northwest introduced an all coach configured "720B Special" with 2-3 seating throughout. As a result of awards in the Transpacific Route Case, Northwest inaugurated new services in August 1969 between San Francisco, Honolulu, and Tokyo. New California-Minneapolis nonstops were added in October 1969, between Los Angeles-Minneapolis/St. Paul, and San Francisco-Minneapolis/St. Paul.

Flight Number Class of Service	9 F/Y	203 F/Y	7 F/Y	221 F/Y
Aircraft	747	747	747	747
Days Operated	Tu, Th, Sa,* Eff. Aug. 1	Daily Eff. Sept. 1	Daily Eff. July 1	Daily Eff. June 15
New York (Kennedy).....	EDT Lv		9:00	10:00
Chicago (O'Hare).....	CDT Ar		10:47	11:17
Minneapolis/St. Paul.....				7:19
San Francisco/Oakland.....	8:15 9:50	8:15 9:50		
Seattle/Tacoma.....	11:00	11:00		
Honolulu.....	12:55	12:55		
International Date Line.....	2:30	2:30		
Tokyo.....	5:10	5:10		

*Su, Mo, We, Fr. Frequencies Operate with 707 Aircraft

NORTHWEST ORIENT

SPECIAL SCHEDULE

Effective November 16, 1970

Featuring New Service To Florida

To Miami
From Mpls./St. Paul and Chicago
EFFECTIVE DECEMBER 1

747 Service To Miami
From Mpls./St. Paul and Chicago

Additional Flights To Miami
and Tampa From Mpls./St. Paul,
Milwaukee and Chicago
EFFECTIVE DECEMBER 15

NORTHWEST ORIENT

NORTHWEST ORIENT

SPECIAL SCHEDULE

Effective December 17, 1970

THE STRIKE IS OVER

Take off on Northwest

New Midwest/Florida Schedule

- 747 Service Daily
Mpls./St. Paul - Chicago - Miami
- 747 Service Daily
Mpls./St. Paul - Chicago - Milwaukee - Tampa - Ft. Lauderdale
- Daily Service
Mpls./St. Paul - Miami - Mpls./St. Paul - Tampa - Chicago - Miami - Chicago - Tampa - Milwaukee - Atlanta

NORTHWEST ORIENT

Fly the magnificent way!

Northwest Orient 747s

Minneapolis/St. Paul — New York.
Daily flights.
Minneapolis/St. Paul — Chicago — Miami.
Daily flights.
Minneapolis/St. Paul — Los Angeles.
Daily flights.
New York — Chicago — Seattle — Tokyo.
Daily flights.
Chicago — Honolulu.
Weekend flights.
Chicago — Seattle.
Daily flights.
San Francisco — Honolulu — Tokyo.
Daily flights.
San Francisco — Honolulu — Tokyo — Hong Kong.
6 flights weekly.
San Francisco — Honolulu — Tokyo — Taipei.
8 flights weekly.
Hong Kong — Tokyo — Seattle — Chicago — New York.
6 flights weekly.
Taipei — Tokyo — Seattle — Chicago — New York.
7 flights weekly.
Manila — Tokyo — Seattle — Chicago — New York.
Saturday flight.
Effective June 1.
Seattle — Anchorage.
Daily flight.
Seattle — Honolulu.
Daily flight.
Portland — Honolulu.
Daily flight.

NORTHWEST ORIENT

System Timetable Effective June 1, 1973

NORTHWEST DC-10 SERVICE EAST AND WEST

EASTBOUND

San Francisco-Minneapolis/St. Paul
Mpls./St. Paul-Chicago-Ft. Lauderdale (Eff. July 1)
Minneapolis/St. Paul-Detroit-Philadelphia
Portland-Chicago-Cleveland
Seattle/Tacoma-Chicago-Cleveland-Philadelphia-Washington, D.C.
Seoul-Tokyo
Tokyo-Anchorage-Chicago-New York

WESTBOUND

Minneapolis/St. Paul-San Francisco
Washington, D.C.-Cleveland-Chicago-Anchorage-Tokyo
Tokyo-Seoul
Ft. Lauderdale-Chicago-Mpls./St. Paul (Eff. July 1)
Philadelphia-Detroit-Minneapolis/St. Paul-Seattle/Tacoma-Portland
Cleveland-Chicago-Portland-Seattle/Tacoma
New York-Detroit-Chicago-Minneapolis/St. Paul

At left are shown Northwest 747 services as of Spring 1971. In December 1972 Northwest inaugurated flights with the DC-10-40, between Minneapolis, Milwaukee, and Tampa. DC-10 services as of Summer 1973 are shown at right.

NORTHWEST ORIENT

Serving the U.S.A.-CANADA-THE ORIENT and starting June 8, EUROPE

System Timetable Effective April 30, 1978

STARTING JUNE 8

NORTHWEST: NEW WAY TO EUROPE

One airline service from 42 U.S. and Canadian Cities

TO EUROPE	FLIGHT 30 DAILY DC10	FLIGHT 36 DAILY DC10
LV SEATTLE/TACOMA	10:00 am	10:00 am
LV MINNEAPOLIS/ST. PAUL	12:25 pm	3:40 pm
LV DETROIT	3:40 pm	
LV NEW YORK	6:35 pm	
LV BOSTON	8:30 pm	
AR GLASSGOW/STOCKHOLM	7:10 am	
AR COPENHAGEN	7:00 am	8:45 am
AR STOCKHOLM	9:20 am	

FROM EUROPE*	FLIGHT 31 DAILY DC10	FLIGHT 35 DAILY DC10
LV STOCKHOLM	12:00 pm	12:00 pm
LV COPENHAGEN	2:20 pm	12:00 pm
LV GLASSGOW/STOCKHOLM	2:50 pm	
AR BOSTON	4:20 pm	
AR NEW YORK	5:45 pm	
AR DETROIT	9:30 pm	
AR MINNEAPOLIS/ST. PAUL	10:45 pm	8:05 pm
AR SEATTLE/TACOMA	9:47 pm	
AR SEATTLE/TACOMA	11:21 pm	

*For information and reservations call your travel agent or NORTHWEST ORIENT The wide-cabin airline

NORTHWEST ORIENT TIMETABLE

Schedule effective June 26, 1978

For the duration of the strike by the Northwest pilots, union these flights will be operated on a regular basis

	415	125	729	707	445	221
LV SEATTLE/TACOMA	10:00 am	10:00 am	10:00 am	10:00 am	10:00 am	10:00 am
LV MINNEAPOLIS/ST. PAUL	12:25 pm	12:25 pm	12:25 pm	12:25 pm	12:25 pm	12:25 pm
LV DETROIT	3:40 pm	3:40 pm	3:40 pm	3:40 pm	3:40 pm	3:40 pm
LV NEW YORK	6:35 pm	6:35 pm	6:35 pm	6:35 pm	6:35 pm	6:35 pm
LV BOSTON	8:30 pm	8:30 pm	8:30 pm	8:30 pm	8:30 pm	8:30 pm
AR GLASSGOW/STOCKHOLM	7:10 am	7:10 am	7:10 am	7:10 am	7:10 am	7:10 am
AR COPENHAGEN	7:00 am	7:00 am	7:00 am	7:00 am	7:00 am	7:00 am
AR STOCKHOLM	9:20 am	9:20 am	9:20 am	9:20 am	9:20 am	9:20 am

FOR RESERVATIONS CALL YOUR TRAVEL AGENT OR NORTHWEST ORIENT

NORTHWEST ORIENT

昭和53年12月14日より
Timetable Effective December 14, 1978

Northwest inaugurated 747 service June 22, 1970, from Minneapolis/St. Paul to New York. Transpacific 747 flights were added July 1st from New York to Chicago, Seattle, and Tokyo.

Example of abbreviated system schedules issued during and after a 1970 strike are shown at right.

In Spring 1978 Northwest inaugurated new service to Europe, from Minneapolis to Detroit, New York, Copenhagen, and Stockholm; and Seattle to Minneapolis, Boston, Glasgow, and Copenhagen. Second from right are shown complete schedules during 1978 strike -- all services with 747 equipment. A December 1978 transpacific schedule issued in the Far East is shown at right.

NORTHWEST ORIENT

Now - more cities than ever before!

ORLANDO, ST. LOUIS, LAS VEGAS

PLUS
COPENHAGEN, STOCKHOLM
Coming March 31
AND GLASGOW, SCOTLAND!
Coming April 29



System Timetable Effective February 1, 1979

NORTHWEST ORIENT

TRANSATLANTIC TIMETABLE

SUMMER 1979
System Timetable Effective April 30, 1979



NORTHWEST ORIENT

Now to
SHANNON Ireland
OSLO Norway

LONDON England
HAMBURG Germany



System Timetable Effective April 27, 1980

NORTHWEST ORIENT

1982年2月1日より
Timetable Effective February 1, 1982.

ロス・ンストップ
週5便



In 1979 additional Scandinavian services were added from more U.S. cities, and in 1980 the European cities of Oslo, Shannon, London, and Hamburg joined the Northwest system.

Another timetable of Pacific services issued in the Orient effective February 1982, is shown at right.

NORTHWEST ORIENT

SYSTEM TIMETABLE
EFFECTIVE MAY 22, 1982



For the duration of the strike by the International Association of Machinists, these flights will be operated on a regular basis.

NORTHWEST AIRLINES

Some People Just Assume There's No "7"



FLIGHT SCHEDULE

2 Direct
Superjumbos (11
747s)

For Non-Stop
West Coast
Flights

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

Timetable of reduced systemwide services issued during 1982 strike (left) and recent Northwest frequent flyer schedule (second left)

AIRLINE MODELING

by GERRY COLE

HASEGAWA RELEASES 747-400D

There is lots of interesting news this time, both about kits and decals, so let's get right to it.

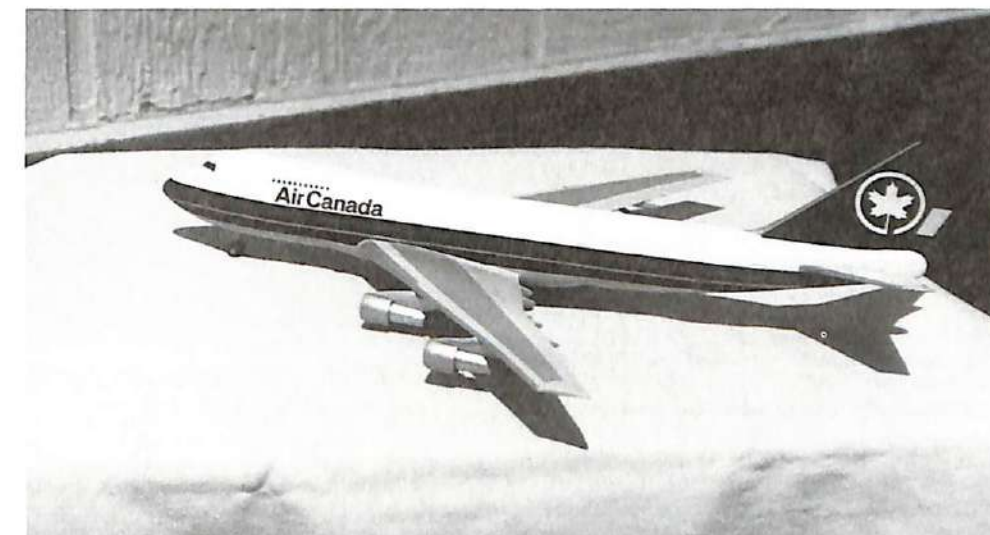
Kit news:

The Revell Airbus A330 with Cathay Pacific titles and Rolls Royce Trent power in 1/144 scale should have been on the dealer's shelves by now, along with Lufthansa decals. However, Cathay Pacific is out and the blue-tail airbus Airbus demonstrator colors are in. As one would expect, based on the Revell Europe A340, this is one beautiful kit. Even the decals are excellent, although not everyone will like the company colors. As for the Revell Europe 747-400, I have heard it exists, but I have not actually seen the kit.

I have heard from Clint Groves of AA/ATP that Ace (Korea) has a version of the Revell kit of the Boeing 767-300 in 1/144 scale with Asiana decals on the U.S. market.

Welsh Models has released their 1/144 scale Fokker 100 with American Airlines decals, as well as the SAAB 340 in KLM and Air France decals, and a TWA Connie. I have seen the Aerocolours decals for the F100 and the SAAB, and they are of typical Vince Klimas quality.

Hasegawa has released their long-awaited ANA "Whale" scheme 747-400D. That is right, a real "D" version without winglets. The decal sheet is almost the size of the box and provides white decals to be placed over the fuselage molded in blue plastic. These white areas are quite large. It should be a real challenge to cover all those compound curves and still keep the grey cabin windows on the decals in line. I gave up counting the number of different colors in the decal, but there are at least salmon pink, red, yellow, orange, light blue, ANA medium blue, light green, purple, olive green, grey and black! Since Hasegawa has invested in a -400D wing sprue, we can expect more Japanese local service -400Ds in



1. AIR CANADA 747 IN 1/200 SCALE BY RICH FEDORCO

the future. Too bad they could not also invest some funds for some non-GE engines. Oh yes, the -400 with winglets is also available in Lufthansa markings. After the Whale special version, another Lufthansa new-colors subject is really a little dull.

From Italeri come two 1/72 scale kits for civil versions of the pre-WW2 Junkers JU-86. Kit #029 has in-line engines and features D-AKOP, the Lufthansa JU-87 which won the "Circuit of the Oasis Air Rally" through Egypt in 1937. The aircraft has the name "Kismet" on the nose below the cockpit, below an elongated stylized eagle symbol, also on the nose, and with Lufthansa markings. The other is a Z-1 Swiss Air Lines version. The decals for the Lufthansa version have a black cheat line with black lettering. A second kit has radial engines and decals for two different Lufthansa and Swiss Air Lines aircraft. For that extra touch Eduard has a set of etched brass and film enhancements for the JU-86, Kit #72-104. This has some military parts you won't use, but includes cockpit interior parts with an excellent instrument panel.

Masterkit, ex-Leoman, producer of 1/144 737-300 and 757 kits, is out of business. AA/

ATP was attempting to purchase their remaining 757 stock as this column was being written.

Pals Flight of New Zealand has produced their first kit, a 1/200 scale 737-300 with Ansett decals. These may be available direct, or via AHS in Canada.

Last, but not least, Sasquatch Scale Models is doing an MD-90 in 1/144 scale, available direct from Sasquatch.

New decals:

Clint Groves of Airlines America/ATP has printed the Continental Airlines new-colors decal in 1/144 scale for the Airbus A300. I have not seen the sheet yet, but Clint told me it turned out very well. AA/ATP is even thinking of a Continental sheet for the 1/144 scale Airbus A340, Sure, we know the order was cancelled, but it may be fun. It would be a good way to see if a contest judge really knows airliners!

There are reports of some new decal producers this time, with some interesting subject matter and scales. Fowler is supposed to be back in business, starting with a line of 1/72 scale decals for the Helmer 707 kit. Rumored are an Eastern Golden Falcon and a Continental Golden Jet. Prices and availability are unknown. A

Florida company, "Liveries Unlimited", has supposedly done decals in 1/72 scale for the 707 in Braniff (includes white window outlines), PanAm (two versions) and the TWA rocket scheme. Atlantic Models is doing two Mexicana Airbus new-color schemes, as well as the old Piedmont 727 and Eastern Martin 4-0-4 with the silver crown. All Atlantic decals are in 1/144 scale. If information on these decals is a little sketchy, it is because they have not bothered to contact me with any information.

Russell Brown of Airline Hobby Supplies in Canada is one of those decal manufacturers (along with Aerocolours, Pals Flight and AA/ATP) who communicate freely. AHS will be doing (or have done by the time you read this) window decals for the Revell A330/340 series so you won't have to use two A300 sets. They will also do an A320 window set with silver cockpit window outline decals. More on the A320 later. The next window sheets will be for the Boeing narrow-body series, followed by Vickers Vanguard windows.

Future projects include the new Air Canada colors, EPA final colors, Canadian North 737 and Canadian Regional titles.

Pals Flight has produced a United Air Lines 747-400 new-colors decal in 1/200 scale for the Hasegawa 747 kits. This takes a lot of different colors and it therefore more-expensive than previous Pals Flight decals.

Modeler photos:

The first two photos come from CAPTAIN'S LOG" photo editor Rich Fedorco of Aurora, Colorado. The 1/200 scale Air Canada 747 was done with AHS decals, including the decal windows. Rick had some problems



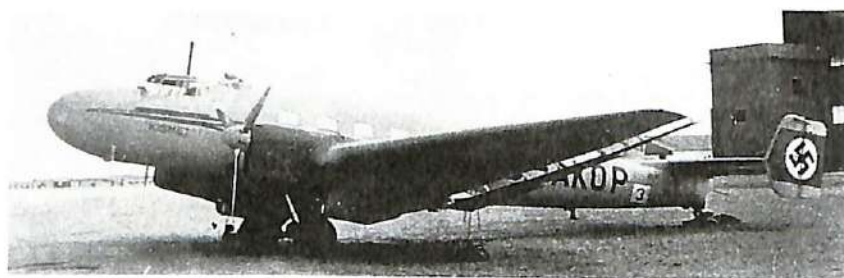
3. UNITED AIRLINES 757 IN 1/144 SCALE BY TONY SCHNEIDER

getting the decal around the nose and finally had to resort to mixing some paint to match the decal's dark red.

The Airborne Express DC-9 is also in 1/200 scale, but with decals from Aerocolours. The light grey was mixed to suit (it looks good in the color photo). I assume both these models were based on Hasegawa kits.

The third photo shows a Masterkit 757 in 1/144 scale, built by Tony Schneider of Louisville, Kentucky. Tony used a different method of adding strength at the wing attachment to the fuselage. He used plastic sprue that came with the kit wings, cutting it about 0.25" (6 mm) from the root and sanding it to a round cross-section. The resulting "peg" on the wing parts should be slightly smaller in diameter

JUNKERS
JU-86 D-AKOP
"KISMET" IN
LUFTHANSA
LIVERY.
SEE TEXT
FOR DETAILS.
(From Air
Enthusiast)



2. AIRBORNE EXPRESS DC-9 IN 1/200 SCALE BY RICH FEDORCO



than the thickness of the wing at the root. He then cut a matching hole in each fuselage half to accept the pegs. It sounds easier than my twin-spar method, and it appears to work.

A pretty model from a not-so-pretty kit.

AMB

"Airline Model Builder" (AMB) has published its second issue. Featured in #2 is a conversion article on a DC-8-62 in Airborne Express colors, by Tony Schneider; drawings for a Merpati L-382G Hercules, plus good kit and decal reviews. The publisher, Jeff McKaughan, tells me he needs about 100 subscriptions for the magazine to support itself. There must be that many airline modelers willing to invest \$20 for four issues. AMB is published by Darlington Publications, P.O. Box 5884, Darlington, MD 21034, USA.

Departure

Lounge:

I should have learned my lesson with the Sasquatch Scale Models MD-11 conversion in 1/200 scale: never promise to do something, committing to a schedule, when you may not be able to deliver on time. Well, I guess I didn't learn, because here I go again. I am doing a master for an Airbus A321 fuselage in 1/144 scale, designed for the Revell Europe A320 kit. AHS will do window and door decals for this "stretched" A320, while Sasquatch again does the resin fuselage and fin.

Finally, about those model photos you were going to send me, I still need them.

ADRIAAN VOGELAAR:



IN 1/24 SCALE, THIS VARIG 747-400 MODEL MEASURES 9'8" LONG AND HAS A WING SPAN OF 8'9". IT REQUIRES A SPECIAL METAL STAND.

Each year dozens of Boeing 747s, 767s, Airbus models and other airliners are coming off an assembly line in Brazil and take off for destinations around the world.

That is right ... in Brazil!

Even the Lockheed L-188 Electra is still in production in Novo Hamburgo, in the southern state of Rio Grande do Sul. A year ago the Convair 240 went back into limited production and we may even see the Constellation back in its L-749, L-1049 and perhaps L-1649 variants.

The list of airlines large

and small, past and present that have bought fleets of aircraft in Novo Hamburgo, is long. Among them are VARIG, TransBrasil, Braniff International, KLM, Swissair, Lufthansa, Panair do Brasil, Western Airlines and many others. Even tiny Air Niugini and Aero-Peru have come here to buy aircraft.

"TAP (of Portugal) bought four 747s in Seattle and 200 in Novo Hamburgo," says Adriaan Vogelaar, owner, designer, production manager and sales director of Vogelaar Scale Models. The company supplies display models for airline offices and travel agencies around the world.

ADRIAAN VOGELAAR BUILDING A SERIES OF LOCKHEED ELECTRAS IN HIS WORKSHOP. (PHOTO BY J.M. BOSMAN)



MASTER MODEL BUILDER

By JOOP GERRITSMAN

Some of you may know Mr. Vogelaar. He is a WAHS member and has been at Airliners International conventions, where he displayed and sold his models.

Earlier this year Mr. Vogelaar completed five 747-400 for VARIG, in 1/24 scale! They are 9'8" (2.94 m) long with a wing span of 8'9" (2.68 m). The model is so big, his regular wooden stand was not heavy enough and he had to design a special metal stand. The airline needed the models for the inauguration of its new Rio de Janeiro - Johannesburg - Bangkok - Hong Kong service. It was not the first time Mr. Vogelaar sold 747 models to VARIG. He supplied several when the -200 variant first entered service with the airline. Before that he had already built Lockheed Electras and Caravelles for VARIG.

Naturally, Brazilian airlines are his largest customers, as shown by the many orders and repeat orders by VARIG, a large order for Boeing 767 models by TransBrasil and purchases by other airlines.

Since his first commercial order for aircraft display models = 25 aluminum Caravelles for VARIG in 1959 = Mr. Vogelaar has built thousands of models of a couple of dozen different types, all in the workshop behind his home, and with the help of one or two assistants.

Mr. Vogelaar was born in The Netherlands and emigrated to Brazil after World War 2. He remembers that as a 14-year old he was already carving models

from blocks of wood. His first model was that of a neighbor's car and his first sale was the model of a delivery truck to a friend of the family who operated a delivery company.

Those Caravelles for VARIG were cast in aluminum because he was familiar with the properties of that material. But he was not satisfied with the end result. Therefore, when VARIG ordered a 1/24 scale 707 from him, Mr. Vogelaar switched to glassfibre.

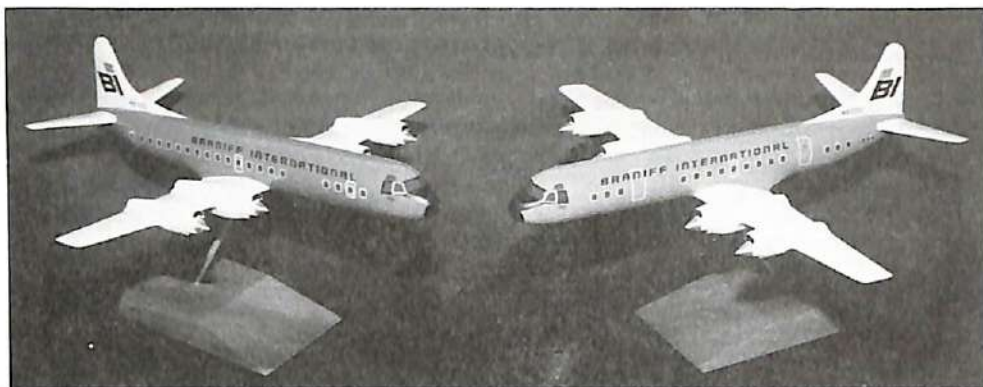
The 707 was followed by the VARIG Convair 990 and more Caravelles = this time in glassfibre = for the same airline and for Cruzeiro do Sul; 747-100 and -200 for VARIG, KLM, Lufthansa and TAP. In 1984 he built a 1/24 scale Douglas DC-6B for Swissair to commemorate the airline's 30th anniversary of its service to Rio de Janeiro that year.

If the name of VARIG appears often in this article, it is because the airline has been a satisfied repeat client from the start and continues to be one, Mr. Vogelaar explains.

"They have supported me from the start," he said.

Over the years, Mr. Vogelaar's output has come to resemble an airliner recognition handbook: besides those already mentioned, he has built the 727, 737, DC-3, DC-7C, DC-10, MD-11, YS-11, CV-990, HS 748, and = especially for Embraer =

1/24 SCALE DC-6B FOR SWISSAIR, BUILT IN 1984 FOR THE AIRLINE'S 30TH ANNIVERSARY OF SERVICE TO RIO.



BRANIFF INTERNATIONAL ELECTRAS IN THE SOLID BLUE (Left) AND SOLID YELLOW (Right) COLOR SCHEMES.

large models of the Bandeirante and the Tucano and AMX military airplanes, all for display by Embraer at the Paris Air Show.

It is not surprising that of all types the 727-100 and -200 have been built in the largest numbers. Hundreds were made for VARIG, Cruzeiro, TransBrasil and VASP, but the Electra is not far behind. Models of this propjet were popular as gift items for business connections. Both VARIG and Fred Olson in Norway bought many for this purpose alone. They are also popular with private collectors and so are the Caravelle, CV-240 and other models.

The process

By this time you, the reader, may be curious about the process Mr. Vogelaar uses to achieve such a prolific output.

Just as in real life, it all starts at the drawing board.

Mr. Vogelaar possesses a large archive of photos and drawings of most airliners designed and built since WW2.

When planning a new model, he first decides the scale = in most cases 1/100. He then makes working drawings and decides in how many parts to build the model.

In the case of his favorite airliner, the Lockheed Electra, the decision was to build it in three parts: the fuselage, the wing with engines, and the tail section. Using his own working drawings, he carves masters of these three pieces out of Caroba hardwood which is sanded until it is absolutely smooth. These parts are used to make the production moulds.

The moulds are made by placing the wooden parts in a frame and pouring in Araldite (a resin) up to halfway the height of the pieces. When the resin is hard, the frame is turned over, a second frame is placed on top and resin is poured to make the other half of the mould. A greasy substance on the edges of the first part ensures the second part doesn't stick to the first part. When the two halves of the moulds are finished, the wooden master model is carefully stored. This way, if later a new order for the same aircraft comes along, the master is still available and only new moulds have to be made.

Now Mr. Vogelaar is ready for series production. A fine film of greasy resin-resistant material is brushed onto the inside of each half of the mould. A layer of resin is brushed in and strips of glassfibre cloth are pressed into this resin and another layer of resin is applied. Some resin is brushed onto the rims and the halves of the moulds are clamped together for drying.

208 Several hours later, after

the resin has hardened, the model emerges from the mould. Burrs are filed and sanded away and the greasy film is removed by blasting the model with glass powder. The three parts are glued together ... and another Electra is born. Any surface impurities are sanded down or filled in as required, by hand.

The model now receives a coat of white base paint. When this is dry, Mr. Vogelaar uses a template = which he also has made himself = to mark the outline of the livery. These areas are taped off and the rest of the model is spray-painted in aluminum. Next the colors of the livery are spray-painted on. When the paint is hard, paint ridges where one color meets another, are lightly sanded down and the decals for the name and other markings are applied. Mr. Vogelaar also prints these decals himself.

Once the decals are dry, the entire model is varnished.

Mr. Vogelaar does not equip his models with undercarriages. They are mounted in a flying position on stands, which he also makes himself. Stands consist of a wooden base and a chrome-plated pin which fits in a hole in the belly of the aircraft.

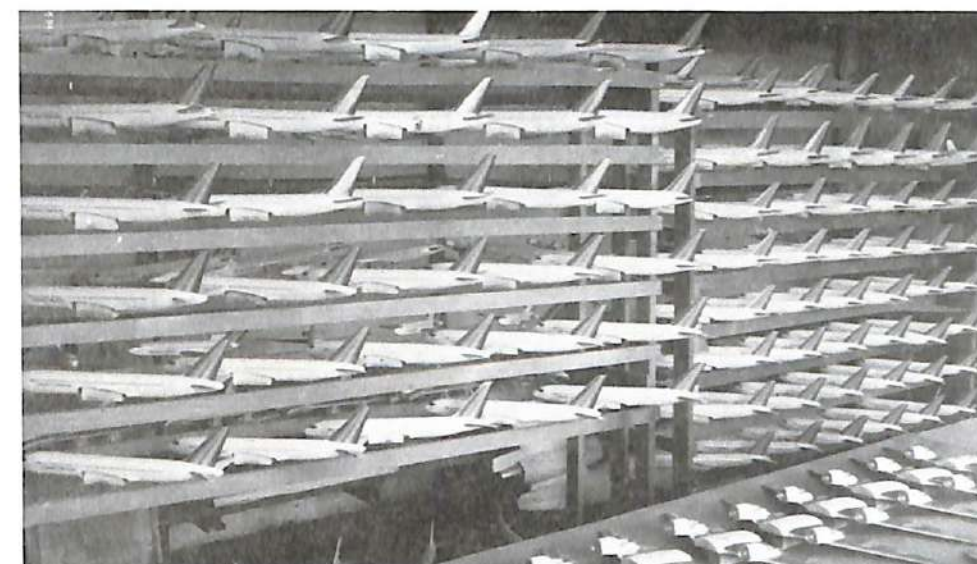
The models are now ready for shipment to their new owners. Smaller models are shipped in one piece = the customer only has to assemble the stand and place the model on it = but large models are shipped in two or three parts for assembly by the customer.

Mr. Vogelaar doesn't need a long runway for his aircraft to take off. A workbench and wooden crates are doing just fine. But taking off they do, built by a man who has made his hobby his work.

Wouldn't we all like to be so fortunate?

The author thanks J.M. Bosman of The Netherlands for giving permission to use an article by him as the basis for the technical aspects of this article and for the use of photographs as indicated. Sadly, Mr. Bosman died suddenly during a vacation in Hawaii in FEB 93, only two weeks later. The CAPTAIN'S LOG and the author extend their sympathy to his widow and we thank her for re-affirming the permission given by her late husband.

Thanks also go to Mr. Vogelaar for the interview and for making the model photos available.



ABOVE:
FINISHED BOEING 767s FOR TRANSBRASIL WAITING FOR DELIVERY TO THE AIRLINE.

RIGHT:
THIS IS NOT BURBANK, CALIFORNIA, IN THE LATE 1950s, BUT NOVO HAMBURGO, RIO GRANDE DO SUL, BRAZIL, IN THE LATE 1980s, WITH LOCKHEED L-100 ELECTRAS FOR VARIG AND FRED OLSEN FLYSELSKAP (NORWAY) IN FULL PRODUCTION. (PHOTO BY J.M. BOSMAN)



BELOW:
AIRBUS A300 IN THE COLORFUL BIRD OF PARADISE LIVERY OF AIR NIUGINI.



AIRLINE DINNERWARE

by RICHARD W. LUCKIN

At the AI convention in Washington, D.C., an unusual cup and saucer set came my way (#1). It is dated 1958 and may have been the first pattern used by American Airlines in its Admiral's Club. I am told American may have been the first (U.S.) domestic carrier to have passenger lounges that required a membership fee to use. Thanks to CHARLIE MILLER for turning up this set.



<1



<2

The flag on the cup and saucer (#2) has a light-blue field with a white eagle and letters AA in red. The Admiral's hat below the pennant flag is a dark blue with mustard-yellow trim.

This older set was made by the Syracuse China Company. Today's Admiral's Club china is plain white with a single pin-stripe along the edge on both cup and saucer. The current pieces are backstamped American Airlines and are imported from Japan.



<3

Also at the Washington convention another great piece (#3) turned up on a dealer's table. It is an early KLM pattern. The china is white with a cobalt-blue logo. Several collectors have indicated this logo was used in the 1940s and 50s. If someone has dates of usage of this logo, please drop me a line. I would appreciate it a great deal.

Do you remember my question in the CAPTAIN'S LOG, Vol.18 No.3, print #17 in my column? My question was, could the piece pictured be an early BOAC pattern? Yes, indeed! JOHN OLIVER of England sent me photocopies of several pages from BOAC's quarterly magazine "Speedbird". The issue is dated NOV 46 and features photographs of the new glassware as well as china with the same logo as I showed in the earlier CAPTAIN'S LOG. Thanks John for responding to my plea for information.

When I was in Frankfurt visiting the world-famous HECTOR CABEZAS, I photographed the Balkan Airlines dinner plate (#4) which was on display in his apartment. Hector has a mini-museum with many wonderful artifacts in each room he calls home.

FIRST AMERICAN PATTERN

Used in its Admiral's Club



<4>

On that same trip to Europe I also made a special visit to Royal Doulton in Stoke-on-Trent, England. As I am sure many of you know, Royal Doulton is one of the world's leading manufacturers of airline china (see CAPTAIN'S LOG Vol.17, No.4 for more details) and the company has a very attractive modern showroom displaying their hotel and airline division ware.

Photo 5 shows British Air first class service, while #6



<5

<6>



<7

<8>



is All Nippon and #7 features three pieces of Air Holland. The next photo, #8, shows five pieces of Ethiopian Airlines ware on display.



<9

<11>

Going back nearly 50 years, we know this creamer (#9) was made between 1932 and 1945. All the decoration is green and the piece was used at the restaurant of the Braunschweig Airport ("Flughafen Braunschweig") in north-central Germany. I found this little piece in an antique shop in Denver. I wonder, did some GI bring this home as a souvenir?

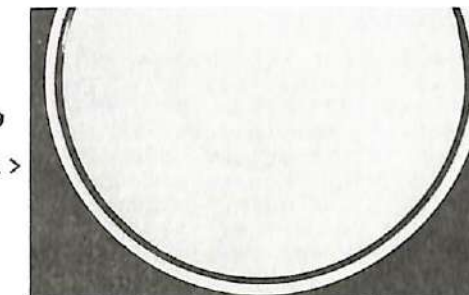


<10

<13>

Moving to our own shores, this attractive saki vessel (#10) is white with a decoration in various shades of blue. This piece was used on American Airlines 747SP International Flagship Service in both first and business class from Dallas/Fort Worth and Tokyo. The piece is not backstamped.

<14>



<12>

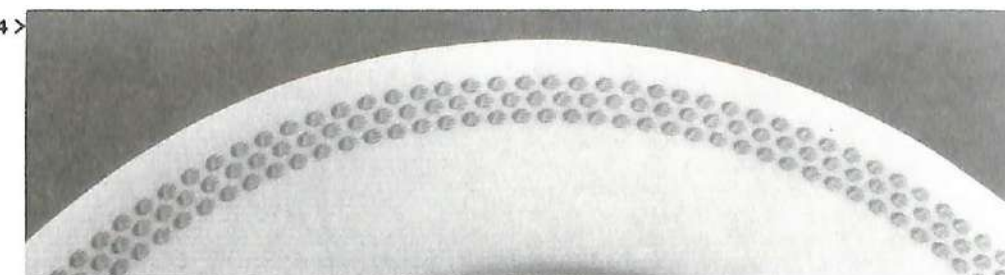


and just in case you wondered who might be the other major maker of airline china, it is Noritake of Japan.

In fact, Noritake made the next two pieces (#13-14) for Ecuatoriana. Both pieces have a burnt orange color for decoration. It is my understanding this is a fairly recent pattern. Even the glassware has the same style "E" on it.



<14>





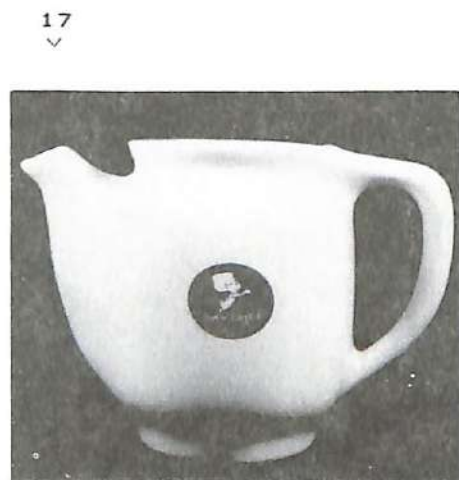
<15

16>

Moving a little bit north, to Mexico, this piece (#15-16) is a plain white china used on Mexicana. It is the first piece of china I have seen from this airline. Has anyone seen the new first class china their introduced a couple of years ago? Drop me a line, if you have, or better yet, send me a photo so I can share it in the CAPTAIN'S LOG.

Closing out this column will be two special pieces. The first one (#17) is a Sky Chef tea pot. No manufacturer is indicated on the bottom, but the logo is green. The second pattern (#18) was made by Corning for the President of the United States. I wonder when and how this pattern was used. Corning selected their Centura shape for this cup and saucer set. The decoration is in gold. Thanks to RICK MORGAN for sharing these two pieces.

Well, that is it for now. Please send in your new finds and I promise to have them grace the pages of this column. Until next time and Happy Collecting.



17

Finally, a book that includes ALL Transportation China (available late 1994).

It's called
ButterPat World
and will show
over 500 patterns of
Air • Rail • Ship
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Book will also contain:
• Production process for butter pats
• Rarity scale
• Reproductions/Bogus pieces
• Manufacturers' samples
• Color section

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Royal Doulton has agreed to manufacture a
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Quality Books for the Collector



18

AIRLINE HAPPY HOUR

by AL S. TASCA

AMERICAN AIRLINES swizzle sticks

This issue pays tribute to Northwest Airlines, but I have only one stick of this airline. Therefore I will use the rest of the column to highlight American Airlines. (Some of these sticks were shown in previous issues, but I will show them again for the sake of completeness and for the benefit of recent members who may not have seen them before.)

Fig.1 shows the only Northwest Airlines stick I have ever seen. It is fairly common at conventions and swap meets and comes in two variations. The stick is flat and measures 6"

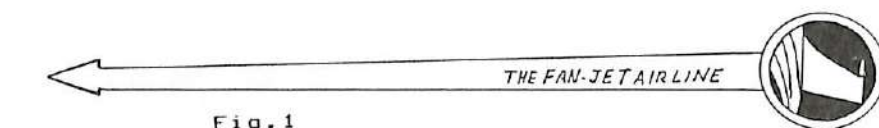


Fig.1

(15.25 cm) long. I have seen it only in red. It has a two-sided identical cut out (shaded) in the top. Although it has text on both sides, the reverse says "the fan-jet airline" just below the top. The other variation, which also has the top cut out, is one-sided in detail and has no text on the reverse side of the shank. This variation

says "Northwest" in slightly larger letters on the shank, with "Orient Airlines" just forward of this in two lines and in very small letters. The two-sided stick has a spear end and the one-sided one comes with a bubble end. Both say "spir-it u.s.a." just forward of the end on the reverse.

American sticks
Fig.2 illustrates a stick sent to me by member JOE WOLF of Birmingham, Michigan. It is 2.75" (7 cm) long and Joe said American Airlines recently began serving pizzas on their lunch and dinner flights with this pick included to remind passengers where their meal came from on this new service. The pick is one-sided with raised white text and design. No manufacturer's name shown.

Fig.3. This 5 5/7" (15 cm) stick is probably the most common of older American sticks that are around. It was introduced probably around late 1953 when the airline took delivery of their first DC-7 and comes in many variations. All are one-sided with a raised, contoured cut-out top, flat shank and bubble end, but with several variations. Some have "American Airlines D7C" (with the D and C smaller than the 7) on the shank and others do not.

The ones without the slogan, have "made in u.s.a." on the front just above the end and "van brode - clinton, mass." on the reverse in the same area. Colors that I know of, are off-white, white and light blue. I also have an off-white and a white one identical to the ones just mentioned, but with a 1" (2.5 cm) raised bubble on the reverse in place of the manufacturer's name.

The other variations of this stick have "American Airlines D7C" in hot-stamped gold color on the front and "made in u.s.a.", but have a 1/2" (1.25 cm) bubble just forward of this text and "beacon sportstir" on the reverse with a small round logo just before it. Colors known to me are white and light blue.

I also have one other variation of the light-blue stick without the raised bubble and with the text "pat. pend." in its place.

Fig.4 shows a two-sided, dark-blue "Royal Coachman" stick probably issued about 1955 for use on the DC-7/DC-7B tourist service of the same name. Their first-class service was called "Mercury Service", but I have never seen any sticks identified as such.

The stick is 2.75" (16.4 cm) long, has a flat top, thicker flat shank with raised, slanted text and a small bubble end. The reverse says "ROYAL COACHMAN" just forward of the top hat in the same slanted, raised letters. The manufacturer's name, "spir-it u.s.a." is on the front just forward of the end.



Fig.2



Fig.3

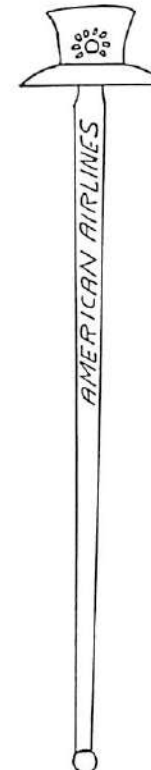


Fig.4

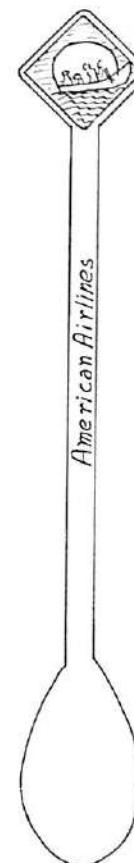


Fig.5



Fig.6

Fig.5. This stick is 5.5" (14 cm) long and comes in medium blue with a plain, convex paddle end, a round shank with raised text and engraved top. The top shows three men paddling a canoe, outlined against the sun or the moon. Water lines are shown below the canoe, with sky lines above it. I was told this stick might have something to do with Hawaii, but I can not recall the details. If true, it could probably date back to as early as 1970, although AA was also flying to Hawaii in the early 1980s. This stick has two identical sides and does not show a manufacturer's name.

Fig.6 is another paddle-end stick is 6 1/8" (20.6 cm) long and is two-sided. The shaded areas around the flat "AA" are cut out and the texture of the stick is made up of many fine, raised lines on the shank and the convex paddle bottom. There is no manufacturer's name on it and the pastel colors are too difficult to describe, except to say they are in different

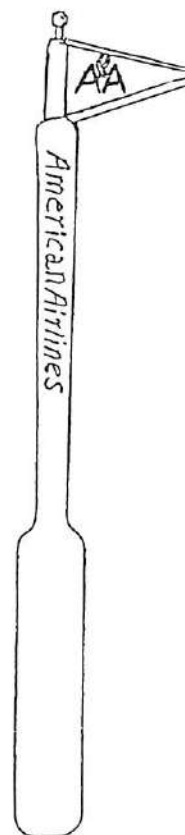


Fig.7

shades of pink yellow, olive drab and possibly other colors as well

Fig.7 shows a two-sided stick, 6.25" (16 cm) long and all flat, but the text, banner edges, logo and small ball at the top are raised. The manufacturer's name, "spir-it u.s.a." stands just forward of the wide end and can be read when the banner is facing down and to the left. Colors known to me are red, dark blue and white.

Fig.8. This is another

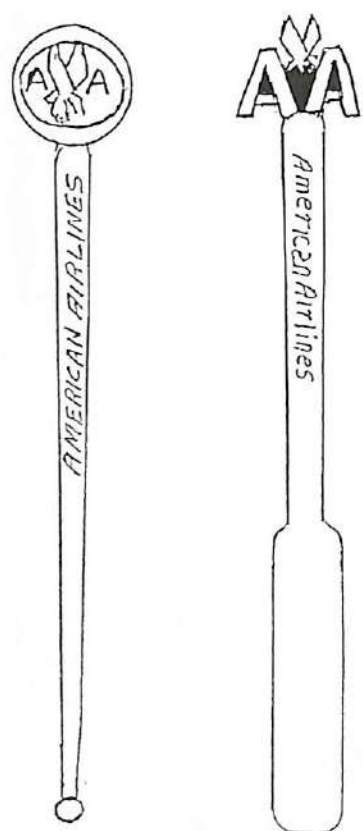


Fig. 8

Fig. 9

common stick. It is 6" (15.25 cm) long with a round top, tapered shank and airline name on the shank. It is two-sided with raised name, logo and border around it. The manufacturer's name, "spir-it u.s.a." is just forward of the bubble end, viewed with the top to the right. Again, I know of the colors red, dark blue and white.

Fig. 9 shows a 6.25" (15.8 cm) long, two-sided stick with raised text. It is very similar to the one shown in Fig. 7 except that the top is in the cut-out shape of the airline's current logo. The manufacturer, "spir-it u.s.a." puts his name in the same area as on the banner stick of Fig. 7 and it can be read the same way. Colors I know of are red, dark blue and white and one color that does not appear in any other set of sticks: orange.

Fig. 10. This stick also has two identical sides. It is flat at 5.5" (14 cm) long. The text

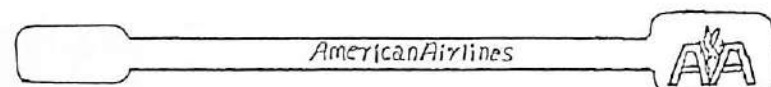


Fig. 10

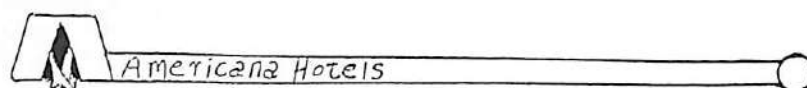


Fig. 11

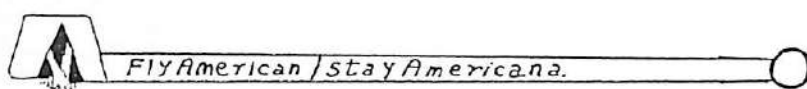


Fig. 12

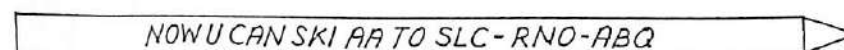


Fig. 13

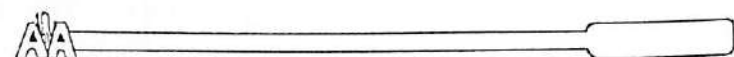


Fig. 14

and logo are raised and the manufacturer's name "spir-it u.s.a." stands just forward of the rectangular end. The colors I know of are again red, dark blue and white, plus a grayish white. The only variations I have are red, dark blue and white with "zoo-picks" over "dallas" where "spir-it u.s.a." appears on the other ones. There is also a grayish-white stick in the set without a manufacturer's name, but this could be an omission by either manufacturer.

Fig. 11. This is another one-sided stick with the logo horizontally on the end, but with cut out areas (shaded). It is 5.75" (14.6 cm) long and is flat with raised text and a bubble end. The name "spir-it u.s.a." stands just forward of the end. Colors known to me are once again red, dark blue and white, but there is also an off-white on in this set.

Fig. 12 shows a stick identical to the one in Fig. 11 ex-

cept for the text on the shank. The manufacturer and the colors are the same, except that I haven't seen an off-white one.

Fig. 13 is of a ski-shaped stick. The text is hot-stamped in blue and "spir-it u.s.a." appears on the reverse at the flat end and inside a groove that runs most of the length of the stick. The text on the front reads "NOW U CAN SKI AA TO SLC-RNO-ABQ (Salt Lake City - Reno - Albuquerque). The only information I could find in my research is that AA inaugurated service to SLC in late 1970 and to RNO and ABQ in early 1979, so I surmise the stick was issued around the beginning of 1979.

Fig. 14. This fairly-recent stick is only 5" (12.7 cm) long and contains no text. The only identification is the cut-out logo at the end. The manufacturer's name, "spir-it u.s.a." is on the front of the flat shank just forward of the flat rectangular bottom.

STICKER CHATTER

by DON THOMAS

LABELS from SAT

DAVID CHERKIS has contributed some nice labels for this column. The four Southern Air Transport (SAT) labels are in many colors and are very attractive. SAT, said to be the transport arm of the CIA, is in the thick of everything. Somalia Relief (#1) is the latest. Desert Shield/Desert Storm (#2) was a major operation for them. In Angola, SAT operated supply flights to Joseph Savimbi's forces, who were in revolt against the Cuban-backed Communist government in the country (#3) and in Papua-New Guinea the airline served the Kutubu Petroleum Development Project (#4), but for what reason? Your guess is as good as mine.

Corse Mediterranee is a new airline and no doubt based on the French island of Corsica in the Mediterranean. It flies the ATR 42/72 (#5) and the Fokker 100 (#6), as their labels show. The colors are blue and gold on white.

The latest label of United Parcel Service features their 727QF (Quiet Freighter, (#7). UPS has almost 50 of these aircraft. The airline is a tremendous operation. They also use 50 DC-8/71 and /73; 30 767; 10 747 and more than 50 of the new 757 to service their hub and spoke operation out of Memphis, Tennessee. Where I live, near Clearwater, Florida, a UPS 757 is loading cargo every night. It takes off later, often with a little blonde woman pilot on board.

The LTE Fun Class label (#8) is in red and black on white. The aircraft represents a 757. LTE (E stands for España) is based on Palma de Mallorca, a Spanish island in the Mediterranean. The airline is closely associated with LTU of Germany.

Air Austral (#9) is a French airline serving the French island of Reunion off the east coast of Africa in the Indian Ocean, near the Tropic of Capricorn. Colors are blue on white.



#1



#2



#3



#4



#6



#5



#7



#8

Private Jet (#10) is based at Atlanta, Georgia, and operates MD-83 aircraft in charter service. This label is multi-colored.

From Taipei comes this Mandarin Airlines label (#11). The colors are blue on white. This one, and the previous one, are courtesy Dave Cherkis.

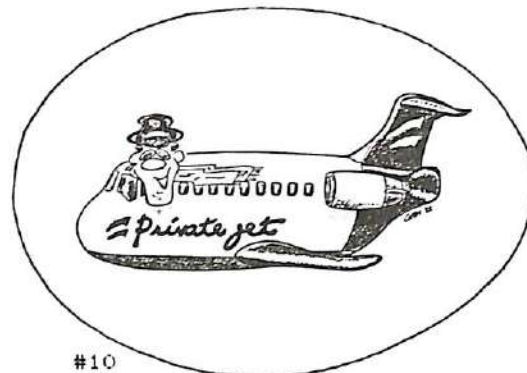
FRANK LICHTANSKI contributed the MD-11 label from Garuda Indonesia (#12). It is really a photograph reproduced on a label. The aircraft fuselage is white, and the tail dark blue, all against a nearly cloudless sky. Note how the tail of the MD-11 is much like that of the DC-10.

Frank also picked up four new BILs at various airports on a recent trip. Airways International (#13) operates Cessnas out of Miami, Eastern Metro Express (#14) must be a new airline. I can't find it listed anywhere. (Notice the similarity in tail colors to the old Eastern Air Lines! - JG) Sunaire Express (#15) flies a dozen Twin Otters from St. Croix in the U.S. Virgin Islands and AMC-Air Mobility Command (#16) is an Air Force unit. Both BILs are blue on white, with the Sunaire one having a yellow sun with halo ahead of and under the "SU".

HENK HEIDEN of Holland found the CityFlyer Express label. The airline flies out of Gatwick Airport near London, England. This ATR 42 label (#17) is in brown and white on an attractive buff background. The border is in silver.



#9



#10



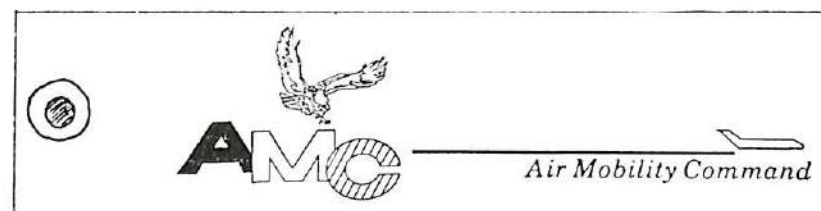
#11



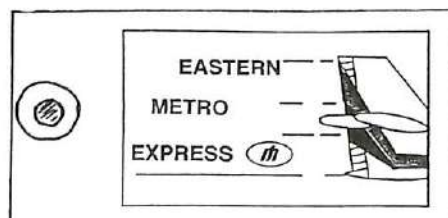
#12



#13



#16



#14



#15



#17

216

Henk also sent in this new Air Holland label (#18), showing their 757 and 767 aircraft. The text at the top says "A new Air Holland, a familiar face," referring to the fact the airline went into bankruptcy protection and was refinanced. The aircraft are shown against a blue sky. The cheat lines on the fuselage are blue (top) and orange and the bars on the tail are in the same colors: orange in front and blue following behind.

From JERRY ALMAS in California came the two SunExpress labels. This is a Turkish airline and both labels are really photos. The 737 in the air is portrayed against a red evening sky (#19). The other one (#20) shows the aircraft at the airport of Antalya, on the Mediterranean coast.

The Air Madagascar label (#21) came from CAPTAIN'S LOG post card editor BILL DEMAREST. It is in green (top) and red (name) on white.



#21

The LIAT label (#22) comes from Dave Cherkis. It is in gold, orange and black (for the text) on white and measures 7.75" x nearly 2.5" (19.6 x 6 cm).

Finally, both Henk Heiden and DAVE ROWE sent in this Istanbul Airlines label (#23). It is almost large enough to be called a car bumper sticker (10" x 3.5" (25.5 x 9 cm). Colors are red (name, tulip logo on tail and second cheat-line from the top) and blue, all on a white background. I am old enough to remember when Istanbul was called Constantinople. Now, that is old!

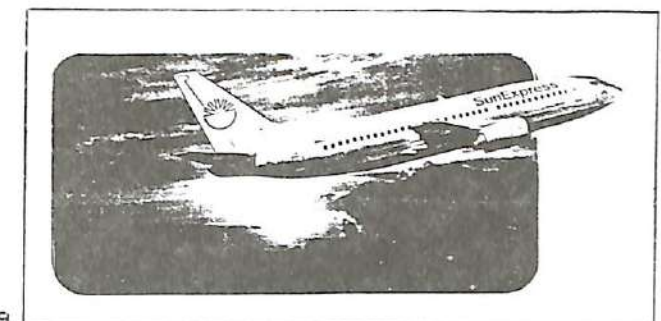
#23

217

Een nieuw Air Holland, een bekend gezicht.



#18

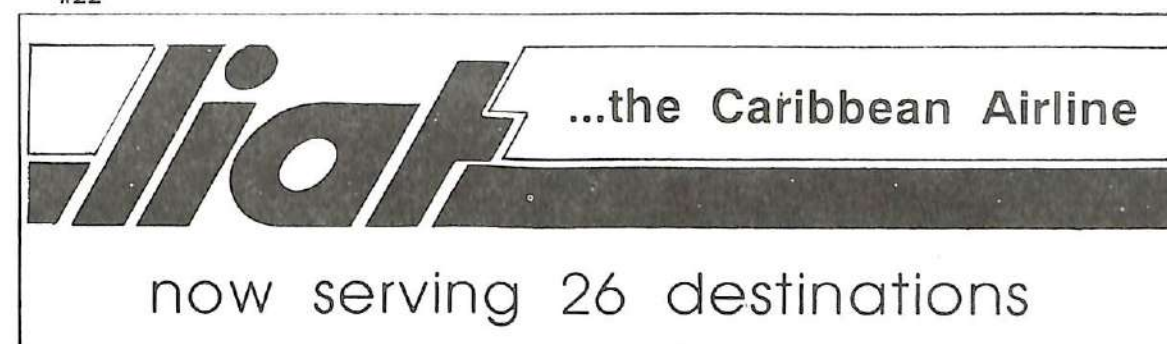


#19



#20

#22



THE PHOTO CORNER

by RICHARD J. FEDORCO II

I did not have enough space the last time to finish the feature on Robert Trader's work. So here are a few more of his photographs, as well as photos by Gary Avery (BGM - Binghamton/Broome County, NY) and by Ron Rhodes (YYZ - Toronto, Ontario and (Minneapolis/St. Paul, MN)). Ron also took the nose shot of the Trans-Canada Viscount at the National Aviation Museum in Ottawa, Ontario.

I have also added two photos by Ger Buskermolen, taken at BKK (Bangkok, Thailand) and one by Jim Apple which I could not work into an earlier column. His photo of a BA 747 on climb out with a USAir 737 in the foreground (at BOS - Boston, MA) proved rather prophetic. This print was made from a slide, not from a color negative.

Also included is a photo of the latest and probably last Braniff livery, taken from the balcony of the FAA tower at EWR (Newark, NY). The colors are the "Ultra" style with burgundy cheatlines and titles on a dark-gray fuselage. I am not sure how this will work out in the reproduction.

This version of the Braniff livery operated only for a few months, with the aircraft owned by Emerald Air.

Finally, a Nippon Cargo Airlines 747 photo at SFO (San Francisco, CA) and a look at Continental's new livery, again at EWR. The final three photos are by yours truly.

To wrap it up, here are a few loose items. First, my correct home address is:

3764 S. Danube Cir.
Aurora, CO, 80013-3600.

I have finally unpacked everything and can now join up with Al Minich and company in the Colorado Airlines International Club, as well as compare modeling notes with Gerry Cole.

In the next column I plan to include some shots of the new UAL livery, as well as some other photos taken at Stapleton as it entered its final year of operations prior to the opening of the new Denver International Airport. By the looks of it, the new DIA will be a "bear" to find decent photo locations.



WRIGHT AIRLINES CV-600
N74854, MSN 51
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02 MAY 77 (ROBERT TRADER)



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ALLEGHENY NORD 292
N29816, MSN 101
PITTSBURGH, 19 AUG 77
(ROBERT TRADER)



COMMUTER AIRLINES CV-580
N5837, MSN 127 (GARY AVERY)



CANADIAN AIRL. INT'L 737-2T5
C-FHCP, MSN 22024 (RON RHODES)



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VISCOUNT V.157
N74854, MSN 270
NATIONAL AVIATION MUSEUM,
OTTAWA, ONTARIO, CANADA
RON RHODES



NORTHWEST 747-451, N670US, MSN 24225/804
MINNEAPOLIS-ST. PAUL, 18 AUG 91 (RON RHODES)



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CU-T1275, MSN 777
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RON PHOES



ROYAL JORDANIAN L-1011-500
JY-AGJ, MSN 1248, BANGKOK,
JAN 88 (GER BUSKERMOLLEN)



AIR INDIA AIRBUS A310/304
VT-EJI, MSN 413, BANGKOK,
JAN 88 (GER BUSKERMOLLEN)



USAIR 737-3B7, N371UA, MSN 23377
AND RA 747 ON CLIMB-OUT (JIM APPLE)



PANTEE 727-225, N8857E, MSN 29619/902, NEWARK, NY

MIPPOH CARGO AIRLINES 747-200, JA 8191
MSN 24576/818, SAN FRANCISCO

CONTINENTAL 727-224 N32722, MSN 20464/809
NEWARK, NY (LAST THREE: RICHARD FEDORCO)



POST CARD CORNER

by WILLIAM DEMAREST

THE MAJESTIC PAN AMERICAN CLIPPERS

Every airline postcard collector should find something of interest in this issue of the CAPTAIN'S LOG. We have literally hundreds of new postcards from private publishers and the world's airlines to share with you.

Please continue to send me news of any new postcard issues from your corner of the world.

Enjoy!

We begin this column with our traditional:

Golden Oldies

From the Golden era of air transportation comes a selection of flying boat postcards featuring the majestic Pan American Clippers, the Sikorsky S-40, S-42 and Boeing 314, which carried the airline's fame to far-away lands across the Caribbean, the Pacific and the Atlantic.



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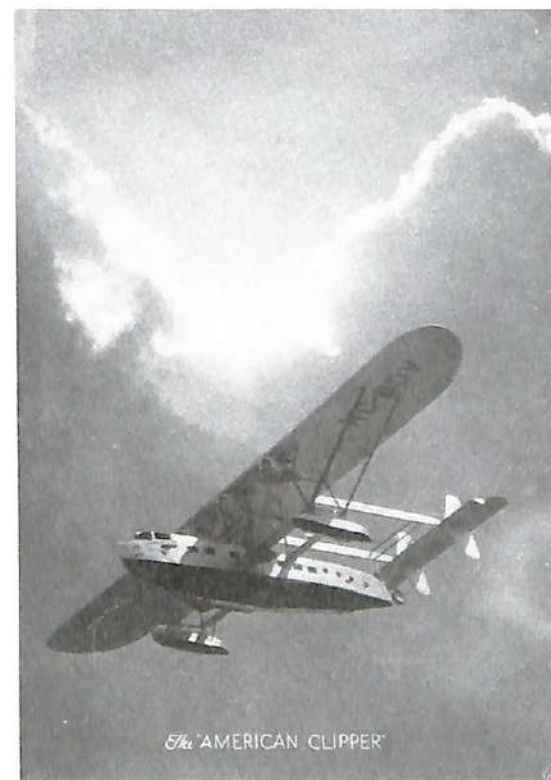
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ab - view from above
bl - viewed from below
dr - drawing
fl - facing left
fr - facing right
gr - on the ground
ho - head on view
if - in flight
mo - model
om - over mountains
ov - oversized
pb - plain back
r - regular size
to - taking off

Air China 747-200F, gr fl, from
SFO office
Air Malawi 737-300, if fl
Air Ukraine 737-400, if fl
American Airlines:
767, fl, om
MD-80, fl gr
DC-10, if fr, underwing view
Braathens SAFE 737-500, 2-views
"Sommerflyet 1993" clrs
British World Airlines:
BAe146-300, gr fl
Viscount, gr fl
BAC 1-11, gr fl
Federal Express:
MD-11, if fr r om
7 diff scenes of couriers
Hapag-Lloyd 737-400, to fl
Horizon Air DC-328, if fl mo
Kiwi Int'l 727-200, to fr, "In-
augural Flight Sept 21 1992"
Lufthansa A-340, if fl, bl
Palmar BAE 146-300, if fr
Royal Nepal 757, if fl, over-
wing view
SAETA A-310, if fr, over clouds
Sterling Airw 757-200, if fl ov
(card is 8.5"x11", 21.6x28cm)
Swiss Air Ambulance
BAe 125-800B, if fl om
Turkish Airl A-340, if fr ov om
VASP MD-11, if fl, ab
Vintage Airways DC-3, if fl,
"DC-3 Flights of Nostalgia"

OTHER

- 1928 Ford Tri-Motor, if fl,
Published by John E. Rees,
Blacklick, OH 43304
- Ohio History of Flight
Museum, Columbus, OH. View
of museum building and
Airborne Express Caravelle.

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L927 Air France Concorde, if fr
L-928 A340 gr ho, in front of
hangar
L929 Air France Concorde, gr fr
L930 A340, gr fr, in hangar

AVIMAGE

188 UAT DC-6B
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197 China Airlines MD-11
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205 Rich International DC-8-62
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Air Atlantique DC-6C
7 Southend Airport with
British Air Ferries
Viscount
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mingham European BAC 1-11
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line of various aircraft

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13 SAN Caravelle 6R
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17 Thai Airways DC-8-63
18 Surinam/KLM DC-8-63
19 TAT VFW/Fokker 614
20 TAT HS.748
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24 Air Ceylon VC-10
25 Tampa Colombia DC-6A
26 Air Fret 707-131F
27 Cyprus Airways Trident 2E
28 Minerve DC-8-73CP
29 Aerosucre Caravelle 3R
30 Air Littoral Nord 262
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IMPACT PUBLISHING 13861 View of aircraft line-up at Boeing Field

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241 Air Limousin Nord 262
242 China Airlines MD-11
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245 MATS DC-3C
246 EVA Air 747-45E
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261 Lufthansa CityLine ATR 42
262 China Southern Shorts 360
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275 British AW/Dan Air 737-4S3
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277 Crownair DC-8-61
278 Air France 737-228
279 China Eastern A300-605R
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60 Bakhtar Afghan 727-113C
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63 Espe Air Prague IL-62
64 Transeast Airlines YAK-40
65 Turkmenistan TU-154B-2
66 Itavia DC-9-32
67 Azerbaijan Airlines TU-154B
68 Vietnam Airlines YAK-40
69 Latavia TU-134B
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72 Uzbekistan Airways YAK-40
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74 Harco Air TU-134A

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152 Air Ukraine TU-134A
153 Swissair MD-11
154 Panair Do Brasil L-049
155 Aeroflot A310

O.K.C. POSTCARDS

(All prefixed AO)
51 Hang Kong Vietnam 707-321B
52 ORBI TU-134A

223

NEW ISSUES = NEW ISSUES = NEW ISSUES

NEW ISSUES = NEW ISSUES = NEW ISSUES



Boeing 767-200 ER over the Great Zimbabwe Monument
Air Zimbabwe Corporation P.O. Box AP1 Harare Airport Zimbabwe



TURKISH AIRLINES
TÜRK HAVA YOLLARI



**TISKARNA/
PETR SIMERA**
(Czech Republ.)
04/93/25 Top Air Beech 1900C
04/93/26 Australian Air
Express BAe 146-300QT
04/93/27 Mezpati CASA 217
05/93/97 LaTur A300B4
05/93/98 LaTur MD-87
05/93/100 Teddy Air Islander
05/93/101 Tradewinds L-1011
Freighter
09/93/23 Saudia EMB 110P1
09/93/24 Safe Air Argosy 222
09/93/102 Berliner Beech 1900
09/93/103 Lloyd Avia'n CASA 212
09/93/104 Bush Pilots Nomad
09/93/105 Sunstate Airl. Nomad
09/93 106 Skyways SF 340B
09/93/107 Trans Air Serv. DC-3
09/93/108 Aeropelican Ce 402
09/93/109 Opal Air Cessna 421
09/93/110 SkargardsflygIslander
09/93/111 Air Wakaya Islander
09/93/112 Aero Services Barba-
dos Shorts Skyvan
09/93/113 Deraya Air Taxi
Shorts Skyvan
10/93/114 Gaturi Air Service
Shorts Skyliner
10/93/115 VIA TU-154M

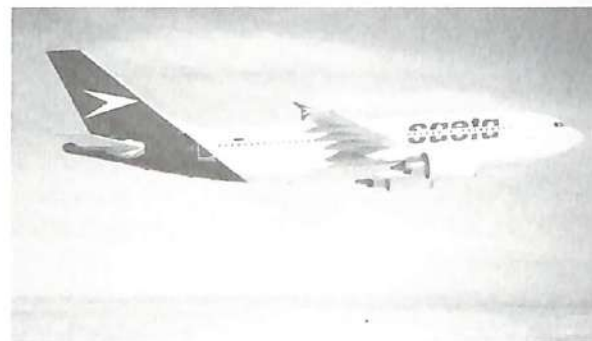
WORLD COLLECTORS CARDS

(All numbers prefixed WCC-)
99 China Northern MD-82
100 Lietuva YAK-40
101 Pelita Air CASA 212
102 China Eastern MD-11
103 Austin Airways DC-3
104 ARM DC-3
105 Polnippon IL-18
106 Air Asiatie 737-200
107 Aerorecucivos DC-6
108 Zullana 727-200
109 Air Terrex 727-51
110 China Northwest A-310
111 LASA CL-44D
112 Aeroflot AN-30
113 China United TU-154M
114 United Arab Viscount 739

MISC. PRIVATE PUBLISHERS

(No publisher's name on the
postcards)

African International DC-8-50
Air Atlantique C-47A
Air India 747-337
Air Ukraine IL-62
Air Zaire 737-298C
All Nippon 767-281
American West 757-225
Arab Air Cargo 707-321C
Atlas Air Serv. BN-2B Islander
Balair MD-83
Brymon Airways DHC-7
El Al 767-258
Gulfair A320
Hawaiian Air L-1011
Kish Air AN-24
LOT Polish 767-25DER
LTU MD-11
Lufthansa A340
Palair Macedonia F-28-1000
Royal Air Maroc 757-286
Scanair DC-10-10
Special Cargo Airlines AN-12
Sudan Airways 737-200
TransBrasil 737-3Y0
Transwede MD-83
Uzbekistan Airways IL-76
#1.01 Luxair 737-200
#1.02 Luxair EMB Brasilia
#1.03 Luxair Fokker 50
#1.04 Luxair 737-4C9
#1.05 Cargolux 747-200F
#1.06 Cargolux 747-200F
#1.07 Cargolux/Airfoyle AN-124
#1.08 Surinam Airways DC-8-63
#1.09 Icelandair DC-8-63
#1.10 Challenge A/Cargo DC-8-63
#1.11 LOT Polish YAK-40
#1.12 Balkan AN-12



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WHAT IS IT?

by KEN TAYLOR

UPDATE ON Canadian Regional

The previous issue of "What Is It?" included illustrations of badges of Time Air. This time I am bringing you some additional information to bring us all up to date:

The final wing of Canadian Regional is not in silver and gold, but rather is all gold in color and so is the cap badge illustrated. Although these badges are shown here, they had



not been issued to the flight crews at the time of writing. I was talking with a Canadian Regional captain at the Lethbridge, Alberta, airport on 09 NOV 93 and he was still wearing the old Time Air insignia. "They haven't sent us the new ones yet," he told me.

There is a big controversy growing here in Canada about "which airline" should be dominant, Air Canada or Canadian. So, I am including three designs of pilot cap badges and four designs of jacket wings used by Air Canada in the past 30 years.



Type 1 cap badge



Type 1 jacket wing



Type 2 cap badge



Type 2 jacket wing



Type 3 cap badge (in use in 1993)



Type 3 jacket wing



Type 4 jacket wing (in use in 1993)

There are three different background colors in the center of the cap badge behind the gold bullion maple leaf. The background color of Type 1 is black, as is the case with all other badges of this type.

Type 2 shows a white background, but I have been unable to find reliable information about why it was white.

The Type 3 badge is similar to the Type 2, but the background color is maroon. All of these are on padded black felt.

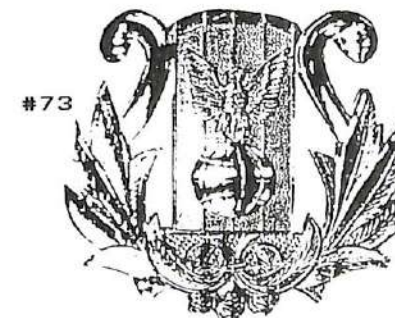
The Type 1 jacket wing is in a gold-colored metal with black enamel behind the maple leaf in the center. The Type 2 wing is gold bullion on black felt with a red enamelled gold metal disk showing the maple leaf attached to the center of the wing.

The Type 3 wing is of a gold-colored metal with red enamel behind the maple leaf.

The Type 4 wing is a high-quality impression on gold-colored metal showing a red enamelled maple leaf. Air Canada personnel have used several other cap badges and wing designs over the past 30 years, but my information is incomplete and I will not go into them.

Answers:

There have been several answers sent in to previous questions, and the first one, about Denise Breault's cap badge, is quite comprehensive:



#73. Randy Auble of Indianapolis writes: "I am a junior high school band director in my 19th year and De Moulin Brothers & Company is a band-uniform manufacturing company still in

business. This particular badge rather in a "U" shape, represents the Bell Lyra and is a common music emblem.

"The badge probably came from a high school marching band director's cap (which resembles a military or pilot-style cap) for distinction from the kids. The kids in the band probably wore a plainer cap. (But) It is possible that this badge is from a student's hat as there was a philosophy that bands should perform like a World War II military unit. As to value, the badge has very little. Most retired band uniforms are usually donated to a charity and there is no preservation society that I am aware of."

Thanks for the information, Randy.

A visit with Darryl Smith of Sydney, Australia, set me "straight" on the question of Qantas cap badges numbers 48B and 48C.



This Q-type cap badge was first used in 1981 and is still in use in 1993.



The flying kangaroo badge was in use from 1971 to 1981.



A question several issues back shows wing #51. A partial answer in the JUN 93 issue said this is from Iraqi Airways. We can add to this that this gold-wire piece is probably from the 1980s.

"Smitty" Smith writes: "A further comment on the 'Logan'.

Just for kicks I am enclosing a photocopy of wings in my collection. They are sterling silver with the "US" in gold over the shield. The silver hallmark was discontinued in 1972 and I have seen several over the years with the designation "Logan".

New questions:

I had a great visit with Jerry and Anne Coffey, or several visits actually. Their knowledge of Capital and Penn Central Airlines is more than I could possibly remember, though I did take some notes where it concerns this column. Anne was a Stewardess with Capital.

Jerry asked if any of our readers would have a pickle fork of the AA Flagship series or a Capital Airlines Viscount ashtray. You could write to Jerry at: 1810 Lakeville Road, Avon, New York, 14414.

A letter from Phil Martin asks for identification of the following wings (#94, 95, 96)



95. I (Ken Taylor) believe this is Calgan Air of Monassas, Virginia, approximately 1992.



Any ideas about these three, anyone? Phil requires this information for an upcoming book.



97. Ed Young writes: "This badge looks like gold and even feels like gold and is a simple and effective design. It came from a garage sale in Santa Monica. I would like to know

what it is, where it came from and, of course, when."



#98. From a letter by "Smitty" Smith: "I recently acquired a wing that was represented as a prototype for a Tanzanian Airline pilot wing. It measures 3 1/8" wide, is made of silver, has no pin and is rather crude on the back. Supposedly the area within the circle around the bird and TPF is intended to be enamelled in blue, I am told. I do not believe the wing is or was intended for the Air Tanzania Corporation. Would finding a prototype wing be unusual? Has anyone any ideas?"



#99. Peter Black sent a letter with a Xerox copy for this wing. He has had it for several years. It is of gold-colored metal with yellow and brown enamel. The enamel colors are similar to the colors of the Canadian airline Transair in the 1970s and 1980s, but the bird is not. What is it? When?



#100. This shows a winged transmission tower in the center. What is it? Who, When and Where? C'mon, Roy Thompson. I think you may have the answer.



#101. I obtained this wing in a complicated and lengthy "deal" at AI'93. The center is light blue enamel. Who is it? Where and When?

If you know the answer to any of the above questions, please write. My address is on the inside front cover. Thank you.

Oshkosh 1993

The 1993 Fly-In convention of the Experimental Aircraft Association (EAA) at Oshkosh, Wisconsin, was another huge success for airline enthusiasts. Many regular visitors were back, plus some new ones.

Back from previous years were the L-1049G Super Constellation of Save-A-Connie, the Piedmont Air Group DC-3, Chalk's International Airlines G-111 Albatross, the Eastern Air Lines Martin 4-0-4 of the Mid-Atlantic Air Museum and Ronald Alexander with his Alexander Aeroplane DC-3. The latter will be giving rides at our Airliners International Convention in Atlanta in June.

Warren Basler again brought over a DC-3 Turbo-67 conversion. One afternoon he and Ron Alexander flew back-to-back demonstrations and the comparison was very interesting.

Warren flew first, showing his aircraft is capable of steep climb-outs from takeoff, sharp turns, high-speed flybys, one-engine maneuvers, steep diving approaches and short landings. Finally, when he got into a traffic jam on the ramp while getting back to his parking space, he just backed up the Turbo-67 about 40 feet to let another aircraft pull out onto the taxiway.

Now, I have been airplane watching for more than 30 years, but I had never seen a DC-3 of any type back up. The Alexander DC-3 just could not

RESTORED FAA DC-3, N34, AT OSHKOSH 1993



REPORT FROM THE FIELD

by JIM "JET" THOMPSON



SUNDERLAND STEALS THE SHOW

do many of the things Warren's Turbo 67 DC-3 did. There is only one thing wrong with the Turbo-67: it just doesn't sound like a DC-3.

The FAA brought their refurbished DC-3, N34, back for another visit and another return visitor was a privately-owned and beautifully-restored Stinson SR-9 Reliant in American Airways route survey livery.

New this year was a Russian Antonov AN-2 in full Aeroflot livery and looking very sharp. It flew in the warbird section every day and was a bit difficult to photograph. Since it flies so slow, show control had it on top of everything else in the air at the time, so it was quite a distance away.

Also new was the "Bud One Airship". This is a Skyship 500-HL, operated by Anheuser-Busch Inc. and is based at Orlando, Florida.

The EAA's own Ford Tri-Motor in Eastern Air Transport livery was flying out of Pioneer Airport several times during the week. The airport is behind the EAA Air Adventure Museum.

A Stinson SM-6000 in Century Airlines livery (but without titles) was taking people for rides around the field, making passengers experience air travel in the late 1920s and early 1930s.

SHOW'S STAR

Far and away the star of this year's Oshkosh were Kermit Weeks and his Short Sunderland flying boat. Kermit and crew brought the Sunderland to Oshkosh straight from her former home in England, arriving on the first day of the fly-in. It was early afternoon when the show announcer alerted everyone

Top of page: SHORT SUNDERLAND, OWNED AND FLOWN BY KERMIT WEEKS

WARREN BASLER'S TURBO-67 DC-3 "DOESN'T SOUND LIKE A DC-3"



the 'boat was within range and would be making several fly-bys down the main runway.

Suddenly, there she was. A huge four-engine propeller flying boat, a species operated by Pan American Airways, Imperial Airways, Tasman Empire Airways and other great airlines between the wars and a sight many had never seen before.

As Weeks lined up for the fly-by on the north-south runway, all cameras were aimed at the marvellous aircraft. I cranked off a dozen shots on the first of her four passes. When Kermit was downwind for his second pass, the tower patched him into the public address system. He talked about the flight across the Atlantic, the final leg from Gander to Oshkosh and about how glad he was to be able to bring the Sunderland to Oshkosh for everyone to see.

After the last of four passes, the Sunderland headed for Lake Winnebago near downtown Oshkosh where she alighted. She was open for tours for the rest of the week and I took part in one. Visitors were free to go everywhere, from stem to stern and top to bottom. I felt like a child being let loose in a toy store, going everywhere and seeing everything.

The lower level of the flying boat includes a small lounge

the Royal Air Force, serving in a variety of roles. It was developed from the Imperial Airways C-Class flying boats of the late-1930s. A post-WW2 civil version is known as the Sandringham.

Weeks' Sunderland was built by Short Brothers and Harland of Belfast, Northern Ireland, and was completed in MAR 44. Carrying the serial number ML814, she served as a submarine hunter with the RAF until put into storage after the war. In 1952 she was sold to the Royal New Zealand Air Force along with 15 other Sunderlands.

The RNZAF used her until 1957 when she was put into storage again. In 1963 Ansett Flying Boat Services purchased her and converted her to airline configuration for tourist flights off the Australian east coast as VH-BRF. In AUG 74 she was sold to veteran U.S. pilot and airline operator Charles Blair, who was then operating Antilles Air Boats in the Caribbean with a fleet of Grumman G-21A Goose amphibians. He flew the aircraft all the way from Australia across the Pacific and the U.S. to St. Croix. There he tried to get her licensed by the FAA, but was unsuccessful. So she was ferried to Isla Grande near San Juan, Puerto Rico and put into an empty hangar for storage.

In SEP 78 Englishman Edward

She finally returned to England in 1981 and was moored on the River Thames. In 1984 she was flown to Chatham, England to become part of an aviation museum there. The museum plans never materialized and in 1992 the well-known U.S. aerobatic pilot and museum owner Kermit Weeks bought her.

Weeks spent several months putting the aircraft back into airworthy condition for one more trip across the Atlantic.

Now that she is in the U.S. again, Weeks plans to leave her in drydock at Oshkosh until the 1994 EAA Fly-In. After that he will fly her to his new Air Museum just west of Orlando, Florida, which is currently under construction. He plans to return the aircraft to her former military configuration and keep her flying.

There were more than 14 airliners of various types at the 1993 EAA Fly-In. Sadly, two others cancelled at the last minute. The British Airways Concorde and a newly-restored DC-4 of South African Airways did not make it. (The Winter 1993 issue of AIR-BRITAIN DIGEST said not enough tickets were sold in Britain for a Con-

Below: BEAUTIFUL STINSON SR-9A, NC18407, WAS A REPEAT VISITOR. IT IS IN THE COLORS OF THE AMERICAN AIRWAYS ROUTE SURVEY PLANE OF THE 1930s.



Left: RUSSIAN ANTONOV AN-2 IN FULL AEROFLOT COLORS WAS A FIRST-TIME VISITOR AT OSHKOSH.
(All photos by Jim "JET" Thompson)

and restroom up front. Next are a small galley and then the main passenger cabin with seats for about 30 passengers. A staircase in the rear leads to the upper level lounge and bar, with a couch and a couple of comfortable seats. To get to the cockpit on the second level, you climb a ladder straight up a wall in the galley. Then climb over a few other obstacles and finally you arrive on the huge flight deck.

Kermit flew the Sunderland every afternoon during the fly-in in the Showcase of Flying.

The Sunderland was a long-range military flying boat for

Hulton heard of the Sunderland and contacted Antilles Air Boats. It so happened he did so on the same day Charles Blair was killed in the crash of a Grumman Goose. Hulton dropped the matter until the next year, after Resorts International had purchased Antilles Air Boats. Hulton then bought the Sunderland and sent a crew from Miami to put her in flying condition for a ferry flight. After more than a year, a ferry permit was issued for one flight to a foreign territory. During the next four months the 'boat was ferried around the Caribbean to get more work done on her.

corde charter to Oshkosh, and South African Airways did not have a type-rated crew for its DC-4 - JG). Let us hope both will be there in '94, along with some new aircraft.

Information for this article was supplied by the EAA Aviation Center press headquarters; "The Last Flying Boat/ML814 Islander, Around the World in 50 Years", by Peter Smith and published by Ensign Publications; "The Illustrated Encyclopedia of Propeller Airliners", by Bill Gunston and published by Exeter Books, and "JP Airline Fleets International 1993/94", published by Bucher & Co.

JUNIOR CREW INSIGNIA

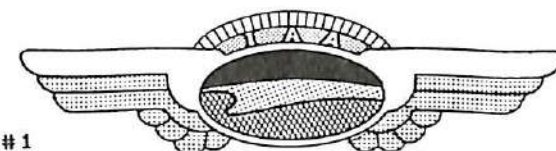
by STAN BAUMWALD

A new wing from SOUTHWEST

Illustrations (c) Copyright 1993 Herman Van Dyk.

It has been really quiet out here. Since my previous column I have been to the Frankfurt and Houston shows but did not find anything new at either. In fact, it appears the Europeans do not collect junior wings, or at least I did not find anything at the show to add to my collection.

It was Houston's first show and the number of people going through the doors was not great. If you add the strike by American Airlines flight attendants, there were hardly any people there from other than Houston. But I do believe this will become a really good show in the future. It was well-run and had plenty of publicity.



#1

Back to basics. Our consistent contributor, DAVE CHERKIS, came through again. He has sent along this Indianapolis Airport wing (#1). It is a very attractive gold wing with blue, red and gold in the center logo. Dave also found a Logan Airport wing out there, but I don't have it at hand right now.



#2

Also from Dave came this new Hawaiian Airlines wing in the Stoffel S-5 style (#2). It comes in gold with black in the flower design and for the name.



#3 (New)



#3 (Old)

Through another trader-friend I obtained some new wings myself. #3 is a new Southwest Airlines example. It is just about the same as their previous issue, except that is 1/8 inch (3 mm) larger in width and this allows the letters and the heart to be larger also. A big improvement!



#4

Royal Jordanian has issued its first new wing in years (#4). The beautiful Stoffel S-5 style is gold with a grey background in the shield at the bottom bar.



#5

Midway Airlines II has issued a gold wing (#5) with yellow background and blue lettering. The management of the airline liked the Midway concept so much, they bought the name of the bankrupt original Midway Airlines and hired many of its former employees. They will start operations with a fleet of new Fokker 100 twinjets.



#6

Big Sky Airlines (#6) of Montana issued this Stoffel S-2 style wing. It is in grey with blue lettering in the center.



#7

Last but not least, #7 is a new Cayman Airlines wing. This is just like the previous issue but the color of the lettering is definitely a dark blue, compared to the light blue of the older issue.

Again my thanks to Herman Van Dyk for his illustrations. Through his help, the wings more clearly show their details, making it easier for all of us to find and identify new issues.

That is it for now. Keep the information coming and happy collecting.

BOOKCASE

BRANIFF INTERNATIONAL AIRWAYS in color

Author: George W. Cearley, Jr.
Publisher: Self-published by the author at P.O. Box 12312, Dallas, TX 75225, USA
Price: U.S. \$27 (U.S. \$32 in Canada, U.S. \$37 elsewhere)
Softcover, 64 pages, 208 color photos

This is the fourth Braniff book by our schedule editor. The difference is that this one is **all in color**.

The author has gathered more than 200 color photos of aircraft, logos, schedules and maps for this book. The oldest is of a DC-3 with World War 2 "V" for victory symbol on the nose, at Stinson Field, San Antonio, TX, in 1943. From there coverage moves to the DC-4, DC-6, C-46, Constellation and Convair of the late 1940s and the 1950s, followed by the DC-7C and L-188 Electra of the 1950s and 1960s.

After 14 pages of proliners, the book moves to the jets of the 1960s. A few prop photos are slipped in, among them one of a Convair in a 1962 experimental livery of dark blue fuselage cheat line and the airline name in red on a white nose. Another one is a gorgeous photo of a retired DC-6 with solid blue fuselage and black "BI" logo on a white tail. The aircraft was used as a test bed for the solid color scheme.

The Calder DC-8 and 727 that brought the airline so much attention are also included, as are the two-tone and "Ultra-look" color schemes, the latter with "Braniff" in script, rather than block letters.

When Braniff resumed operations under the Hyatt agreement in 1983, the aircraft were repainted in red, white, blue and gray colors. In this section there is a unique photo of three 727s in three different schemes: two-tone red; the new red, white, blue and gray, and the mercury ultra-look.

The "Reebok 737" is included, as are a couple of former Air California and American 737s with Braniff titles.

The billboard BRANIFF titles are shown on a couple of Airbus A320 and there are five photos of Braniff International 727s, each in a different ultra-color combination and with the name in block letters.

Mr. Cearley also capsulizes the history of Braniff, but it does not appear to have been his intention to go into the same great detail as in his previous books. But it is difficult on many pages to tell apart the brief historic notes from the photo captions.

Even if you already have the previous Braniff books by the same author, this new title forms a valuable addition. **[JG]**

AIRLINES & AIRPORTS CODING & DECODING

Author: Eric Derogee
Publisher: Airnews Nederland
P.O. Box 12035, 3004 GA Rotterdam, The Netherlands
Price: U.S. \$19.95
Softcover, 200 pages
ISBN 90-74250-03-3

Quick now: where are you when you are landing at CLJ, or at OIME?
What airline is known as GM, or SPG?

If you cannot instantly answer these questions, you need *Airlines & Airports Coding & Decoding*.

This computer-typeset book is an extremely handy reference guide for just about any airline enthusiast.

It lists almost 2,500 airlines from around the world in alphabetical order followed by their three-letter ICAO and



Left: BRANIFF IN COLOR by George Cearley
Right: CONSTELLATION by Curtis Stringfellow and Peter Bowers

two-letter IATA codes, their call signs and countries of origin. Next are alphabetical list of the same airlines by their three- and two-letter codes and their call signs.

British Airways, for instance, is found four lists: under British Airways, BAW, BA and Speedbird.

The airport section lists an incredible 12,500 airports by name and by their four- and three-letter codes. Miami International is listed under its name and under MIA and MIA.

All lists are fully cross-referenced. Highly recommended!

P.S. The answers are:
CLJ - Cluj-Napoca/Someseni in Romania
OIME - Torbat-e-Jam in Iran
GM - Trek Airways of South Africa
SPG - Sprindale Air Service, Inc., USA **[JG]**

LOCKHEED CONSTELLATION

Author: Curtis K. Stringfellow & Peter M. Bowers

Publisher: Motorbooks International, P.O. Box 2, 729 Prospect Avenue, Osceola, WI 54020, USA
Price: U.S. \$24.95
Softcover, 144 pages, 50 color and 141 B&W photos, plus several three-views and other drawings.
ISBN 0-87938-379-8

When I was eight or nine years old and started to become interested in airplanes, one of the first photographs I clipped out of the local newspaper to paste into my new "Vliegtuig plakboek" ("Aircraft scrapbook"), showed a line-up of USAF C-69 Constellations at Burbank. Since this is more than 40 years ago, you can imagine my surprise when I saw that same photo reproduced in all its glory on the frontispiece of "Lockheed Constellation".

But even without this piece of nostalgia, this lavishly produced book is, from a photographic point of view, the best I have ever seen on the Constellation. The large-format photos are printed on high-quality glossy paper and among the many unique shots is one of a tri-motor Pan American 049 in the landing. (The #4 engine had fallen off, the hole was covered over after landing and the aircraft was flown back to Lockheed for repairs, being photographed as it came in at Burbank.)

The text and photos start with separate short reviews of the U.S. airline industry 1927-41 and the Lockheed airliners from the Vega to the Model 44 Excalibur project. Then the development of the Connie and the operations of the wartime C-69 and post-war civil Constellations, Super Constellations and Starliners are described. So are those of the military C-121 and WV-1/WV-2 in their many variants. Of interest are a

photo of the JC-121C in U.S. Army colors and a complete list of all military type numbers and brief summaries of the roles of each variant.

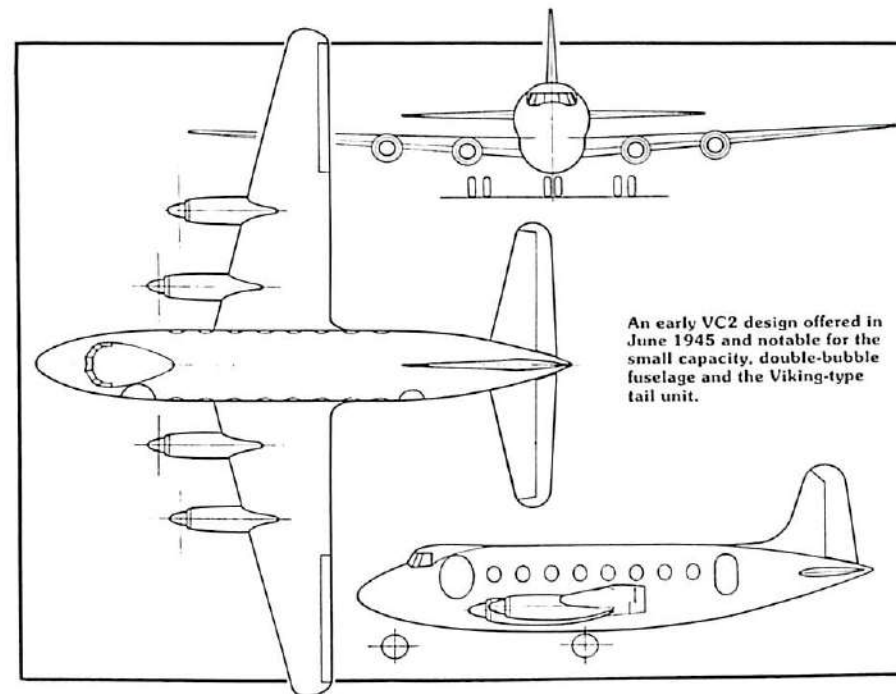
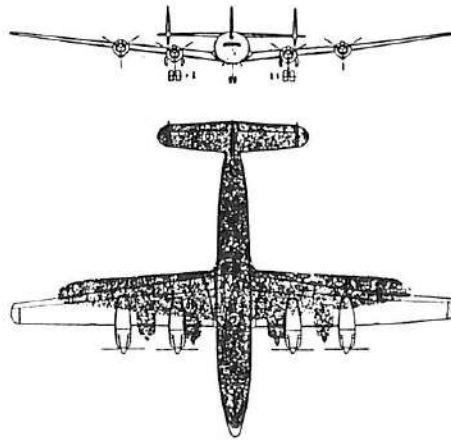
All known independent Connie operators in North America and other parts of the world are listed and there is a list of 76 Connie survivors world-wide, with the locations. Included is a gorgeous color photo of the SAC Super Connie (Why did it have to be split over two pages?)

The one-paragraph service histories of Connie operations by each airline are disappointingly-brief compared to those in "The Lockheed Constellation Series" by Peter J. Marson (Air-Britain, 1982). The technical descriptions also lose out to the detailed account by Marson and to that by Kenneth Wixey in his "Lockheed Constellation" (Classic Civil Aircraft Series #1, Ian Allan, 1987). There are some disturbing mistakes in the text, the most glaring of which says that the Super Constellation was created by inserting "two equal-length 'plugs' in the fuselage ahead and behind the wing" (p.64). NOT SO! The forward plug was 128.3 in (3.15 m) long and the rear plug 92 in (2.34 m).

The final chapter presents an alphabetical list of all civil registrations and U.S. military serial numbers with their manufacturers' serial numbers and Lockheed/military model numbers (E.g. 749-79-22, 1049G-82, R7V-1 and so on).

This is definitely a book to have if you are an airline buff and even more so if you like proliners in general and "The Queen of the Skies" in particular. **[JG]**

FROM "LOCKHEED CONSTELLATION"



An early VC2 design offered in June 1945 and notable for the small capacity, double-bubble fuselage and the Viking-type tail unit.

FROM "VICKERS VISCOUNT"

Classic Civil Aircraft: 4 VICKERS VISCOUNT

Author: Alan J. Wright
Publisher: Ian Allan Publishing, 39 Milton Park, Abingdon, Oxon OX14 4TD, England
Price: U.S. \$32.95
Hardcover, 112 pages, 3 color & 130 B&W photos, plus several three-view drawings and seating diagrams.
ISBN 0-7110-2070-1

The publisher has established a fine reputation with its Classic Civil Airliner series (and the companion series Modern Civil Aircraft) of type books. And so has the author.

"Vickers Viscount" continues this reputation as it describes the development of the Viscount = the world's first operational propjet airliner = in great detail, beginning with the wartime Brabazon Committee's proposals, to the Vickers Viking interim airliner and continuing with the early VC-2 proposal with double-bubble fuselage for only 24 passengers to the Series 700, 800 and 810 production aircraft. A separate chapter is devoted to the Rolls Royce Dart propjet that powers the Viscount.

There is a detailed list of Viscount variants and customer numbers, from the V609 proposal to the final V843 for CAAC of China. Some projects that were not built, and serious mishaps and accidents are also discussed. The final part of this excellent book lists all airline and military Viscount operators with brief details and their aircraft.

One negative note: 19 of the B&W photos have been spread over two pages, with the gutter cutting right through them. Among these are a gorgeous photo of the jet-powered second prototype V663, an equally-beautiful head-on shot of the first prototype V630 and a fine picture of an Air Canada V724.

Nevertheless, a must-have book. **[JG]**

Modern Civil Aircraft: 6 BOEING 757/767/777 (2nd Edition)

Author: Philip Birtles
Publisher: Ian Allan Publishing Ltd., Shepperton, Surrey, England
Price: U.S. \$16.95
Softcover, 112 pages, 3 color & 114 B&W photos; 19 three-views and diagrams.
ISBN 0-7110-2075-2

The first edition of the 757/767 title was published 1987, when the two types

had been in service for only four years. In the six years since then, the author has gathered much new material, especially about the operation of both types, and all is included in this 2nd edition.

As usual for this series of Ian Allan books, the development and service histories of the subject aircraft are dealt with in great detail.

The final chapter discusses with the 777 and how it evolved from the 767-X of 1990. The first 777 is scheduled to be delivered (to United) in mid-1995.

An extremely useful book to become current on these three aircraft types, which will remain in service several decades into the 20th Century. **[JG]**

Modern Civil Aircraft: 4 BOEING 747 (2nd Edition)

Author: Peter Gilchrist
Publisher: Ian Allan Publishing Ltd., Shepperton, Surrey, England
Price: U.S. \$20.95
Softcover, 112 pages, 3 color & 109 B&W photos; 22 three-views and diagrams.
ISBN 0-7110-2050-7

This is a completely updated edition of an 80-page book first published in 1985. The first 70 pages contain a minor rewrite of the original text, which ended with the 747-300. The next 40 pages bring us up to date on the -400.

New technologies developed or adapted for the -400 are described in great detail. So are initial plans for only a modest development of the -300. However, some operators of older 747s, including KLM, Northwest, Lufthansa, British Airways, Cathay Pacific, Singapore and Qantas, put pressure on Boeing to go for a bolder approach. The resulting -400 has proved the airlines right: demand quickly outstripped that for all other individual variants.

Among the appendices in the back of the book are a list of the first 100 deliveries of the -400 in chronological order, and a 17-page production list for the first 902 747s of all versions in order of line numbers, with manufacturer's serial number, model number, first operator, first flight date and delivery registration of each aircraft. There also is a list of aircraft ordered and pre-registered but not yet committed to a factory line position. The list is of course out-of-date.

This definitely is a "must have" book, even for those who have the first edition. **[JG]**

Classic Civil Aircraft: 5 HAWKER SIDDELEY TRIDENT

Author: Max Kingsley-Jones
Publisher: Ian Allan Publishing Ltd., Shepperton, Surrey, England
Price: U.S. \$35.95
Hardcover, 144 pages, 3 color & 167 B&W photos; 29 three-views, diagrams, maps.
ISBN 0-7110-2132-5

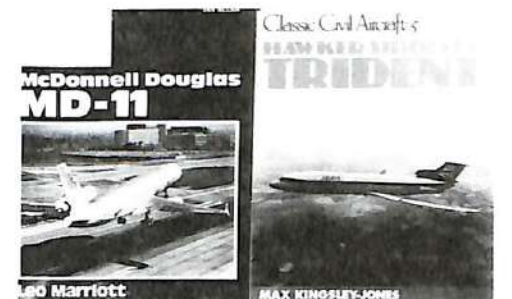
Everything you want to know about the Hawker Siddeley HS.121 Trident (nee De Havilland DH-121 Trident) = all 117 of them = is contained in this book.

For 20 years the Trident was the mainstay of the European network of British European Airways, but with only 117 aircraft sold to nine customers, it could hardly be called a commercial success, says the author.

The DH-121 in its initial form was a competitor for the Boeing 727, but short-sighted policies relegated it to the sidelines of airline history. The DH/HS 121 was tailored so closely to the needs of its first and main customer, BEA, other potential customers = and there were many = quickly opted for the more-flexible 727.

As with all Ian Allan titles in the Modern and Classic Airliner series, this is a lavishly produced and profusely illustrated book.

Of particular interest to this reviewer are the three-views of projects leading to the 121, and the photos showing the aircraft in service with CAAC of China and the Chinese Air Force. **[JG]**



Modern Civil Aircraft: 12 MCDONNELL DOUGLAS MD-11

Author: Leo Marriott
Publisher: Ian Allan Publishing Ltd., Shepperton, Surrey, England
Price: U.S. \$18.95
Softcover, 80 pages, 2 color & 80 B&W photos; 11 three-views and diagrams.
ISBN 0-7110-2071-X

This new title in the Modern Civil Aircraft series from Ian Allan relates the full story of the development of the latest airliner from the famous (McDonnell) Douglas stable. Included are a brief background on the DC-10 and how Douglas in the 1970s was searching for a new airliner to put into production. Included were two- and three-engine projects such as the AMRA, DC-X-200, ASMR, DC-10 Twin, DC-XX, DC-10-60 series and MD-XXX. One of the photos shows a DC-10 derivative with an area-rule (Coke bottle) fuselage, long-chord engines and a new wing. This was one of the many ideas formulated to answer the threat posed by the 747SP which was eating away at the top end of the DC-10 market. Also included is a chapter on the test program of the MD-11, and profiles of airlines operating the aircraft.

The final chapter discusses the MD-12, a stretched and even longer-range tri- and four-jet derivative of the MD-11.

One of the appendices gives complete technical and performance details of the aircraft. **[JG]**

By BRUCE A. CHARKOW

As our Air Canada 747-400 broke through the morning clouds to touch down at Frankfurt on 29 OCT (93), my anxiety increased and my heart began to pound. My thoughts were of unimaginable numbers of new postcards I was about to find at what was being billed as a Super Weekend: the eighth Internationale Tauschtage der Luftfahrt.

However, upon arrival we found Air Canada had brought us in at 6 a.m. instead of 7:30 a.m., so we had to wait and watch the airplane activity for almost two hours before our host, Lothar ("Mr. DC-3") Grim, arrived at the airport to meet us.

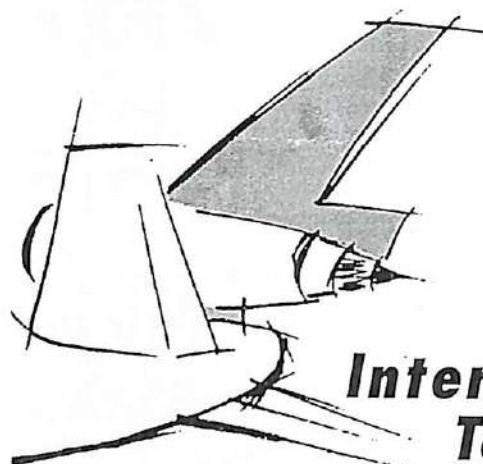
Once in his car, and after a hearty ramp-style breakfast, I carefully "suggested" some visits to postcard stores might just be in order = no sense in wasting time! But Lothar had other "tour guide" plans, with our first stop being a superb airport vantage point where we watched the early-morning take-off and landing activity to our hearts' content. This was followed by a tour of Wiesbaden and later a stop at the huge U.S. military base where we saw a C-47 and a C-54 on display. Both were used in the Berlin Airlift.

After that it was on to the quaint Hotel Zur Post in the nice little town of Schwanheim, near the airport, for a brief rest before dinner and a hoped-for "postcard fix." Later, over a few brews, we met the other members of Aero Partner Frankfurt, the group organizing the show.

The next morning it was up early for a short walk to the display hall with the usual table-selection activity, similar to what takes place at the shows in North America. I was pleased to see the same confusion, but calm quickly prevailed and there were two hours of dealer activity before the doors opened those waiting outside in the morning cold.

The next 10 hours produced some of the fiercest and most-vigorous buying and trading activity I have seen at any show. Fearing that this bonanza of new material could entice more from "this side of the pond" to attend next year, further details must remain classified. Sorry!

Among others attending the show from the U.S. and Canada were luminaries such as John



8. Internationale Tauschtage der Luftfahrt

Admission FREE!

and Kace Dekker, Rick Neyland, Ken Gillespie, Phil Ganci, Carl Reese, Rod Meyers, Stan Baumwald. I am told all "did well," as the saying goes. The 125 tables in the hall were laden with many "goodies."

Of course not to be left out was a large contingent of Europeans who came to the show from all parts of Germany, and from France, The Netherlands, Russia and many other countries. Many of these also regularly attend the Airliners International conventions.

About an hour after the show opened, believe it or not, a beer cart began rolling down the aisles. What German ingenuity!

Besides the refreshing suds, which complemented the aggressive trading going on, open-face sandwiches, soup, chili and soft drinks were also available. Rod Meyers was obviously overwhelmed by the show of hospitality, and at an airliner show of all places. I wonder, what can we expect in Atlanta next summer?

The show organizers, knowing full-well what a driven group slide collectors can be, went to the extremes of providing a separate room for them, complete with floor-to-ceiling windows for good light. It was quite a sight to see all those little necks constantly craned skyward. What thoughtfulness!

As Saturday wore on, the room filled with collectors of all types of airline memorabilia, all having a grand time.

While there were no outside ramp tours or airplane rides available, due to the declining physical condition of the traders and buyers in the hall, there was a very unusual bus, Big Yellow I think Lothar Grim called it, available to take

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8.

people to and from the airport. Built in 1929 in Switzerland, this old bus, the Schwanheim Flyer, really gave new meaning to the phrase "going in style," but it was fun.

As the end of the first day drew to a close and the "spoils of war" were carefully examined, most people readied themselves for the banquet. Choices ranged from "Nightflight" to "Seaplane Cargo" and appealed to the most-discriminating lovers of German cuisine. But the aircraft pictures on the menu were not part of a Name The Plane contest. They were just decoration. Too bad! I could identify them all.

Dinner was followed by some more postcard trading and then all left the hall to get ready to return Sunday morning. But it was noticeably quieter than on Saturday, most likely because all the "finds" were gone.

Phil Ganci and I reluctantly tore ourselves away from the show at 11 a.m. for the ride on the Schwanheim Flyer to the airport to catch our Air Canada 747-400 back to Toronto = and reality. I am sure everyone who attended felt as I did: very tired but very happy. Lothar Grim and all the other members of Aero Partner Frankfurt are to be congratulated for putting on a superb show.

Editor's note: We would like to hear from you, our readers, if you like these type of reports about airliner shows other than the annual AI. Are they valuable to you, or do you prefer to see the space used for something else? If so, what? It is your call. Please write to Joop Gerritsma at his address on the inside front cover. Thank you!



Above: Northwest Airlines Airbus A320 N306US at Washington National Airport. Mary Jayne's Post Card. Photo by George W. Hamlin

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

by

Paul F. Collins

This issue of the LOG brings to a close Volume XIX. The next issue will be a milestone for the Society. It will be the beginning of our 20th year as a Society. TWENTY YEARS! Not many hobby groups can say they've been around for 20 years! The beauty of our organization is that we have gone 19 years without a major crises to speak of. You, the members/subscribers, have pretty much allowed me to do whatever I have wanted to do with regards to operations. Over the years we have missed a couple of issues of the LOG and we never seem to be able to get an issue of the LOG out on schedule--but you, the people for whom the magazine is printed--have hung in there! For this, I thank you one and all!

I would also like to thank those of you that have sent in your renewals. It is a very difficult job to work out the budget for the year if the majority of the money for renewals is not received until your into the second or even third issue of the volume. The LOG is big business as far as I am concerned. Each issue costs a little over \$5,000.00 to publish and mail out. If the renewals are not in after this issue goes out, and before the next issue is printed, then I will order the Editor to paste up just enough pages to cover what we can pay for over the next 12 months. While we are an all volunteer organization, we still have expenses to meet. Please keep that in mind when you receive your renewal notice.

Since the last issue of the LOG was mailed, I have received a number of change of address from the postal service. PLEASE send in a change of address card when you move. It costs the Society 35¢ each time we receive a card from the post office. This doesn't sound like much until you multiply it about 20 times. That money is lost because it is not a large enough amount to ask a member to send in--29¢ to obtain 35¢--not worth it! Just send in a change of address card when you move!

There is an update on AI 94 convention going on on one of the following pages. The Atlanta committee is really doing a great job in getting ready for the big show. I am looking forward to going this year.

Would like to see all of you stop past the Society table and say HI! The wife and I will be in Atlanta for most of the week. Come on to Atlanta and have a SUPER week!

Letters and telephone calls have gone out to the cities being considered for the 1996 Airliners International convention. The site will be announced at the Atlanta business meeting. We will be working to make the 20th anniversary show one of the most enjoyable meetings that you have attended. More as plans are developed in future issues of the LOG.

One thing has become apparent out of the business meeting that was held at the convention in California in 1992. You can't legislate a convention. While a number of items were voted on to help the Society financially, none have brought forth any additional cash flow. This being the case, after 1995, all future Airliners International conventions will be hosted and managed by the Society. This is the way it should have been from the start, but was not done. The annual affair is THE convention of the World Airline Historical Society, and in the future will be run by the Society with a standing committee chaired by Pat Collins. Anyone that would like to volunteer to be on that committee is more than welcome to do so. Drop Pat a line at Society HQ, attention AI Committee, and let her know what area you're interested in working, or just volunteer and you will be assigned a job. More on this subject at the convention business meeting in Atlanta in June.

As mentioned in the last issue, the number of available membership cards is getting very low. With the renewals now coming in, the supply of cards should be exhausted shortly. If you want a card, order now and I hope I can fulfill your request. We initially had 1,000 cards and at last count we had about 60. I will have to check with the card company to see what the least amount of cards is that we can order. I appreciate all those members that ordered cards over the last several years. This was one of the Society projects that went over very nicely. Thanks for your support.

Somewhere on the following pages is a list of back issues of the LOG that I still have available. We seem to have a large number of some issues, and a small number of others. The issues sell for \$4.00 each which includes postage and handling. If you're interested in buying any issues, please write Society HQ and we will get them out to you as soon as we possibly can. Until next issue--happy collecting and keep the blue side up!

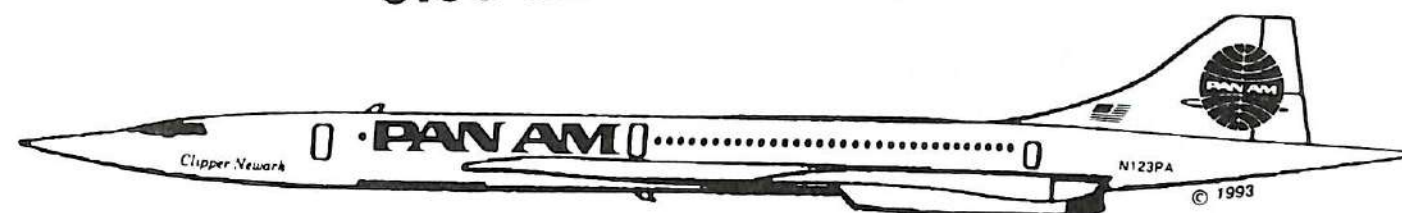


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Attention RAILFANS! The National Railway Historical Society will be holding their yearly convention in Atlanta on June 18-26 at the Regency Hyatt Hotel in downtown Atlanta, just a few easily accessible miles away from *Airliners International 94'*. (Shuttle buses between the shows will run on June 25th). Their convention will consist of rail excursions every day, an associated "Railroadiana Show," and many other associated events. If you are interested in this side of the transportation hobby please contact 94' Atlanta NRHS Convention P.O. Box 45425, Atlanta, GA 30320.

VIDEO REVIEW //////////////////////////////////////

Just Planes 7 & Just Planes 8
Miami International Airport Parts 1 & 2

Produced by Just Planes Videos, P.O. Box 285214
Boston, MA 02128-5214 \$24.95 Each plus S & H

If you have ever wondered what aircraft fly into and out of Miami International, you need wonder no longer. Buy these two tapes and you will "see it all!" If you like DC-8's and Boeing 707's then you also need these two videos. If you like colorful airliners--you NEED these tapes!

Starting off with Just Planes 7, the producer takes you on a tour of the inside of the terminals at Miami Int'l. You visit just about every ticket counter on the property. A very interesting way to begin your tour of the airport. After this visit, you go out to the ramp and get involved in some fast action with both arrivals and departures of just about every major aircarrier that operates between Miami and Central and South American as well as Europe. Big planes and little planes, plain planes and very colorful aircraft are presented. Lots of Aeromexico, Arrow Air, Tampa Colombia, Varig, LAB, Mexicana, Carnival, BWIA, ALM, and much more.

If you didn't get enough airliners on part 1, then throw part 2 into the video machine. More big planes and little planes plus more colorful planes. You start out with a perimeter tour of the airport where you can see some real jewels that may or may not every leave the ground. Hulks and other sections of various names and brands of airliners. Some make you want to cry! But don't! After we leave the ground tour we go back to activities on the hot runways. Both tapes feature some twilight and night footage. Very nice effect. I was really surprised by all the vehicle traffic that goes in and around the aircraft. Trucks, carts, and cars--all seem to be going around with no particular place to go! Some of the stars of this video are UPS B-757, BA B-747, Lan Chile Cargo B-767 and 707 cargo, Zuliana B-727, Fine Air DC-8's, and Aeroflot Ily-62. Much more that you will enjoy and all the time wondering why you have never gone to Miami to do some plane spotting!

Very good coverage of the Miami airline scene. If you haven't been there and don't think you will make it for a while, then purchase these two tapes--and then you will not have missed a movement!

See Just Planes Videos flyer enclosed with this issue of the LOG. These tapes were reviewed, between NCAA Basketball Tourney games, and I really enjoyed them very much and will go back and look at them again. I really enjoyed the color on many of the aircraft presented. Two good videos for your collection.

Reviewed by Paul Collins

NOTICE: Due to circumstances beyond our control the "SHOWTIME" section of the LOG will not be published this issue. We will continue with miniconvention news in the next (Vol XX, No 1) issue of the LOG. Sorry for any inconvenience this may have caused.

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AI 94 UPDATE

The AI 94 committee hopes you're looking forward to the convention as much as we are. Everything is beginning to fall in place. DELTA AIR LINES is going to set up its Travel Air airplane in the parking lot for everyone to enjoy. We have commitments from several airlines and airline manufactures to set up displays at the convention.

DELTA is providing two tickets to ROME ITALY as the grand door prize on Saturday for nonairline attendees. But don't worry--we will also have passes for airline employees as well. Remember to register before April 15 to qualify for one of the six simulator rides.

Be sure to arrive several days early and see the many sights close to Atlanta and the convention. A map and list of what to do in Atlanta was enclosed with the last issue of the LOG to help you in your planning.

The tours and DC-3 flights are beginning to fill up so don't wait too long to send in your registration forms. We are getting a great response from the people who will be attending the National Railroad Historical Society convention in Atlanta the same week as AI 94.

For those interested in the great American pass-time, the following is the schedule for the Braves during the convention week. June 17, 18 and 19 the Braves will host the Cincinnati Reds (two evening contests and an afternoon start). On June 20, 21 and 22 the Mets will be in town for three evening contests. Might check with the Atlanta Convention folks on obtaining tickets, if interested.

Will have a final update in the next issue of the LOG if it will be out before the convention!

AI 94 Committee

The World Airline Historical Society and the staff of the CAPTAIN'S LOG, welcomes a new airline magazine to the aviation news scene. AIRWAYS will be mailing out its inaugural issue, probably by the time you receive this issue of the LOG. We, at the WAHS, would like to wish the crew at AIRWAYS a very successful launch and flight. We would also like to wish our friends at AIRLINERS continued success in publishing their fine magazine. We look forward to seeing both of these quality publications at our local hobby stores.

BACK ISSUES CAPTAIN'S LOG

Following is a list of all available back issues of the LOG. Each issue is \$4.00 each which includes postage to U.S. and Canada (all others add additional \$2.00 for air mail or issue/issues will be sent via surface mail). The listing is by Volume, issue number, number of issues of that LOG still available, and the published year. Send orders to CAPTAIN'S LOG Back issues, 13739 Picarsa Dr. Jacksonville, FL 32225. Make checks or money orders out to WAHS. Cash will be accepted.

Vol XI	No 1	28	1985	Pan Am
Vol XI	No 2	27	1985	Pan Am
Vol XII	No 2	27	1986	CP Air
Vol XII	No 4	11	1986	Concorde
Vol XIII	No 1	27	1987	Ozark
Vol XIII	No 2	40	1987	Zeppelins
Vol XIII	No 3	32	1987	Misc.
Vol XIII	No 4	24	1987	B 707/720
Vol XIV	No 1	28	1988	DC-1 & 2
Vol XIV	No 2	28	1988	DC-3
Vol XIV	No 3	57	1988	CAAC
Vol XIV	No 4	27	1988	DC-8
Vol XV	None of this Volume available			
Vol XVI	No 1	20	1990	DC-3
Vol XVI	No 2	95	1990	Alaska Airlines
Vol XVI	No 3	24	1990	Ansett Airlines
Vol XVI	No 4	5	1990	Misc.
Vol XVII	No 2	28	1991	B-747
Vol XVII	No 3	32	1991	North Central
Vol XVII	No 4	18	1991	Ecuadoriana
Vol XVIII	No 1	5	1992	United DC-8
Vol XVIII	No 2	36	1992	Aeroflot
Vol XVIII	No 3	10	1992	Martins
Vol XVIII	No 4	24	1992	Cubana
Vol XIX	Plenty issues of each number available			

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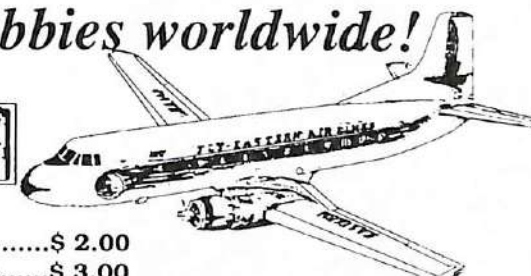
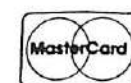
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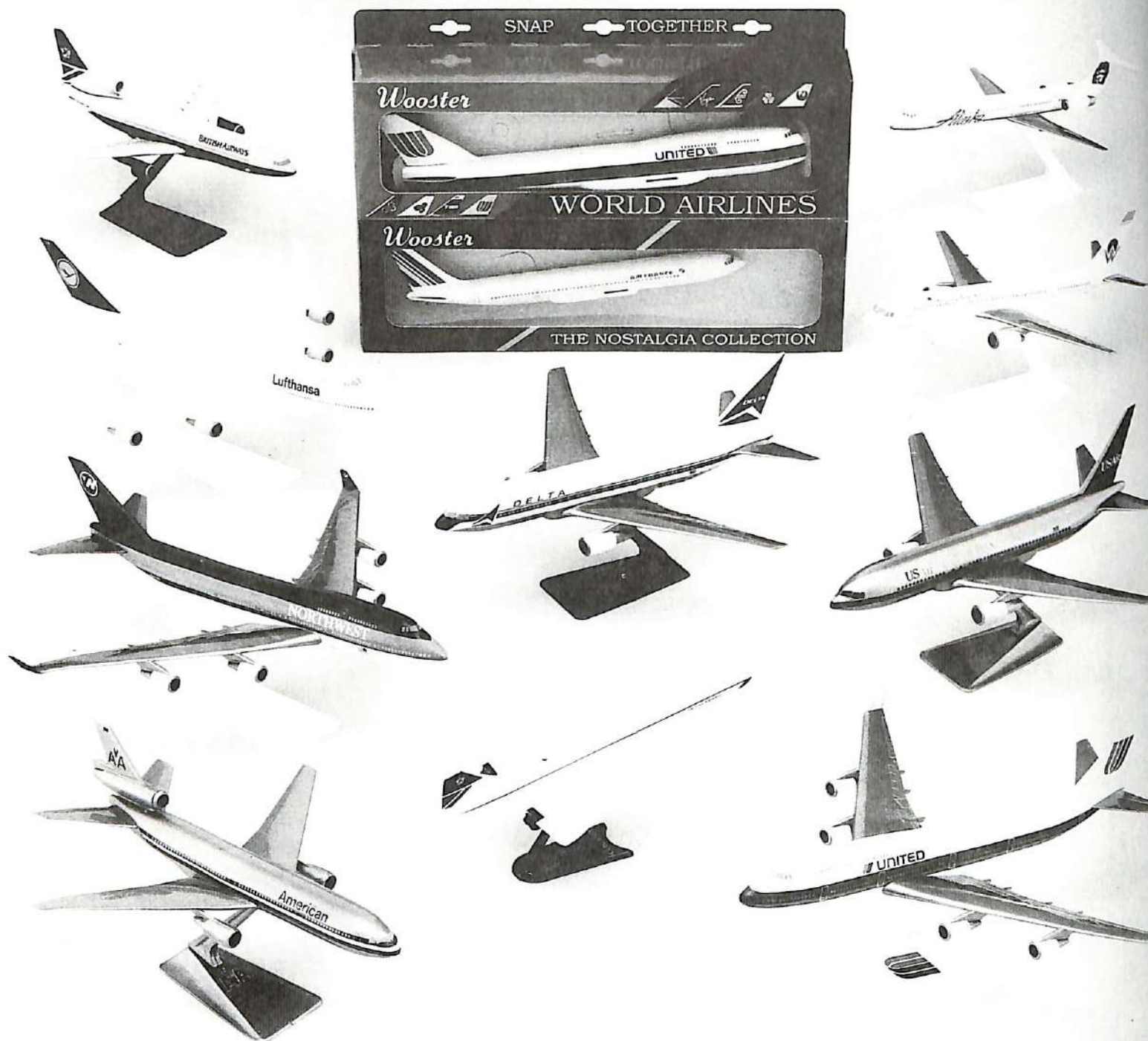
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