



OUR 20<sup>TH</sup> ANNIVERSARY YEAR

# CAPTAIN'S LOG

In this issue:

CONTINENTAL AIRLINES

ON THE RAMP AT YWG

CANADIAN REGIONAL

TAM of Paraguay

And all  
our regular columns

MARCH 1994 - Vol. 20, No. 1

*"The Airline Memorabilia Collector's Quarterly"*



"City of Chicago" was the first Douglas DC-7B delivered to CONTINENTAL AIRLINES in 1957. Five had been ordered for delivery in

that year to operate on two major routes awarded by the CAB on 14 November 1955. "Continental Club Coach" service began on the Chicago - Los Angeles route nonstop and via Denver on 28 April 1957. On 8 July of the same year, "Luxury Gold Carpet" service began between Chicago and Los Angeles via Kansas City, also with the DC-7B. Continental Airlines is featured in this issue, from its humble beginning as Varney Speed Lines in 1934 to the end of the piston-engine era with the DC-7B in 1957.

(Douglas photo / Gerritsma files)

Airliners  
International  
1994  
June 23 - 26







**WORLD AIRLINE HISTORICAL SOCIETY**

Paul F. Collins  
President & Membership director  
13739 Picarsa Drive  
JACKSONVILLE, FL 32225, USA  
Ph. 904-221-1446

European Section  
Fred J. Hems  
Secretary/Treasurer  
Triskele

7A Hatton Road  
BEDFONT, Middlesex  
England TW14 8JR

Editorial addresses - see below

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

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

Members must report any changes of address promptly to the WAHS (address above) to be assured of receiving their copies of the CAPTAIN'S LOG. Postal departments in the U.S.A. and many other countries will not forward permit or second-class mail. If we do not have your correct address, you will not receive your CAPTAIN'S LOG. A charge of \$4 will be made to have a replacement copy mailed to you. There will be no exceptions to this charge.

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

**CAPTAIN'S LOG EDITORIAL TEAM**

Editor ..... JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5  
Tel. (905) 735-1036

Associate Editors/Department Heads: NEW AREA CODE

- International ..... JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Labels ..... DON THOMAS, 1801 Oak Creek Dr., Dunedin, FL 34698
- Schedules ..... GEORGE W. CEARLEY Jr., P.O. Box 12312, Dallas, TX 75225
- Postcards ..... WILLIAM M. DEMAREST, 5000 NW 79th Ave., Apt 211, Miami, FL 33166
- Book Reviews ..... JOOP GERRITSMA, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Model News ..... GERRY COLE, 2155 Stuart St., Longmont, CO 80501
- Slide Collecting ..... RICHARD J. FEDORCO II, 3764 S. Danube Cir., Aurora, CO 80013-3600
- Playing Cards ..... THOMAS DRAGGES, 526 Ventura Avenue, San Mateo, CA 94403
- Dining Service ..... RICHARD W. LUCKIN, 621 Cascade Ct., Golden, CO 80403-1581
- Wings and Things ..... RICHARD KORAN, 1051 Woodlea Road, Birmingham, MI 48009
- Airport Histories ..... Vacant - Please send contributions to Joop Gerritsma
- Cocktail Items ..... AL S. TASCA, 19836 S.W. 118 Court, South Miami Heights, FL 33177
- Staff Artist ..... Vacant - Please send contributions to Joop Gerritsma
- Junior Crew Insignia ... STAN BAUMWALD, 7014 N.W. 40th Ct., Coral Springs, FL 33065
- Safety Cards ..... ROBERT NEAL MARSHALL, 5454 Harpers Farm Rd., Apr C-2. Columbia, \ MD 21044
- What is it? ..... KEN TAYLOR, R.R. 7, Calgary, Alberta, Canada T2P 2G7

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

Thank you

**THE FLIGHT EXCHANGE**  
The CAPTAIN'S LOG will publish members' wants, trades and items for sale in the FLIGHT EXCHANGE section at no charge. Send details to: Flight Exchange, CAPTAIN'S LOG, 13739 Picarsa Drive, JACKSONVILLE, FL 32225, USA. Please list the information on a separate sheet of paper. Do not include this material within a letter or on your membership/renewal form. If information for the Flight Exchange is not send on a separate sheet of paper, there is no guarantee the request will be published.

**CONTRIBUTIONS ARE WELCOME**  
All members and other interested parties who wish to contribute articles, pictures or other material of interest to the members of the WAHS, are 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.

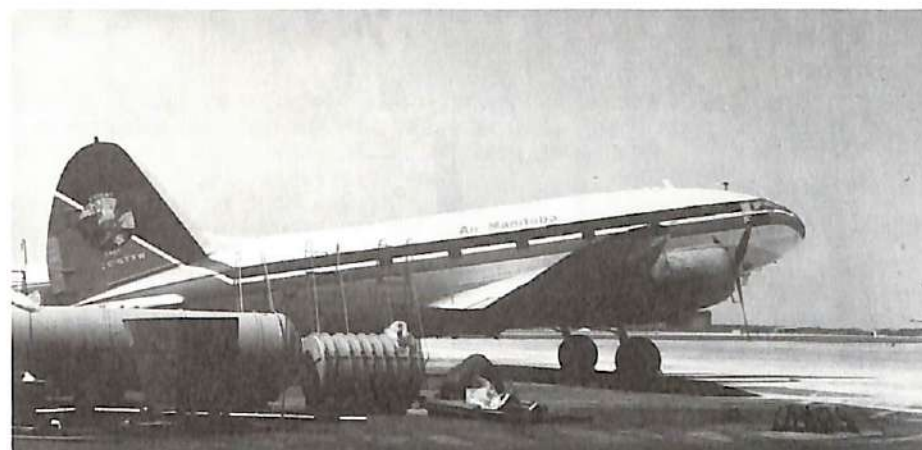
**DEADLINES AND PUBLICATION DATES**  
The CAPTAIN'S LOG is mailed quarterly to all members of the WAHS. Our deadlines are: 01 FEB, 01 MAY, 01 AUG and 15 OCT. The issues are mailed out approximately 4-6 weeks later. The CAPTAIN'S LOG is mailed by permit mail in the U.S. so please allow ample time for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

**MEMBERSHIP FEES**

- USA ..... \$18.00 (Permit mail only)
- Canada ..... \$18.00 (Add \$8.00 for 1st Class)
- Europe ..... \$18.00 (Add \$12.00 for Air Mail)
- Pacific, Africa & Middle East .. \$18.00 (Add \$15.00 for Air Mail)
- Central & South America \$18.00 (Add \$12.00 for Air Mail)

All rates to be paid in U.S. dollars by cheques drawn on a U.S. bank or by International Postal Money Order in U.S. dollars.

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



"Ancient Lady" of Air Manitoba proves Southern Florida and Latin America are not the only areas where the Curtiss Commando is still hard at work. This C-46A, C-GTXW, Msn 30386, was photographed at Winnipeg (YWG), Manitoba, Canada in AUG 93 by Jan Stroomenbergh. It was one of four C-46 on the airline's flight line. More photos at YWG by Jan are in THE PHOTO CORNER, p.33.

**CAPTAIN'S LOG**

VOL.20, No.1, MARCH 1994

EDITORIAL ADDRESS:  
P.O. Box 776  
WELLAND, Ont.,  
Canada L3B 5R5  
Phone (416) 735-1036

EDITOR: Joop Gerritsma

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

Opinions expressed and claims made in signed articles and/or in advertisements which appear in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for claims arising from statements made in signed articles and/or advertising copy. It is the responsibility of advertisers to check the contents of their advertisements upon receiving the magazine.

© All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the authors, photographers, artists and/or other originators of such material. Reproduction of this material is strictly prohibited without prior written permission by the copyright holder(s).

**FLIGHT MANIFEST**

- 2 TAKE-OFF TALK ..... the Editor
- 3 AIRLINE PROFILE ..... Joop Gerritsma  
CONTINENTAL:  
From VEGA to the DC-7B,  
the Piston Power Years.  
Fleet list 1934-1968.
- 7 AIRLINE PLAYING CARDS . Thomas Dragges  
CV-240 on Continental card.
- 8 AIRLINE SCHEDULES ..... George W. Cearley Jr.  
From Varney to Continental  
- Part 1.

- 16 STICKER CHATTER ..... Don Thomas  
Indian Head logos on Continental labels.
- 18 POSTCARD CORNER .... William Demarest  
Golden Oldies: Continental cards.
- 21 AIRLINE MODELING ..... Gerry Cole  
Continental decals, Kit of the year.
- 24 BOOKCASE ..... Joop Gerritsma  
A new book by Don Thomas.
- 25 AIRLINE PROFILE ..... Antonio Luis Sapienza  
TAM - Transporte Aereo Militar of Paraguay.  
Fleet list 1954-1993.
- 29 A CANADIAN REGIONAL EXPERIENCE ..... Ron Rhodes  
The author samples commuter travel in Canada & visits the Western Canada Aviation Museum.
- 33 THE PHOTO CORNER ..... Jan Stroomenbergh  
"On the ramp at Winnipeg."
- 35 AIRLINE DINNERWARE ..... Richard W. Luckin  
From BOAC to Startrek's U.S.S. Excelsior.
- 37 REPORT FROM THE FIELD ..... DIA-Denver with photos by Terry Anderson.
- 38 WINGS & THINGS ..... Richard Koran  
Return to Frankfurt.
- 42 FROM THE FILES OF: ..... With photos from "The Barfbag Man".
- 44 WHAT IS IT? ..... Ken Taylor  
Predecessors of Canadi<n.
- 47 JUNIOR CREW INSIGNIA ..... Stan Baumwald  
No guarantee wing will become rare.
- 48 COLLECTORS ..... Jan Sedlák collects airline lapel pins.
- 49 MEMBERSHIP NEWS ..... Paul F. Collins



## TAKE-OFF TALK



This issue of the CAPTAIN'S LOG is not just another issue. It is the first issue of our 20th anniversary year. By the end of 1994 we will be 20 years old. It certainly is something to be proud of. For a group of volunteers as small as ours to have kept the WORLD AIRLINE HISTORICAL SOCIETY and the CAPTAIN'S LOG alive that long is quite an accomplishment. People have come and gone in those years, both at the headquarters and magazine levels, but a small hard-core group remains to this day. Paul Collins started it all, back in 1975, with a 20-page inaugural issue of the CAPTAIN'S LOG = written all by himself = of what was then the World Airline Hobby Club. It had two feature articles = one about Malaysian Airline System's 737 with two photos and a cut-away drawing, and one about British Caledonian Airways with fleet list, but no photos or other illustrations. Also included were two pages with airliner photographs, the first "Flight Exchange", a model column with sideviews of the Lockheed TriStar and various membership announcements.

The second issue had 24 pages and the third issue 38. With the second issue Paul introduced his first two regular contributors in the persons of Tom Kalina and Frank J. Lichtanski. Tom made the great pen-and-ink drawings that were featured on the cover for the first few years and after that as separate inserts for several more years. De first one was of = what else = a DC-3. Frank wrote about time-tables in his column "On Schedule".

I heard about the CAPTAIN'S LOG from a fellow airline enthusiast in Toronto after the second issue had been published and I sent away for information. Paul sent me a copy of each of the first two issues and I sent in my \$8 for a membership the day after I received them. That is why I can boast of having a complete set of CAPTAIN'S LOGS, one of the few around, I understand.

My own first contributions appeared in the fourth issue, of JAN-MAR 76. Paul called me the international editor and I have contributed to every issue but three or four since then. When I took over as Editor in DEC 85, Paul had already set the CAPTAIN'S LOG well on its way to becoming the broad-based airliner memorabilia collectors magazine it is today.

Of course it are not only Paul and I who have kept and are keeping the WAHS and the CAPTAIN'S

A FEW YEARS AGO, BARRY DOWSETT OF ENGLAND PHOTOGRAPHED THIS DC-3 IN JEDDAH, THE CAPITAL OF SAUDI ARABIA. THE AIRCRAFT WAS ON DISPLAY AT A BUSY INTERSECTION IN THE CITY. IT HAS Nsn 9623 AND WAS LAST OPERATED BY CYPRUS AIRWAYS AS 5B-CBD. WITHDRAWN AT JEDDAH IN 1975, THE DC-3 WAS DERELICT BY 1981. IT WAS SAVED FROM DESTRUCTION A FEW YEARS LATER BY SAUDI ARABIAN AIRLINES WHICH HAD ITS TRAINEE MECHANICS RESTORE IT TO DISPLAY STANDARD. ALTHOUGH SAUDI NEVER OPERATED THIS PARTICULAR AIRCRAFT, IT REPRESENTS THE TYPE WITH WHICH THE AIRLINE BEGAN SERVICES IN 1946. COULD ANY OF OUR READERS TELL US IF THE AIRCRAFT IS STILL ON DISPLAY IN JEDDAH?

LOG alive. Over the years many people have regularly contributed material on many airline-related subjects. Without taking anything away from the pioneers of those first few years who have (with regret, they told me) withdrawn for a variety of personal reasons, I believe the present Editors, listed on the inside front cover, are the finest there are in their respective fields. They are certainly making it easy for me to produce this quality magazine. I have said it before and am not afraid to repeat it: Thank you, gentlemen. I am grateful for all your help!

Of the current editors, George Cearley is the "senior" one. He started his "Around the World of Airline Schedules" column in the Winter 1972 issue, Vol.3, No.3. Don Thomas is next, only three issues behind. He contributed a feature on collecting airline baggage labels for the Fall 1978 issue, Vol.4, No.2, and started his regular "Sticker Chatter" column three issue after that, Summer 1979, Vol.5, No.1.

So, we are in our 20th year now and this is our 74th issue. It is hard to believe, but it is true. With a little luck and a lot of hard work, we'll publish our 100th issue in six and a half years. I'm planning to be stick around and be part of it. I hope you will too.

### What's in this issue?

Let's take a look at the contents of this issue. The main focus is on Continental Airlines. George Cearley, Don Thomas, Dick Koran, Bill Demarest, Gerry Cole and Tom Dragges have devoted all, most or some of their columns to this airline. Richard Luckin of course already did so in the SEP 93 issue. So, for this issue he went "out of this world" to find dinnerware from the "USS Excelsior" of "Star Trek VI" fame.

Ken Taylor shows badges and wings from the predecessors of today's Canadian Airlines International, and of course he has his usual roundup of answers and new questions.

Last but not least, Stan Baumwald has another selection of kiddie wings, including a BAOC wing about which ge all like to know more.

But there is much more. We also have interesting features from Paraguay, Canada, Holland and Czechoslovakia, first-hand from people who live there.

Terry Anderson of Independence, MO, a previous contributor, took photos at the new Denver International Airport for us.

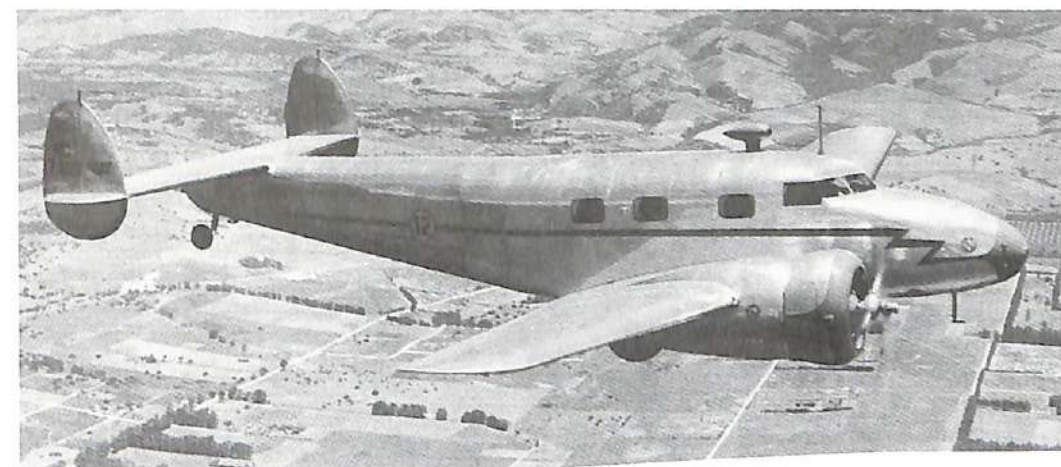
*Loop*

# CONTINENTAL

Part 1

## AIRLINE PROFILE

by JOOP GERRITSMAN



## From VEGA to the DC-7B

Walter T. Varney began service on 15 JUL 34 between Denver (Colorado) and El Paso (New Mexico) via Pueblo (Texas). The airline operated under the name Varney Speed Lines (Southwestern Division), but this was soon changed to Varney Speed Lines (Southwest Division).

It was not Varney's first attempt at establishing an airline. Before coming to Denver, he had been involved in airline ventures in the Pacific Northwest, California (as Varney Speed Lines) and Mexico. However, these are outside the parameters of this history.

The air mail contract awarded to Varney by the U.S. Post Office in 1934, was for Contract Air Mail route 5, from Pueblo (Colorado) to El Paso, 530 mi (853 km) to the south in the far-western tip of Texas, via Santa Fe and Albuquerque (both in New Mexico). However, Varney and his financial right-hand man, Louis H. Mueller, added a passengers-only sector between Denver and Pueblo. Operations started with three Lockheed 5 Vega single-engine aircraft. The Denver - Pueblo sector was dropped on 20 SEP because of low passenger demand.

Walter Varney lost interest in Varney Speed Lines in favor of his airline interests in Mexico and he withdrew before 1934 was over. He turned the company over to Mueller and on 17 DEC 34 it was re-incorporated as Varney Air Transport. Trinidad (Colorado) and Las Vegas (New Mexico) were added in 1935 and Raton (New Mexico)

the following year. A major addition took place on 14 MAY 37 when Varney began mail service between Denver and Pueblo after it had bought the mail contract for that sector from Wyoming Air Service. The purchase gave Varney the opportunity to re-start Denver - Pueblo service, but it now could also offer its passengers a connecting service to the Pacific Northwest via United Air Lines at Denver. Passengers already could make connections to the Eastern U.S. and to California through the transcontinental service of TWA through Albuquerque. Colorado Springs was added to the Denver - Pueblo service when it began again, but Trinidad and Las Vegas were deleted.

It was also an important period of time for Varney Air Transport for another reason. In 1936 one Robert F. Six pur-

chased a 40% shareholding in the airline for \$90,000. He would remain with the airline for the next 46 years, from 1938 on as its dynamic president.

A new era had started in American air transport on 08 FEB 33 with the first flight of the 10-passenger Boeing 247, the world's first modern stressed-skin, all-metal monoplane airliner. It was followed by the first flight of the Douglas DC-1 for 12 passengers on 01 JUL the same year and of the 10-passenger Lockheed L-10 Electra on 23 FEB 34. The DC-2, the production version of the DC-1, for 14 passengers first flew on 11 MAY 34. All were built to the same construction method. The larger airlines in the country quickly re-equipped. United Air Transport and its associated airlines bought

Top of Page:  
WHEN FORCED TO ACQUIRE TWIN-ENGINE AIRCRAFT FOR ITS PASSENGER SERVICES BY GOVERNMENT LEGISLATION, VARNEY SPEED LINES BOUGHT THREE L-12A JUNIOR ELECTRA. WHEN THEY WENT INTO SERVICE IN 1937, THE AIRLINE CHANGED ITS NAME TO CONTINENTAL AIR LINES.

Right:  
VARNEY SPEED LINES BEGAN SERVICES IN 1934 WITH THREE LOCKHEED VEGA. THIS VEGA MODEL 5C, NC 6526 HAD Nsn 9 AND WAS IN SERVICE DURING 1935/36.



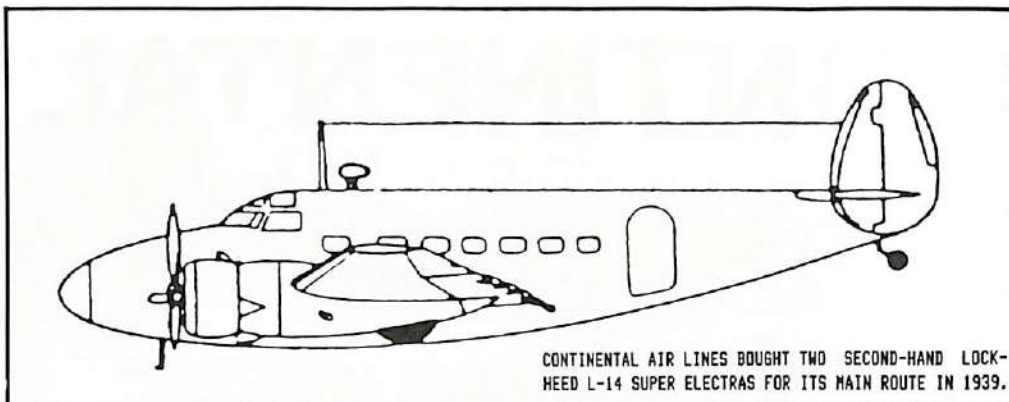


the 247, TWA, American, Braniff, Eastern Air Lines and Western Air Express the DC-2. But little Varney Air Transport could not afford either the 247 or the DC-2. But the U.S. government forced it into buying twin-engine aircraft. Legislation passed in OCT 34 banned single-engined aircraft from carrying passengers on scheduled services at night and over terrain not suited to making an emergency landing. The legislation also demanded that aircraft carrying passengers on scheduled services were to be equipped with two-way radios. Continental bought the eight-passenger L-12 Electra Junior, a smaller version of the L-10 and much lower in price than the L-10, DC-2 or 21-passenger DC-3. (The 247 was out of production by now and had technically been left behind by the DC-2 and L-10 in any case.) With its higher speed and lower seating capacity than the L-10 (10) and DC-2 (14), the L-12 was ideal for the passenger demand on Varney's Denver - El Paso service. They also could use the smaller airstrips at the points between Denver and El Paso. The airline bought three L-12A at \$39,500 each.

#### A name change

The L-12A was introduced into service on 01 JUL 37 and on the same date Varney Air Transport changed its name to Continental Air Lines. On 31 OCT Continental moved its headquarters back to Denver from El Paso (where they had moved on 01 SEP 34).

On 05 JUL 39 service began on the route from Pueblo to Wichita (Kansas) via Garden City (Kansas). Continental had bought two (second-hand) Lockheed L-14 Super Electras for its Denver - El Paso service and placed the L-12A on the new Wichita service. Continental now



CONTINENTAL AIR LINES BOUGHT TWO SECOND-HAND LOCKHEED L-14 SUPER ELECTRAS FOR ITS MAIN ROUTE IN 1939.

had a network 1,030 mi (1,658 km) long. On 14 MAY 40, a stopping service was inaugurated between Albuquerque and El Paso via Roswell, Hobbs and Carlsbad, all in New Mexico. Further fleet renewal was started in AUG 40 with an order for three Lockheed L-18 Lodestars for 16 passengers. The L-12As were sold following the delivery of these L-18s in early 1941. The two L-14 were sold shortly after, when three more L-18s were delivered. This allowed Continental to standardize on one type of aircraft, with all the financial benefits that come with this. Also in 1940, service to Las Vegas (New Mexico) was restored and La Junta (Colorado) was added to the Pueblo - Wichita service. Hutchinson (Kansas) followed soon after. A most-important route award saw Continental inaugurate service to Tulsa (Oklahoma), "the oil capital of America" on 15 DEC 41 as an extension of the service to Wichita. The entire network was now 1,393 mi (2,242 km) long. Stewardess service was introduced in the L-18s in DEC 41.

World War 2 was not a happy time for the airlines in the United States. Continental, as all other major carriers, had to give up part of its fleet

and lost three Lodestars to the Army Air Force for transport services. The impact was immediate. Frequencies were slashed and some smaller destinations dropped. It was not until 15 OCT 43 that the army's Air Transport Command returned one of the Lodestars to the airline.

But there was some compensation. Continental received contracts to modify B-17 bombers for the Army and did more than 1,000 during the war. In FEB 44 the modification center especially built for this work at Denver also received contracts to modify B-29 bombers.

The war years were not entirely without network expansion. On 01 MAR 44 Continental started service from Denver to Kansas City via Topeka (both in Kansas) and on 01 MAY a Hobbs - San Antonio service was started via Midland/Odessa and other points. When the CAB finally awarded a direct authority between El Paso and Tulsa via Lubbock, Wichita Falls (both in Texas) and Oklahoma City (Oklahoma), service was inaugurated in the summer of 1945. This in-

NC25636, Msn 2028, WAS CONTINENTAL'S SECOND LOCKHEED L-18-08 LODESTAR. IT WENT INTO SERVICE IN EARLY 1941 (Lockheed photo/Joop Gerritsma files)



creased the system to 2,884 mi (4,641 km).

By now, Continental's network included 28 points in the five southern Midwest states of Colorado, New Mexico, Texas, Oklahoma and Kansas. The area it served was anchored by Kansas City in the northeast, San Antonio in the southeast, El Paso in the southwest and Denver in the northwest.

It was inevitable that Continental would operate the DC-3 and on 22 JUL 44 it took delivery of its first C-47, released by the Army direct from the production line at Douglas in Santa Monica. It went into service on 22 DEC and DC-3s also inaugurated nonstop service between Denver and Kansas City and Denver Kansas City service via Topeka on 01 JUL 45. Direct service between Denver and Oklahoma City followed on 16 JUL 46. After delivery of the 11th = and for the time being, last = DC-3, the L-18s were disposed of. Three more DC-3s were added before the end of 1946.

#### After the war

Once the war was over, Continental had its eyes on further expansion. But the CAB moved sluggishly. The only entirely new major destination awarded in the immediate post-war years was Houston (Texas) as an extension from San Antonio after Braniff Airways had given up his authority (see later). Operations started on 27 JUL 53. Tulsa - Kansas City direct service had started on 01 JUL 53. Other additions to the network were small towns on existing routes. Some were dropped for lack of traffic after only a year or less of service.

In 1947, Continental had become the first airline in the U.S. to put terrain radar in all its aircraft. Developed by a company controlled by Howard Hughes, the radar warned pilots of the nature of the terrain ahead to prevent them flying into high ground or tall buildings.

With the war over, the U.S. public and businessmen all over the country were in a traveling mood after four years of having been told by their government to stay home. Continental's Dakotas were soon getting too small for some routes. The airline picked the Convair 240 for 40-passenger as its next first-line equipment and bought five. The first went into service on 15 DEC 48 and they remained in the fleet until 1953, when they were replaced by seven Convair 340.

Meanwhile, another trend was emerging among the country's airlines. Restricted in their attempts to expand by a slow-moving CAB, they formed interchange alliances. Under an interchange, two or more airlines with adjoining networks, would exchange aircraft at common points for onward flights over each other's networks but with their own crews. Continental entered in several of these interchanges, and the first one was with American Airlines and Braniff Airways between Houston and Los Angeles beginning on 20 MAY 51. American flew its DC-6B from Los Angeles to El Paso. At El Paso a Continental crew took over the AA aircraft for the flight to San Antonio and from there, a Braniff crew continued with the same aircraft to Houston. It was the most-expedient way for the three airlines to operate on routes they held no

C-47A N61442, Msn 9642, AT DENVER IN LATE-1940s COLOR SCHEME. (Continental photo / Joop Gerritsma files)

authority for, and passengers had the benefit of one-plane through service, without the need to change airplanes and airlines along the way.

Braniff soon became dissatisfied with its small share in this so-called A-B-C Interchange (American, Braniff, Continental) and on 26 JUL it turned its Houston - San Antonio authority over to Continental. Continental service started the next day and the three-way exchange became a two-way exchange at El Paso. Just for this exchange service, Continental bought two DC-6B, the same type of aircraft used by its partner American. San Francisco was added to the exchange service on 01 JUN.

A CV-240 interchange at Kansas City with Mid-Continent Air Lines brought Continental into St. Louis (Missouri) from Denver and Kansas City. The service began on 01 FEB 52. When Mid-Continent was taken over by Braniff on 16 AUG 52, the service became a Continental - Braniff interchange. On 15 SEP 53 Continental began an interchange service from Seattle (Washington) and Portland (Oregon) to Tulsa with United Air Lines. The DC-6 changed crews at Denver. Continental leased two DC-6 from United for this interchange service.

The interest in interchanges began to wane in 1961, when the CAB started awarding route certificates to interchange partners and other airlines to operate over the entire interchange routes themselves.

#### PIONEER MERGER

Continental's ambitions to expand were thwarted by the CAB for various reasons many times during the first decade after World War 2. A proposal to take over the operating authority of Parks Air Lines in the summer of 1949 was rejected by the CAB. An attempt to take over Midwest Airlines in 1951 was also refused and a merger proposal involving the takeover of Mid-Continent the following year was similarly turned down.

But on 07 DEC 54 The CAB approved Continental's application to take over Pioneer Air Lines of Houston, Texas. In the 10 years since it had started operating as Essair, Pioneer had developed an 18-point network in Texas and also flew to





VARNEY AIR TRANSPORT'S  
& CONTINENTAL'S  
PISTON-POWER FLEET 1934-68

**LOCKHEED VEGA**

Reg'n	Model	Msn	In Serv.	Notes
NC176W	5B	129	1935-36	Cr. nr. Rattlesnake Butte, CO, 28 SEP 36, pilot, 2 pass killed. Sold.
NC288W	DL-1B	137	1935-41	
NC483M	DL-1B	136	1934-37	Cr. at El Paso, 24 APR 37, no inj.
NC891E	5/5C	73	1934-35	Cr. nr. Rattlesnake Butte, CO 01 MAY 36, pilot killed.
NC652E	5C	9	1934-37	Overtaken at El Paso 15 MAY 37 No injuries.
N965Y	2D	40	1964	Leased by Continental and painted in VAT colors for 30th Anniversary tour. Now in Ford Museum, Dearborn.

**LOCKHEED L-12A ELECTRA JUNIOR**

Reg'n	Model	Msn	In Serv.	Notes
NC18125	L-12A	1222	1937-41	Sold.
NC18126	L-12A	1223	1937-41	Sold.
NC18137	L-12A	1229	1937-41	Sold.

**LOCKHEED L-14 SUPER ELECTRA**

Two aircraft, IDENTITIES unknown. Perhaps second-hand or from an order cancelled by another airline. In service 1939-41.

**LOCKHEED L-18 LODESTAR**

Reg'n	Model	Msn	In Serv.	Notes
NC25635	18-08	2027	1941-46	The Lodestars were disposed of in
NC25636	18-08	2028	1941-46	1946. How many remained at that time
NC25637	18-10	2073	-46	is not known by the author.
NC25638	18-10	2074	-46	
NC25639	18-10	2075	-46	

plus one other, identity unknown.

**DOUGLAS C-47/C53/DC-3 DAKOTA**

Reg'n	Model	Msn	In Serv.	Notes
N15564	C-53	4848	1944-57	Sold to Bonanza
N15565	C-53	4849	1944-59	Sold to Trans Pacific/Aloha AL.
N16061	DC-3A	1901	1955-56	Leased in.
N16065	DC-3A	1905	1956-?	Leased in.
N16067	DC-3A	1907	1955-?	Leased in.
N16068	DC-3A	1908	1955-?	Leased in. Leased to Caribair.
N16070	DC-3A	1910	1955-?	Leased in, bought in 1963.
N16089	DC-3A	1928	1955-?	Leased in.
N18112	DC-3A	1984	1950s	
N18940	DC-3A	2006	1950s	
N18945	DC-3A	2018	1956-?	Leased in.
N19932	C-53	4928	1950-?	
N25679	DC-3A	2176	1956-?	Leased in.
N33315	C-53C	4978	1945-58	To Southern.
N44883	C-53D	11645		In service from late-1940s to early-1950s.
N45367	C-53D	11751		In service from late-1940s to early-1950s.
N45370	C-53D	11637		In service from late-1940s to early-1950s.
N61442	C-47A	9642		In service from late-1940s to early-1950s.
N64422	C-47A	19476	1966-66	Purchased for Continental Air Services.
N67674	C-47B	33571	1966-66	Purchased for Continental Air Services.
N86587	C-53	4951	1945-58	To Southern.
N86588	C-53D	11628		In service from late-1940s to early-1950s.
N719A	C-47	4309	1966-70	Purchased for Continental Air Services.
N7560	C-47A	10160	1970-?	Purchased for Continental Air Services.
N7780C	C-47B	25736	1966-71	Purchased for Continental Air Services.
N7781C	C-47B	26763	1962-75	Purchased for Continental Air Services.
N620Z	C-47A	25234	1966-67	Purchased for Continental Air Services. Continental A/S of Los Angeles was a Continental subs. operating oil company support services.

**DOUGLAS DC-6/6B**

Reg'n	Model	Msn	In Serv.	Notes
Two DC-6 leased from United for Seattle-Tulsa interchange. Identities unknown.				
N90960	DC-6B	44082/378	1953-58	For Los Angeles-Houston interchange
N90962	DC-6B	44083/382	1953-58	with American AL. Lsd to AA '58-59.
N90961	DC-6B	44689/539	1955-68	For Seattle-Tulsa interchange with United. Opt'd and maintained by UA. Leased to Air Micronesia 1968-75.

**DOUGLAS DC-7B**

Reg'n	Model	Msn	In Serv.	Notes
N8210H	DC-7B	45192/764		Destroyed 31 JAN 57 in midair coll. with USAF F-89J nr. Sunland, CA, on pre-del. testflight with Douglas. 7 killed.
N8210H	DC-7B	45193/717	1957-63	"City of Chicago." Sold.
N8211H	DC-7B	45194/791	1957-64	"City of Los Angeles." Sold.
N8212H	DC-7B	45195/850	1957-63	Sold.
N8213H	DC-7B	45196/856	1957-63	"City of Kansas City". Sold.
N8214H	DC-7B	45525/958	1958-64	Sold.

Continental was not in the habit of giving its aircraft individual names. Could the three DC-7B above have been named because they were the ones that inaugurated the new services from these cities in 1957?

three points in New Mexico. The most-important of these 21 destinations were Houston, Dallas/Ft. Worth, Austin and Midland/Odessa in Texas and Albuquerque in New Mexico. The merger gave Continental access to much of Texas, including the above destinations and several smaller points.

Pioneer's fleet included the Martin 2-0-2 and the DC-3, but Continental did not want any part of the Martins. They were sold and replaced by the Convair 440 Metropolitan, of which three were ordered the same year. These were the last three of an earlier order for 10 Convair 340 bought to replace the 240s. The first CV-340 had entered Continental service in 1953. Following the Pioneer merger, the last three, which had not been delivered yet, were completed as CV-440. In fact, Pioneer itself had already ordered five CV-340 to supplement its 2-0-2 fleet. This order was cancelled after the merger and the aircraft went to United Air Lines instead. But a far-more important network and fleet expansion were just around the corner.

In 1952 Continental applied for authority to operate from New York/Chicago to Los Angeles via Denver (the CAB's so-called "Denver Service Case"). Three years later, on 14 NOV 55, the airline was granted the Chicago - Los Angeles route, via Denver and Kansas City and with non-stop authority between any two cities. With Chicago and Los Angeles being the second- and third-largest cities in the U.S., this one route award alone more than tripled the population base served by Continental. The immediate result was that in DEC 55 the airline placed orders for four Boeing 707-124 jets, 15 Vickers Viscount V.812 propjets and five Douglas DC-7B, the latter as interim equipment until delivery of the 707s.

The DC-7B was the last piston-engine airliner Continental would buy. It inaugurated the Chicago - Los Angeles "Continental Club Coach" service on 28 APR 57 nonstop as well as via Denver. "Luxury Gold Carpet Service" on the Kansas City - Denver - Los Angeles route began on 08 JUL.

Next issue:  
THE VISCOUNT  
AND THE JETS

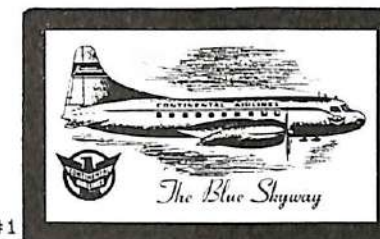
AIRLINE PLAYING CARDS

by THOMAS DRAGGES

CV-240 SHOWN ON 1948 DECK

Time once again to deal the cards as we feature Continental Airlines, along with several new issues from Asia.

The earliest decks of playing cards from Continental I am aware of is from about 1948 and illustrates their Convair 240 aircraft (#1). One deck has a red outer border with heavy gold inner border. The back-



#1

ground is white with the eagle logo on the disc in the lower left corner in blue, white and red. Inside the logo "Continental" is in blue on white and "Airlines" in white on red. The airplane and clouds are in blue and the slogan "The Blue Skyway" is in dark blue. The reverse card has a blue border with heavy gold inner border. (The CV-240 went into service with Continental on 15 DEC 48 = JG)

In 1951 a pair of cards was issued with a dark blue, white and red eagle logo in the top right and bottom left corners (#2). "Continental" is in dark blue on white and "Airlines" in white on red. One deck has white-red-white border lines and a red background, the reverse set has a dark-blue background.

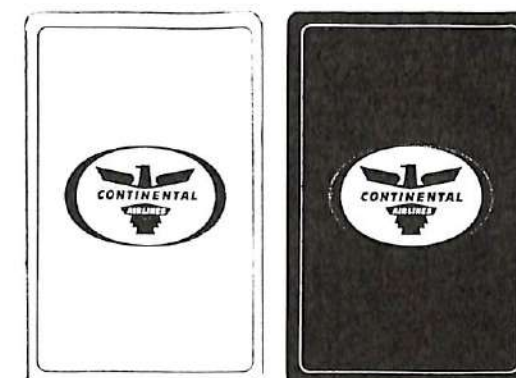
Another pair of decks was issued in 1953. One deck has a gold background (#3) and "Continental Airlines" in red on a white bar bisecting the eagle logo. The top half of the logo is dark blue, the bottom half red. The mate has a red background, eagle logo in gold and "Continental Airlines" in red.

Continental likes issuing its decks of playing cards in pairs, as the next example, dated 1957, shows. In this set one card has a white background with a thin gold border and gold eagle logo inside a gold oval border (#4). "Continental" is in black on the white background and "Airlines" is in white on gold. The mate has a black background with a thin gold border, gold oval border and gold eagle logo on a white oval background. "Continental" is in black on the white oval and "Airlines" is in white on gold.



#2

#3



#4

#5



#6

A single deck was issued in 1959. It is divided into six squares, each showing the tail of a 707 in the then-current "Golden Jet" tail colors of gold (which looks more like canary-yellow on the card), black and white (#6). The background of each square is in black, outlined by white borders. The wide border around the card is also white.

Recent finds

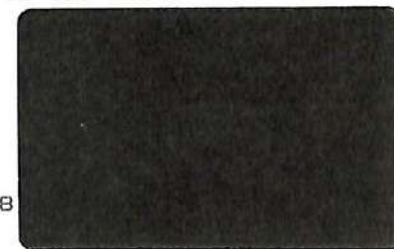
Some recent new card finds for me are from Asia.

The China Eastern Airlines card (#7) is divided into triangles of red/orange in upper left and blue in lower right. The logo, name and the four lines running parallel to the red-blue dividing line are all in white. The background colors inside the circle of the logo are red/orange (top half) and blue (bottom half).



#7

The next deck comes from Mandarin Airlines (#8). It has a blue background with the airline's "M" logo in gold all over the card.



#8

I have several more new decks from ASIA, including two from Eva Air, but I am out of space.

In the next issue I will continue with Continental Airlines playing cards from the 1960s to the present.



# AROUND THE WORLD of Airline Schedules

Copyright 1994  
George Walker Cearley, Jr.

The schedule article in this issue surveys the history of Continental Air Lines and its predecessors from 1934 to 1957. A second article in the next issue will cover the jet age, beginning with the inauguration of Viscounts in 1958 and Boeing 707's in 1959.

July 15, 1934

VARNNEY SPEED LINES INC.  
(Southwestern Division)

AGENTS' BULLETIN  
and  
GENERAL INFORMATION

Concerning the

NEW AND FASTER AIR SERVICE  
between  
DENVER and EL PASO

Daily Schedules  
(Mountain time)

7:25 A.M.	Lv. Denver	Ar. 3:00 P.M.
8:25 A.M.	Lv. Pueblo	Lv. 2:10 P.M.
10:05 A.M.	Lv. Las Vegas	Lv. 12:30 P.M.
10:35 A.M.	Lv. Santa Fe	Lv. 12:00 Noon
11:00 A.M.	Ar. Albuquerque	Lv. 11:30 A.M.
11:15 A.M.	Lv. Albuquerque	Ar. 11:15 A.M.
12:50 P.M.	Ar. El Paso	Lv. 9:40 A.M.

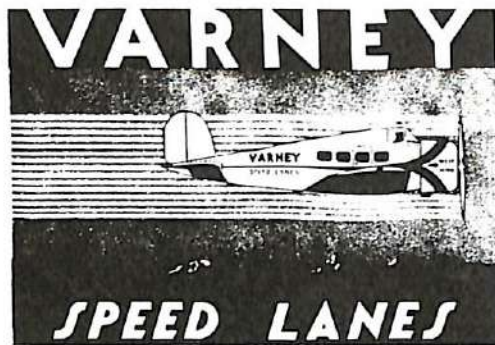
Connections at Denver for Cheyenne and all points EAST, WEST, and NORTH.

Connections at EL PASO for MEXICO and all points EAST, WEST, and SOUTH.

Above schedules subject to change without notice.

Carrying PASSENGERS and AIR MAIL under U.S. Government contract, the Lockheed Vega Monoplanes cruise at 150 miles per hour, offering the travelling public the fastest air transportation ever experienced in this territory. All planes are Radio equipped for regular weather reports. Capacity - five passengers.

On July 15, 1934, the Continental predecessor, Varney Speed Lines, Inc., with headquarters at Denver, inaugurated Lockheed Vega service between Denver, Pueblo CO; Las Vegas, N.M.; Santa Fe; Albuquerque; and El Paso. Passengers and express, but no mail, were carried between Pueblo and Denver, as the newly awarded Air Mail Route 29 (AM 29) included only the Pueblo-El Paso segment.



## THE NEW DC-7B CONTINENTAL CLUB COACH



Page 2

VARNNEY SPEED LINES, INC.  
(Southwestern Division) - Cont'd

July 15, 1934

### FARES

10% Discount on Round Trips	Albuquerque	Denver	El Paso	Las Vegas	Pueblo	Santa Fe
Albuquerque		56.25	51.97	15.70	44.25	8.35
Denver	51.64		88.92	41.25	X	48.60
El Paso	17.75	49.40		47.65	76.32	40.32
Las Vegas	8.72	22.92	26.48		28.66	7.34
Pueblo	24.64	X	42.40	15.92		36.00
Santa Fe	4.64	27.00	22.40	4.08	20.00	

One Way Fares below diagonal line - Round Trip Fares above

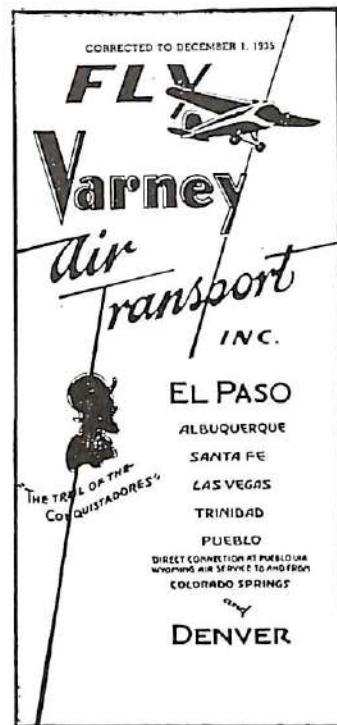
### GENERAL INFORMATION

**AIR MAIL** - Carried on between Pueblo and El Paso. Rate 6¢ per ounce.  
**Baggage** - 30¢ free of charge. Excess at 1/2 of 1¢ of fare. Minimum charge 25¢.  
 Baggage weighing in excess of 50¢ must be arranged for in advance.  
**CHILDREN** - 2 yrs. old carried in arms free.  
**GROUND TRANSPORTATION** - To airport available at all cities, at passengers' expense.  
**PASSAGE** - Cancellation by Company - Company reserves the right to cancel bookings before passage or en route at any time such action is deemed advisable or necessary. In all events the passenger's sole recourse shall be the recovery of unused air fare.  
**PASSAGE** - Cancellation by Passenger - To secure refund, ticket must be surrendered at Company office or authorized AGENT at least TWO HOURS before scheduled departure.  
**REFUNDS** - Made at MAIN OFFICE of COMPANY at DENVER, COLO.  
**RESERVATIONS** - All seats reserved. Reservations made only upon payment of fare.  
**ROUND TRIPS** - Sold at 10% Discount. Return limit 60 days.  
**STOP OVERS** - Allowed for 10 days at any point on the system.  
**TIME TABLES** - All published schedules show the times at which planes may be expected to arrive or depart, but their arrival and departure at the time stated is not guaranteed. The Company is not responsible for missed connections.  
**NOTE:** No LOCAL PASSENGERS CARRIED BETWEEN DENVER AND PUEBLO

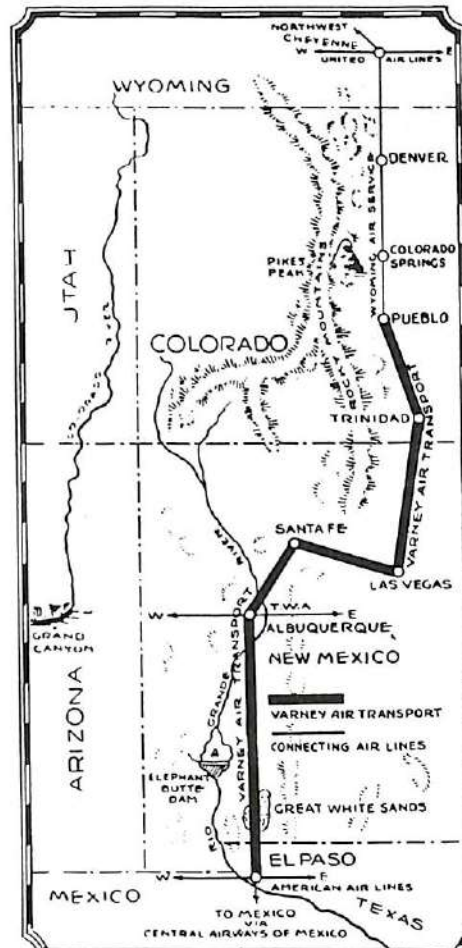
VARNNEY SPEED LINES, Inc.  
(Southwestern Division)  
Denver Municipal Airport  
DENVER, COLORADO

AVERY BLACK, (Vice President - In charge of Operations)

Varney Speed Lines (S.W. division) was founded by Louis Mueller and Walter Varney, and originally was known as Varney Speed Lanes, with its other division in California.



In September 1934 Varney Speed Lines moved its headquarters to El Paso, and the Denver-Pueblo service was terminated. Then, on December 17, 1934, Varney was reincorporated as Varney Air Transport, Inc., under the control of only Louis Mueller.



Above are routes of Varney as of late 1935, showing the Pueblo-El Paso route. The next summer, in 1936, Robert Six bought an interest in Varney.

## A New Name Flashes through the sky

Finest New Planes  
All-Metal  
Twin-Motor  
Lockheed Twelves



World's fastest schedules made possible by 213 mile per hour Lockheed Planes

In May 1937 Varney acquired the Denver-Pueblo portion of the Wyoming Air Service AM 17, extending the route from Denver to El Paso again. Then, on July 1, 1937, Varney became Continental Air Lines, Inc., and the same day introduced Lockheed 12's. That fall headquarters were moved back to Denver from El Paso.

## DENVER to EL PASO

CONTINENTAL'S DAILY SCHEDULES  
(Mountain Time)

SOUTHBOUND—Read Down		NORTHBOUND—Read Up		
TRIP No. 1	TRIP No. 2	TRIP No. 1	TRIP No. 2	
10:15 a.m.	0	Lv. Denver	54	Ar. 3:55 p.m.
10:45 a.m.	65	Lv. Colorado Springs	58	Lv. 5:30 p.m.
11:05 a.m.	107	Lv. Pueblo	547	Lv. 5:10 p.m.
12:28 p.m.	366	Lv. Santa Fe	288	Lv. 3:42 p.m.
12:50 p.m.	422	Ar. Albuquerque	232	Lv. 3:15 p.m.
1:10 p.m.	422	Lv. Albuquerque	232	Ar. 2:50 p.m.
3:28 p.m.	654	Ar. El Paso	0	Lv. 1:30 p.m.

## VARNNEY AIR TRANSPORT, Inc.

General Offices - El Paso, Texas  
P. O. Box 886

GENERAL INFORMATION  
Concerning the  
NEW AND FASTER AIR SERVICE  
Between

El Paso, Albuquerque, Santa Fe, Las Vegas,  
Trinidad, Pueblo, Colorado Springs and Denver

### DAILY SCHEDULE

(Mountain Time)

SOUTHBOUND Read Down		NORTHBOUND Read Up	
TRIP No. 1	TRIP No. 2	TRIP No. 1	TRIP No. 2
8:40 a.m.	0	Lv. DENVER	Ar. 3:00 p.m.
9:30 a.m.	65	Lv. COLO SPRGS.	Lv. 4:30 p.m.
9:50 a.m.	104	Ar. PUEBLO	Lv. 3:30 p.m.
Via Wyoming Air Service - Denver to Pueblo			
10:10 a.m.	104	Lv. PUEBLO	Ar. 3:40 p.m.
10:45 a.m.	169	Lv. TRINIDAD	Lv. 3:10 p.m.
11:45 a.m.	301	Lv. LAS VEGAS	Lv. 2:10 p.m.
12:15 a.m.	354	Lv. SANTA FE	Lv. 1:40 p.m.
12:40 p.m.	409	Ar. ALBUQUERQUE	Lv. 1:10 p.m.
1:10 p.m.	409	Lv. ALBUQUERQUE	Ar. 12:30 p.m.
1:45 p.m.	645	Ar. EL PASO	Lv. 11:15 a.m.

Connections at ALBUQUERQUE for points EAST and WEST  
Westbound flight via T. W. A. over south rim of Grand Canyon  
9 hours and 18 minutes DENVER to LOS ANGELES

Varney schedules from December 1935  
(above) and December 1936 (below).

## VARNNEY AIR TRANSPORT INC.

POST OFFICE BOX 681, EL PASO, TEXAS

Avery Black, President  
J. E. Hart, Vice President, Operations Manager  
Roy L. Snyder, Vice President  
Al Redley, Asst. Operations Mgr.

### TICKET OFFICES

Albuquerque, New Mexico  
TWA FIELD  
Francisco Hotel  
El Paso, Texas  
El Paso Airport, phone East 1237  
Las Vegas, New Mexico  
Al Rosen, 301 Douglas  
Postal Telegraph or Western Union  
Pueblo, Colorado  
MUNICIPAL AIRPORT, phone 119  
Santa Fe, New Mexico  
N. L. Wilson, Capitol Pharmacy  
Trinidad, Colorado  
Columbia Hotel, Floyd Beauchamp  
HOTEL-TRAVEL BUREAU-POSTAL TELEGRAPH-WESTERN UNION

Dec. 15, 1936 Denver-Albuquerque-El Paso

1 Daily	Miles	70	2 Daily
8:40	0	Mountain Standard Time	Ar. 3:00
9:30	65	to DENVER (WYO) Lv. 4:30	
9:50	104	to COLORADO SPRINGS (WYO) Lv. 4:30	
		to PUEBLO (WYO) Lv. 3:30	
10:10	104	PUEBLO	Ar. 3:40
10:45	169	TRINIDAD	Lv. 3:10
11:45	301	RATON	Lv. 2:10
12:15	354	LAS VEGAS	Lv. 1:40
12:40	409	SANTA FE	Lv. 1:40
1:10	409	ALBUQUERQUE	Lv. 1:10
1:45	645	ALBUQUERQUE	Ar. 12:30
		EL PASO	Lv. 11:15

(WYO) - Via Wyoming Air Service between Pueblo and Denver.





**CONTINENTAL AIR LINES**


**WIVES FREE  
RAIL COSTS  
2 SCHEDULES**

*It's Educational!*

\$5,000.00 Trip Insurance for 25c

Effective April 24, 1938

**CONTINENTAL AIR LINES**



**A NEW and Important EAST-WEST LINK**

CONTINENTAL'S DENVER-WICHITA ROUTE OFFERS A SHORT CUT BETWEEN EAST AND WEST



Now you can offer passengers faster, more direct service between Eastern points and Colorado. That means better service to and from America's favorite mountain vacationlands en route around Colorado Springs and Denver.

**GOOD CONNECTIONS—FAST SERVICE**  
DENVER—COLORADO SPRINGS—KANSAS CITY—EAST

**Read Down**

10:00 AM	Lv. Denver	Ar. Pueblo
11:15 AM	Lv. Pueblo	Ar. Garden City
12:30 PM	Lv. Garden City	Ar. Santa Fe
1:45 PM	Lv. Santa Fe	Ar. Albuquerque
3:00 PM	Lv. Albuquerque	Ar. El Paso

**NEW COMMUTER SERVICE BETWEEN ALBUQUERQUE AND EL PASO**

Now you can round trip flights daily between Albuquerque and El Paso with direct connection at El Paso for Phoenix, Ariz.

**Ticket Agents:**  
Only our agents need between you two points on U. S. E.

**CONTINENTAL AIR LINES**  
*America's Fastest*

**MORE THAN 50,000,000 PASSENGER MILES OVER THE WEST**

**10th ANNIVERSARY**



THIS is Continental's 10th year in the business of flying... ten years of growth from an initial route of 541 miles to the present 7,670 miles of service serving six western states.

In addition to contributing to the network of air service vital to the nation's prosperity and security, Continental has been privileged to further the war effort by—

Modifying 215 heavy bombers at the Denver Modification Center... Training pilots and technicians for Army duty.

Flying thousands of miles for the Army Air Transport Command.

To the men and women of Continental—the mechanics, engineers, pilots, dispatchers, radio operators, traffic and operations people, stewards and other valuable personnel—belongs the credit for this airline's contribution to the welfare of the nation. And when the war is won, they will continue working together to bring new prosperity to the region we are privileged to serve, through constantly improved air transportation.

**CONTINENTAL AIR LINES**

**CONTINENTAL AIR LINES**

Announces the inauguration of the new **TULSA-EL PASO ROUTE!**




Now, aboard one of Continental's luxury liners, passengers can forget the wearisome miles between Oklahoma and West-Texas. Instead they can enjoy the complete comfort and convenience of 3-mile-a-minute air transportation.

Continental is Proud of its new assignment, that of linking for the first time the 8 important Southwestern communities of TULSA, OKLAHOMA CITY, WICHITA FALLS, LUBBOCK, MIDLAND, ODESSA, HOBBS, CARLSBAD AND EL PASO. Two convenient flights daily in each direction are provided, with excellent connections to both the EAST and WEST and Tulsa and El Paso.

With the Denver-El Paso route, route miles increased to 624 miles. The trips were flown with the then new 6-passenger, 190 mph Lockheed 12's. Then in 1939, Lockheed 14's were acquired and that July Continental inaugurated service between Denver and Wichita over AM 43, via Pueblo and Garden City. Lockheed 14's were put on the Denver-El Paso route, and Lockheed 12's between Denver and Wichita. The system now totalled 1,030 miles.

During its 10th year, in 1944, Continental began service on a new Denver-Topeka-Kansas City route (AM 60) and also new routes (AM 29) from Hobbs to Midland, Big Spring, San Angelo, and San Antonio; and El Paso, San Angelo, San Antonio. Route miles increased to 2,359 miles and that same year DC-3's joined the fleet. In early 1946 a new El Paso-Tulsa route (AM 29) via Carlsbad, Hobbs, Lubbock, Wichita Falls, and Oklahoma City was added, bringing route miles up to 2,884 miles.

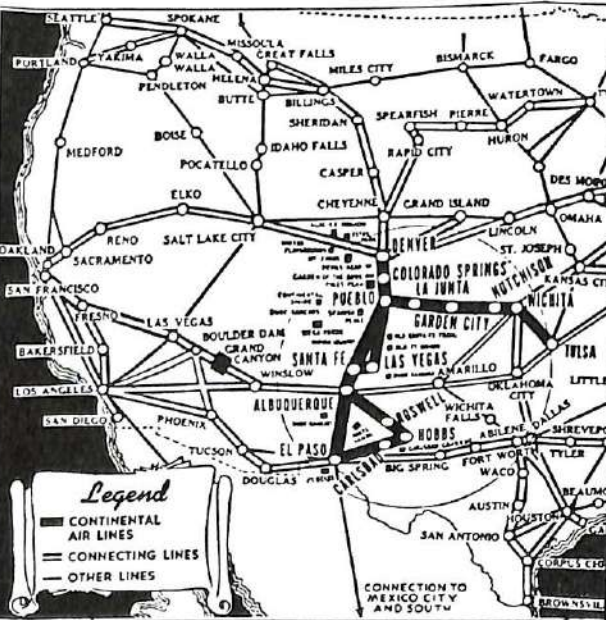
**CONTINENTAL AIR LINES**



**CONTINENTAL AIR LINES**

APRIL 27, 1941

*America's Fastest*



**Legend**

- CONTINENTAL AIR LINES
- CONNECTING LINES
- OTHER LINES

In 1941, route miles increased to 1,393, with the extension of the Denver-Wichita route southeastward to Tulsa. The same year Continental adopted the Thunderbird logo and service mark shown on the 1941 timetable at left.

**DENVER-ALBUQUERQUE-EL PASO**

South Bound—Read Down      North Bound—Read Up

PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
2:20	7:15	4:00	8:45	Lv. Denver (MT)	Ar. Pueblo	7:48	1:54	12:44			
2:47	7:42	4:28	9:13	Ar. Colo. Springs	Lv. Pueblo	8:21	2:52	5:59	12:55		
2:53	7:48	4:33	9:18	Lv. Colo. Springs	Ar. Pueblo	8:15	2:24	5:32	12:28		
3:10	8:01	4:50	9:25	Ar. Pueblo	Lv. Pueblo	7:58	2:02	5:26	12:22		
		4:59	9:41	Lv. Pueblo	Ar. Pueblo	7:48	1:54				
			10:55	Ar. Las Vegas	Lv. Pueblo			12:44			
				10:55	Lv. Las Vegas	Ar. Pueblo		12:38			
		6:22	11:11	Ar. Santa Fe	Ar. Pueblo			12:18			
		6:28	11:25	Lv. Santa Fe	Ar. Pueblo			12:12			
		6:50	11:47	Ar. Albuquerque	Ar. Pueblo			12:12			
		7:05	12:02	Lv. Albuquerque	Ar. Pueblo	6:10	1:50				
				10:02	Ar. Roswell	Lv. Pueblo	5:50	1:35			
				1:08	Lv. Roswell	Ar. Pueblo		10:26			
				1:43	Ar. Hobbs	Lv. Pueblo		9:51			
				1:51	Lv. Hobbs	Ar. Pueblo		9:43			
				2:18	Ar. Carlsbad	Lv. Pueblo		9:16			
				2:24	Lv. Carlsbad	Ar. Pueblo		9:06			
		8:25	3:20	Ar. El Paso (MT)	Lv. Pueblo	4:30	8:15				

**DENVER-PUEBLO-WICHITA-TULSA**

East Bound—Read Down      West Bound—Read Up

PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
4:00	8:45	2:20	7:15	Lv. Denver (MT)	Ar. Pueblo	5:59	12:55	2:52	8:48		
4:28	9:13	2:47	7:42	Ar. Colo. Springs	Lv. Pueblo	5:32	12:28	2:24	8:21		
4:33	9:18	2:53	7:48	Lv. Colo. Springs	Ar. Pueblo	5:26	12:22	2:19	8:15		
4:50	9:25	3:10	8:05	Ar. Pueblo	Lv. Pueblo	5:09	12:05	2:02	7:58		
		3:20	8:11	Lv. Pueblo	Ar. Pueblo	4:59	11:55				
		3:44	8:35	Ar. La Junta	Lv. Pueblo	4:34	11:30				
		3:52	8:47	Lv. La Junta	Ar. Pueblo	4:27	11:22				
		4:41	9:35	Ar. Garden City	Lv. Pueblo	3:34	10:29				
		4:48	9:42	Lv. Garden City	Ar. Pueblo	3:28	10:21				
		6:42	11:27	Ar. Hutchinson (CT)	Lv. Pueblo	3:28	10:23				
		6:50	11:45	Lv. Hutchinson	Ar. Pueblo	3:20	10:15				
		7:10	12:05	Ar. Wichita (CT)	Lv. Pueblo	3:00	9:55				
		7:25	12:20	Lv. Wichita	Ar. Pueblo	2:45	9:40				
		8:10	1:05	Ar. Tulsa	Lv. Pueblo	2:00	8:55				

Above are schedules of Continental effective February 1942, showing both the Denver-El Paso and new Denver-Tulsa route. Stewardess service had been introduced December 1941 and added on all routes by early 1942.

In 1940 an Albuquerque, Roswell, Hobbs, Carlsbad, El Paso route had been added, increasing route miles to 1,261. Also that year Lockheed 18 Lodestars were added to the Continental fleet.

**CONTINENTAL AIR LINES**



**CONTINENTAL AIR LINES**

PASSENGERS • FREIGHT      EXPRESS • MAIL

**Now... RADAR FOR GREATER SAFETY ON ALL CONTINENTAL PLANES**

New radar electronic fingers constantly explore below and ahead of every Continental plane... automatically warn the pilot via flashing lights and ringing bells... of mountains, buildings and other objects ahead... giving him adequate time to change course or gain altitude.

Developed by Howard Hughes, installed first on every plane by Continental... this device assists us to maintain our unsurpassed 16-year record of 231,570,034 passenger miles without injury or fatality.



**CONTINENTAL AIR LINES**

**CONTINENTAL AIR LINES**

BEHIND EVERY CONTINENTAL FLIGHT

AN OUTSTANDING RECORD OF SAFETY AND DEPENDABILITY

Sixteen years of perfect safety, while flying 446,000,000 route passenger miles, 99.5% of all scheduled miles completed in 1950.

**FLY THIS WINTER**

For So Many Good Reasons:

1. TRAVEL ABOVE WHITE
2. IT'S DEPENDABLE
3. IT'S SMOOTH AND COMFORTABLE
4. It's There—INSTEAD OF EN ROUTE

**CONTINENTAL AIR LINES**

Passengers—Express—Freight—Mail—Parcel Post

In 1947 Continental became the first airline to install radar on all planes in its fleet. The new radar, developed by Howard Hughes, was designed to warn the flight crew of buildings and terrain ahead. In 1948 Convair 240's joined the fleet, and in early 1951, Continental could proudly proclaim sixteen years of perfect safety.



Effective April 29, 1951

# CONTINENTAL AIR LINES

**New DC-6 One-Plane THROUGH SERVICE**

**THE TEXAS ARROW**  
Houston  
SAN ANTONIO  
EL PASO  
Los Angeles

**Los Angeles ARROW**  
Los Angeles  
EL PASO  
SAN ANTONIO  
Houston

A Through Service of  
**CONTINENTAL AIR LINES**  
AMERICAN AIRLINES - BRANIFF AIRWAYS

Passenger—Express—Freight—Mail—Parcel Post

No change of planes...  
BETWEEN  
California AND THE Texas Gulf

**THE Texas ARROW**  
DC-6 LOS ANGELES to HOUSTON

**THE Los Angeles ARROW**  
DC-6 HOUSTON to LOS ANGELES

**CONTINENTAL AIR LINES**  
AMERICAN AIRLINES - BRANIFF AIRWAYS

Effective from April 27, 1952

# CONTINENTAL AIR LINES

**Fastest most direct service between HOUSTON-SAN ANTONIO and LOS ANGELES-SAN FRANCISCO**

Passenger—Express—Freight—Mail—Parcel Post

March 1, 1952

# CONTINENTAL AIR LINES

**PLAN NOW TO FLY TO THE COLORADO NEW MEXICO Vacationland**

ASK US ABOUT THE 1-FARE FAMILY PLAN

Passenger—Express—Freight—Mail—Parcel Post

Effective from September 28, 1952

# CONTINENTAL AIR LINES

*Autumn in Enchanting New Mexico*

Passenger—Express—Freight—Mail—Parcel Post

Effective from Jan 5, 1953

# CONTINENTAL AIR LINES

**1953**

\* Continental proudly announces addition of the new Convair Super Conquest 340 to its fleet...  
\* Again this year it will be our aim to give you the same safe dependable and courteous service in the Continental manner.

**BE THERE**  
instead of en route

Passenger—Express—Freight—Mail—Parcel Post

Effective from March 1, 1953

# Continental Air Lines

**Here's Proof Air Travel is Real VALUE**

Flying CONTINENTAL From	See how many Convair Super Conquest 340's are flying to you	See how many Convair Super Conquest 340's are flying to you
TULSA TO DENVER	Seven 18 Hours	Arrive in 20 hours less
HOUSTON TO LOS ANGELES	Seven 24 1/2 Hours	Arrive in 17 hours less
WICHITA FALLS TO EL PASO	Seven 18 1/2 Hours	Arrive in 14 1/2 hours less
OKLAHOMA CITY TO ALBUQUERQUE	Seven 18 Hours	Arrive in 15 1/2 hours less
ALBUQUERQUE TO DENVER	Seven 18 Hours	Arrive in 15 1/2 hours less

Passenger—Express—Freight—Mail—Parcel Post

On May 20, 1951, American, Braniff, and Continental began interchange services ("A-B-C Interchange") over a route from Los Angeles to El Paso, San Antonio, and Houston. American DC-6 equipment was used and American crews flew the plane between California, El Paso; Continental between El Paso and San Antonio; and Braniff between San Antonio and Houston. Braniff withdrew from the interchange in July, with Continental taking over the route to Houston. Continental bought two DC-6B's for the interchange in late 1951, and the interchange added a Texas-San Francisco route as well as the Texas-Los Angeles route in late 1951.

In the early 1950's, the vacation destinations in Colorado and New Mexico were often featured on timetable covers. Seven Convair 340's replaced the Convair 240's in 1953. Each CV-340 carried 44 passengers and cruised at 270 mph.

Now Through-Plane Convair-liners

## ST. LOUIS TO COLORADO

**THROUGH PLANE SERVICE**

Flight 953	Westbound	Eastbound	Flight 954
6:15 p.m.	Lv. St. Louis (CT)	Ar. 5:25 p.m.	
7:25 p.m.	Ar. Kansas City (CT)	Ar. 4:00 p.m.	
9:20 p.m.	Ar. Colo. Springs (MT)		
9:57 p.m.	Ar. Denver (MT)	Lv. 12:45 p.m.	

**CONTINENTAL AIR LINES**  
MID-CONTINENT AIRLINES

(NO CHANGE OF PLANE)

## BETWEEN SEATTLE-TACOMA-PORTLAND AND TULSA-WICHITA VIA DENVER

IN COOPERATION WITH UNITED AIR LINES

In September 1953 a United-Continental interchange began between Seattle, Portland, Denver, Wichita, and Tulsa. United crews flew DC-6 aircraft from Seattle to Denver, where a Continental crew took over for the flight to Wichita and Tulsa.

**FLY and SHIP The Blue Skyway**

**Continental Air Lines**  
THRU-PLANE SERVICE WITH  
AMERICAN  
BRANIFF  
UNITED  
Connecting Air Lines

On February 1, 1952, a Continental-Mid-Continent interchange was inaugurated between Denver, Kansas City, and St. Louis, using Convairs. Continental crews flew the aircraft between Denver and Kansas City, where a Mid-Continent crew took over for the remainder of the flight to St. Louis. This became a Continental-Braniff interchange after the Braniff-Mid-Continent merger August 16, 1952.

At right: Certificated and interchange routes of Continental as of 1953, including the Continental-American, Continental-Braniff, and Continental-United interchanges.

Effective from September 1, 1953

# Continental Air Lines

**New Service between KANSAS CITY and TULSA-OKLAHOMA CITY**

**Offering for the First Time ONE-CARRIER SERVICE between KANSAS CITY and WICHITA FALLS LUBBOCK, MIDLAND, EL PASO**

3 Super Convair 340's daily each way between El Paso-Oklahoma City-Tulsa-Kansas City-Connectors East and West

Passenger—Express—Freight—Mail—Parcel Post

Effective from April 25, 1954

# Continental Air Lines

**Fly Continental to COOL COLORFUL COLORADO**

Now you can enjoy more time on your vacation because you spend less time en route! Fly Continental to Colorado's excellent wonderland and see it all in Denver or Colorado Springs for quick, easy trips to your favorite vacation spots. You save money... and you save precious time.

Passenger—Express—Freight—Mail—Parcel Post

Effective from July 15, 1954

# Continental Air Lines

**Fly Continental to COOL COLORFUL COLORADO**

Now you can enjoy more time on your vacation because you spend less time en route! Fly Continental to Colorado's excellent wonderland and see it all in Denver or Colorado Springs for quick, easy trips to your favorite vacation spots. You save money... and you save precious time.

Passenger—Express—Freight—Mail—Parcel Post

Effective from April 1, 1955

# Continental Air Lines

**1945 NOW 1954 ONE GREAT AIRLINE**

**PIONEER AIR LINES**  
**CONTINENTAL AIR LINES**

1955

Passenger—Express—Freight—Mail—Parcel Post

In 1953 a Tulsa-Kansas City route extension was inaugurated, making possible through El Paso-Kansas City flights. By 1954 the airline's fleet comprised two Douglas DC-6B's, one DC-6, six Convair 340's, and nine DC-3's. One DC-6 was leased from American and one DC-6B, from United. On April 1, 1955, Pioneer Air Lines was merged into the Continental system, increasing total route miles to 4,797 miles.

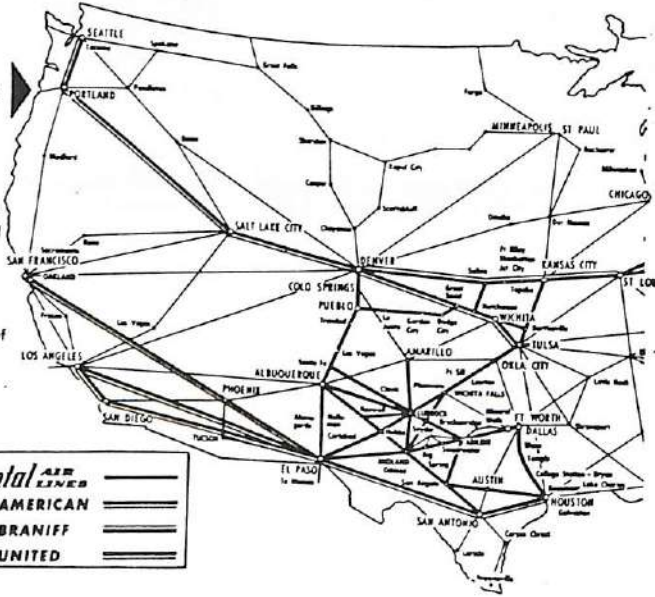


# PIONEER AIR LINES

Pioneer Air Lines is now a part of the greater Continental Air Lines system. For Pioneer schedule information please refer to the new combined schedules under the Continental Air Lines' listing.



This is the NEW ROUTE MAP of the greater Continental Air Lines System. Now, Continental serves 50 West and Southwest cities over 5000 miles of air routes.



Continental AIR LINES THRU-PLANE SERVICE WITH AMERICAN BRANIFF UNITED

Effective From September 25, 1955

## Continental Air Lines

### Biggest Bargain in Air Travel

Super Convair AIRCOACH  
DENVER  
COLORADO SPRINGS  
KANSAS CITY

DC-6 AIRCOACH  
HOUSTON  
SAN ANTONIO  
EL PASO - SAN DIEGO\*\*  
LOS ANGELES\*\*

Passengers—Express—Freight—Mail—Parcel Post

Effective from October 30, 1955

## Continental Air Lines

### 1/2-FARE FAMILY PLAN

NOW ON TUESDAY, WEDNESDAY, THURSDAY

Passengers—Express—Freight—Mail—Parcel Post

Effective April 28, 1957

## Continental Air Lines

### NEW DC-7B CONTINENTAL CLUB COACH

Effective July 3, 1957

## Continental Air Lines

### NOW! MORE CLUB COACH SERVICE FOR CHICAGO

NEW CLUB COACH SERVICE FOR KANSAS CITY DENVER

LOS ANGELES

Effective September 3, 1957

## Continental Air Lines

### DC-7B CLUB COACH

THE ONLY DC-7B COACH between CHICAGO-KANSAS CITY DENVER-LOS ANGELES

EVERY FLIGHT *Patrol* A DC-7B

Effective September 25, 1957

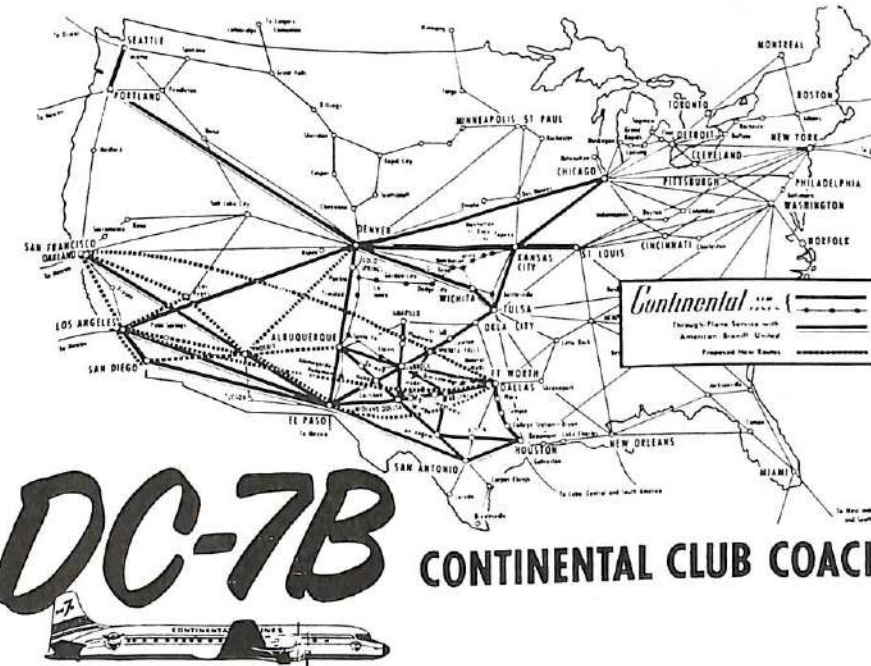
## Continental Air Lines

### DC-7B CLUB COACH

LUXURY Gold Carpet SERVICE CHICAGO-KANSAS CITY DENVER-LOS ANGELES

Schedules (above) in 1955 promoting air coach service and half fare family plan. Left: Combined Continental-Pioneer route structure. Below left: Continental added weather radar on its Convairs in 1956, and additional Convair 440's were acquired. Also in 1956 a new ticket by mail service began. On November 14, 1955, the CAB awarded Continental a Chicago-Kansas City-Denver-Los Angeles route as a result of a decision in the Denver Service Case. Flights were inaugurated April 28, 1957.

On April 28, 1957, Continental inaugurated Douglas DC-7B "Continental Club Coach" service between Chicago-Denver-Los Angeles. Flights from Kansas City on this route were added July 3, 1957. "Luxury Gold Carpet Service" at coach fares began early fall 1957.



# DC-7B CONTINENTAL CLUB COACH

Above: Routes of Continental in 1957 showing new Chicago-Kansas City-Denver-Los Angeles route. Route miles now totalled 6,032 miles. At the end of 1957 the Continental fleet comprised 13 DC-3's, 6 Convair 340's, 3 Convair 440's, 1 DC-6, 4 DC-6B's, and 4 DC-7B's. One DC-7B, 15 Viscount 812D's, and 4 Boeing 707-124's were on order.



Air Travel... at Low Coach Fares  
**NEW DC-7B Club Coach**

- HOT "COUNTRY CLUB" MEALS: Choice of 4 entrees (when you make your reservation). Optional at moderate cost.
- 5-SEAT CLUB LOUNGE: Spacious...inviting...relaxing.
- RESERVED SEATS: Select the seat of your choice at airport check-in...avoid boarding-time rush.
- COCKTAILS: A selection at moderate cost.
- STAG SMOKER LOUNGE: Cigar and pipe smoking permitted. A separate compartment.
- DC-7B ON EVERY FLIGHT: The world's fastest airliner... radar-equipped for smoother flying through cloudy weather.
- STEP-SAVER BUS AT CHICAGO: Eliminates waiting and gate position delays. Takes you to the plane, meets incoming Club Coach flights.

George Cearley currently has the following books available: Atlanta Airport (\$22.00); Boeing 707/720 (\$19.00); Braniff Airways (\$27.00); Capital Airlines (\$16.00); Douglas DC-8 (\$19.00); and United Air Lines (\$20.00). Prices shown for orders in the U.S. only. Inquire for Canada and overseas orders. Books may be ordered from George W. Cearley, Jr., P. O. Box 12312, Dallas, TX, 75225.

Effective from April 29, 1956

## Continental Air Lines

### ELECTRONIC WEATHER AVOIDANCE Radar

Now's safer, smoother, more comfortable flying for you on Continental's Super Convairs. With R. D. A. electronic weather avoidance Radar your Continental Convair can detect turbulent weather up to 150 miles away and plot a safe, smooth course through storm areas. It can chart the most direct course to your destination, often saving valuable hours of "detour" time.

Passengers—Express—Freight—Mail—Parcel Post

Winter Schedule 1956-57

## Continental Air Lines

### New Convenience FOR CONTINENTAL CUSTOMERS

### TICKETS BY MAIL

Make ticketing a breeze...order all your Continental tickets BY MAIL! Ask your Continental agent about this new service today!

Passengers—Express—Freight—Mail—Parcel Post

starting April 28th... the nation's NEWEST IDEA in air service!

## DC-7B CONTINENTAL CLUB COACH

### CHICAGO • DENVER LOS ANGELES

*Kansas City service to start in July*

Air Transportation's newest, most different air service! The first and only all DC-7B coach service! First to combine the finest in-flight luxuries with all, new DC-7Bs and low aircoach fares. No other air service offers so much for so little.





# STICKER CHATTER

by DON THOMAS

## EARLY CONTINENTAL FEATURED INDIAN HEAD LOGOS



#1



#2



#3



#4



#5



#6



#7

Continental Airlines, the focus of this CAPTAIN'S LOG issue, began service on 01 JUL 37, renamed from Varney Air Transport. The headquarters were in Denver, Colorado. The airline's first logo consisted of a set of wings superimposed on a circle and a wedge (see George Cearley's schedule column in this issue for illustration). The Indian head logo (or should we say the head of a Native American?) was used as early as mid-1938 and appeared on labels, one round (#1) and another with wings (#2), both in red, white and blue colors.

The next logo featured the well-known stylized eagle or "Thunderbird", shown on label #3. It is in blue, white and red (from top to bottom) with the "Continental" in blue on white and "Airlines" in white on red. This logo appeared in 1941 and was always painted on the airplane so that the bird's head faced forward, toward the nose. The colors were changed to all-gold with the introduction of the DC-9 in 1962 and it was placed in an oval, as shown in label #4. The basic logo, however, remained in use until the "Spreading Contrails" logo was introduced in 1967.

I can show you several new labels and stickers in this issue.

HENK HEIDEN of Holland was in the party which picked up KLM's new MD-11 at Long Beach, California on 08 DEC 93. He sent us this Air Malta 20th anniversary label (#5). The small island of Malta, in the Mediterranean, was my first introduction to Europe, after a transatlantic crossing in 1926

colors include yellow, orange, blue, white, several shades of green and dark-blue. This label was sent in by DAVE ROWE of England, together with a bunch of other new issues. Another one advertises Pakistan (#8) and shows the text and a green bar against the sky.

Dave also sent in the sticker from Baltic International Airlines (#9). This is a "Latvian-American Joint Venture", according to the label. I hope we can keep up with these small new airlines. So far we have been able to do quite well, with help from you all.

FRANK LITCHTANSKI recently went on a Caribbean trip and gathered BILs from LIAT in orange (#10), BWIA in red (#11), Bahamasair in green (#12) and Dominicana Airlines in blue (#13). All are on white.

The Austral sticker (#14) from BILL DEMAREST had to be peeled off and put on clear plastic, as it was reversed. He picked it up at a travel agent show in Brazil.

The Transasia Airways (#15) label comes from DAVE CHERKIS. It has a white background with logo in blue and gold and text in black, all on white.

OTTMAR SCHERER writes from Germany that Eurocypria is a subsidiary of Cyprus Airways and flies their charter services. Cyprus Airways is still flying scheduled services. Thanks, Ottmar. An Eurocypria Airbus A320 label was shown in the CAPTAIN'S LOG of JUN 93, p.80).



Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Telephone \_\_\_\_\_

UltraAir (CAPTAIN'S LOG, JUN 93, p.97 and SEP 93, p.148) is no longer with us. The Houston-based luxury airline went out of business for lack of customers. Air One, MGM Grand Air, Air Atlanta and Regent Air were other airlines that offered luxury air service in recent years. They too failed through lack of enough customers. The majority of air travellers apparently prefer cheap no-frills fares over luxury service at high fares.



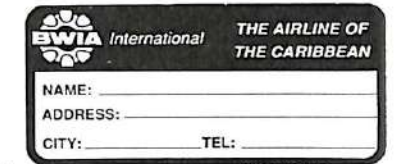
#8



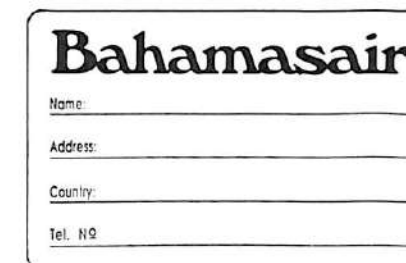
#9



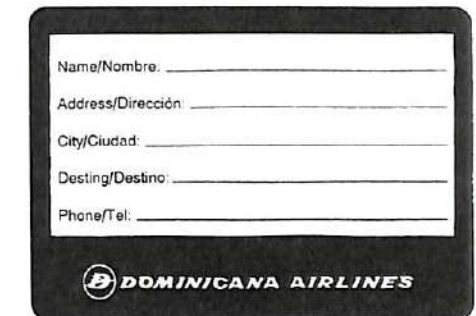
#10



#11



#12



#13



#14



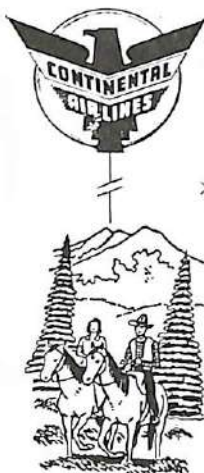
#15



This issue of the CAPTAIN'S LOG is devoted to the early years of Continental Airlines. Many postcards have been published over the years showing a variety of aircraft operated by Continental. I hope you enjoy the GOLDEN OLDIES section in this issue, which shows a few of these cards.

Very few new cards were issued by the airlines and various private publishers during the winter. Let's hope we will see more cards being released soon.

Continental Air Lines is the scenic route of America. Skimming over the Great Plains in full view of the splendor of the Rockies, including historic Pikes Peak . . . to picturesque Albuquerque and Santa Fe, Carlsbad Caverns, colorful San Antonio and the Alamo . . . land of romance via Continental's luxurious transports.

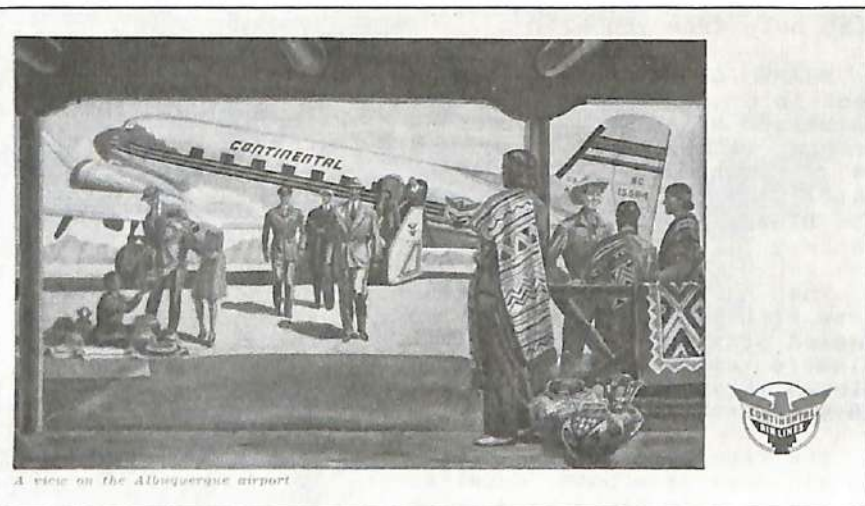


SERVING THE WEST

## POST CARD CORNER

by WILLIAM DEMAREST

# CONTINENTAL GOLDEN OLDIES



A view on the Albuquerque airport

### 300 mile-per-hour CONVAIR-LINERS

now flying the routes of  
CONTINENTAL AIR LINES

offering speed and luxurious comfort unsurpassed in any field of transportation.

"BE THERE Instead of En route"

Continental's Club Coaches offer "Gold Carpet" service: Hot "Country Club" meals, at moderate cost, with a choice of 4 entrees . . . Spacious Club Lounge . . . Reserved Seats . . . Stag Smoker Lounge . . . cocktails at moderate cost . . . radar-equipped DC-7Bs on every flight . . . at coach fares. It's luxury air-travel at low cost.

A color photograph of one of the newest and most modern Airliners in service today—the New Douglas DC-6B, now flying Continental Air Lines. These planes carry 54 passengers in spacious, pressurized comfort. Luxuriously appointed, these planes are equipped with De Luxe facilities for hot food service.



ONE OF CONTINENTAL'S NEW DOUGLAS DC-6B's



Convair-Liner flying the Blue Skyway



LUXURY  
5-SEAT  
CLUB LOUNGE

New  
DC-7B  
CONTINENTAL  
CLUB COACH

CHICAGO  
KANSAS CITY  
DENVER  
LOS ANGELES

NEW ISSUES = NEW ISSUES = NEW ISSUES

### AIRLINE ISSUED POSTCARDS:

(All postcards are Continental size unless noted.)

Code:

IF - Inflight	GR - Ground
FR - Facing Right	FL - Facing Left
OV - Oversized	MO - Model
TO - Take-off	PB - Plane Back
DR - Drawing	HO - Headon
R - Regular Size	NC - New Colors
AI - Airline Issue	MI - Miscellaneous Issue

African Safari DC10-30 FR LN  
African Safari DC8-63 GR FR  
Air Atlanta Icelandic B737 GR  
Air Engladina DO328 IF FL  
Asiana B737-400 IF FR  
Asiana B767-300ER GR FL  
Balkan B767-200ER GR FL  
CSA ATR-72 IF FR TO  
CSA B737-500 IF FR TO  
Great China DHC-8 GR  
Japan Asia B747-300 IF FL NC  
Leisure International Airways B767-300ER GR FR LN (Dennis Publishing)  
Lufthansa A340 IF FR underwing view  
Varig MD-11

### Late Additions

CSA B737-500 IF FL TO  
CSA ATR-72 IF FR TO  
ValuJet DC9-32 IF FR Regular size  
Turkish Airlines A340 IF FR OV side view above clouds  
Turkish Airlines B737-400 GR FL OV w/another B737 TO FR  
Turkish Airlines A340 two aircraft IF FR OV above clouds

With special thanks to: David Cherkis, Barrie James, Rick Neyland, John Doan

### Aero Postcard Sales:

A045 - Airways Int'l. Cymru B737-204  
A046 - Ansett BAe146-300  
A047 - Northwest A320  
A048 - United Airlines B747-222B new colors  
A049 - United Airlines B757-222  
A050 - Northwest DC10-40  
A051 - Continental DC10-30 new colors  
A052 - Miami Air B727-225A  
A053 - Midwest Express DC9-14  
A054 - America West A320  
A055 - Legend-Air DC3  
A056 - Ansett B737-377  
A057 - Air France B747-428  
A058 - Air New Zealand B737-219  
A059 - Aeroflot IL-86  
A060 - TEA B737-3M8

### Avimage

198 - TAROM A310-325

### Buchair Card

9301 - ACES Colombia ATR-42  
9302 - TAT ATR-72  
9303 - Aerosucre Caravelle  
9304 - Rega/Swiss Air Ambulance  
9305 - Saudia A300-520 Agusta A109  
9306 - Air Niugini A310  
9307 - Air Malta A320  
9308 - Lufthansa A340



MIDWEST EXPRESS MD 80, N701ME, MSN 49760/1620 (FOREGROUND) AND DC-9-32, N401ME AT MKE.

Midwest Express Airlines has earned its reputation as "The best care in the air" by offering passengers luxury service at competitive coach and discounted fares. Headquartered in Milwaukee, Wisconsin, Midwest Express is a wholly owned subsidiary of K-C Aviation which, in turn, is a subsidiary of Kimberly-Clark Corporation.

See Your Travel Consultant Or Call Midwest Express At  
1-800-452-2022 (In Milwaukee, 747-4646)

### B-747 LR-SUD

●全長: 70.7m ●全巾: 59.6m  
●原動機: ターボファンエンジン  
●巡航速度: 毎時908km  
●航続距離: 9,000km  
●定員: 444名



JA8198 IS A 747-346 OF JAPAN ASIA AIRWAYS.



9309 - Air Service Hungary AN-2PF  
9310 - Air Afrique AN-12  
9311 - Helitaxi Colombia AN-74  
9312 - Volga Dnepr AN-124  
9313 - Mesa Airlines Beech 1900D  
9314 - Heliswiss Bell 214B  
9315 - Pluna B707-387B  
9316 - Azerbaijan Airlines B727-235  
9317 - Gulf Air B737-2P6  
9318 - Pakistan B747-217B  
9319 - LAM Mocambique B767-2B1

9320 - Brymon European BAC1-11-416  
9321 - Intercontinental Colombia Viscount  
9322 - Makung Airlines HS748 827  
9323 - Merpati BAe ATP  
9324 - Business Airlines Jetstream 31  
9325 - China Northwest BAe 146-100  
9326 - Finet France Cargo Casa 212CB  
9327 - Viana Colombia Cessna 208  
9328 - Cargo Three Panama CV580  
9329 - LAS Colombia C46  
9330 - Royal Tongan Airlines DHC-6

9331 - Arkia DHC-7  
9332 - Air Dolomiti DHC-8  
9333 - Aerotuy Do228  
9334 - Luxair Commuter EMB-120RT  
9335 - Heli-TV SA330 Puma  
9336 - Northwest Airlink Metro III  
9337 - Aeromodelos F27  
9338 - Nihon Air Line Fokker 50  
9339 - Lina Congo F28-1000  
9340 - Mexicana Fokker 100  
9341 - Berline IL-18V

19

NEW ISSUES = NEW ISSUES = NEW ISSUES



- 9342 - CSA IL-62M
- 9343 - Cairo Charter & Cargo IL-76TD
- 9344 - Transaero IL-86
- 9345 - Vitkovice LET 410A
- 9346 - Ethiopian Airlines L100 Hercules
- 9347 - Hunting Cargo L188CF
- 9348 - AirLanka L1011-50
- 9349 - Alicol Colombia DC3
- 9350 - Contract Air Cargo DC4
- 9351 - Conifair DC6A
- 9352 - African International DC8-54F
- 9353 - Emery Worldwide DC8-73F
- 9354 - Zenith Air DC9-31
- 9355 - Key Air International MD-83
- 9356 - Federal Express DC10-30F
- 9357 - China Eastern Cargo MD11F
- 9358 - Attalos MI-8S
- 9359 - Japan Air Commuter YS11
- 9360 - Nagasaki Airways BN-2A
- 9361 - All Nippon PA-42-720
- 9362 - Regional SF340B
- 9363 - Atlantic Air BVI SD330
- 9364 - Hummingbird S-61N
- 9365 - Hemus Air TU-134A
- 9366 - Sichuan Airlines TU-154M
- 9367 - Vietnam Airlines YAK-40
- 9368 - Lithuanian Airlines YAK-42
- 9369 - Zhongyuan Airlines Y7-100
- 9370 - British Airways B747-436
- 9371 - British Airways B737-408
- 9372 - British Airways B757-236

- 818 - Air France B747-300
- 819 - British Airways B737-400
- 820 - Jersey European BAe146-300
- 821 - Air Gabon B727-228

**FRED HEMS POSTCARDS**

- FH 16 - Asiana B737-500
- FH 17 - British Asia Airways B747-400
- FH 18 - Air Hong Kong B747-100F
- FH 19 - British Airways DHC-7

**Manche Postcard**

- M-64 VASP BAC1-11
- M-65 Mexicana Comet 4
- M-66 Pluna Viscount 827
- M-67 LAP Paraguay BAe146-300
- M-68 Aerolineas Argentinas MD-88
- M-69 LAN-Chile BAe146-200
- M-70 Rio-Sul B737-5Y0
- M-71 Aerolineas Argentinas B737-287
- M-72 Aerosur BAe146-100
- M-73 Savco/Rico DC3
- M-74 Sadia Shorts Skyvan
- M-75 LAB A310
- M-76 TABA BAe146-100
- M-77 AeroBrasil B707-323C
- M-78 AeroPeru B727-193
- M-79 VASP YS-11
- M-80 Sadia DC3
- M-81 Air Aruba B767-200ER
- M-82 AeroCaribbean AN-26
- M-83 VASP B737-4Y0
- M-84 Embraer EMB-120

**Civil Aircraft Postcards**

**Cargo Special Series:**

- 38 - Alitalia Cargo B747-239B
- 39 - TMA Lebanon B707-327C
- 40 - Libyan Arab B707-324C
- 41 - Challenge Air Cargo B707-330C
- 42 - Air Swazi Cargo B707-323C
- 43 - DAS Air Cargo B707-338C
- 44 - Air bridge Carriers Argosy 101
- 45 - Redcoat Britannia
- 46 - German Cargo DC8-73F

**Regular Series:**

- 163 - Air New Zealand B747-219B
- 164 - African Express B707-338C
- 165 - TAT F27-600
- 166 - Euroberlin B737-2T5
- 167 - Reno Air MD-83
- 168 - Transaero IL-86
- 169 - Alitalia MD-11
- 170 - Eagle Air Iceland B737-205C
- 171 - Viking Int'l. CV640
- 172 - Scibe Air B707-321B
- 173 - Itavia F28-1000
- 174 - TRADO CV440
- 175 - Lithuanian Airlines TU-134A
- 176 - Altair Caravelle 10B3
- 177 - Vintage Airways DC3
- 178 - Unifly F28-1000
- 179 - South African Airways B747-244B
- 180 - Centennial MD-83

**Editions PI**

- 807 - TAT ATR-42
- 808 - TAT ATR-72
- 809 - TAT Fokker 100
- 810 - Swissair MD-11
- 811 - Air France Concorde
- 812 - Ansett BAe146-300
- 813 - Aire d'Evasions DC8-73
- 814 - Air France A340
- 815 - Australian B737-400
- 816 - Air Atlantique ATR-42
- 817 - Air Guadeloupe ATR-42



LEISURE INTERNATIONAL AIRWAYS 767-300ER.

- MJ1228 - USAir Express Brasilia
- MJ1229 - Viscount Air Service B737-200
- MJ1230 - World Airways MD-11
- MJ1231 - First Air HS748
- MJ1232 - Plummers Lodges DC3

**NARA**

- 40 - ATI DC9-32
- 41 - Pan Am A310
- 42 - AirAtlantic BAe146-200
- 43 - Austral BAC1-11-500
- 44 - Crossair BAe146-200
- 45 - Interot DHC-8
- 46 - Aviateca B737-300
- 47 - Carnival Air Lines B727-200
- 48 - Air Algerie A310
- 49 - Maersk B737-300
- 50 - Virgin Atlantic B747-200
- 51 - Spanair MD-83
- 52 - Minerve MD-82
- 53 - LaTur MD-83
- 54 - Tradewinds MD-87
- 55 - Air Niugini A310
- 56 - Qantas B767-200ER
- 57 - Thai B747-400
- 58 - Philippines B737-300
- 59 - Royal Brunei B767-200
- 60 - Vietnam Airlines IL-18
- 61 - Air Belgium B737-400
- 62 - Rheintalflug DHC-8
- 63 - Cyprus Airways A320
- 64 - Swissair MD-11
- 65 - Faucett B707-320C
- 66 - AeroPeru DC8-62
- 67 - Avianca B747-200
- 68 - LAN Chile BAe146-200
- 69 - TransBrasil B737-300
- 70 - Air Jamaica A300B4
- 71 - Air Seychelles B767-200ER
- 72 - Emirates A310-300
- 73 - Martinair MD-82
- 74 - Air India B747-400
- 75 - Canadian DC10-30
- 76 - Continental DC10-30
- 77 - Ariana TU-154M
- 78 - TAM F27-600
- 79 - Myanmar Airways F28-4000
- 80 - LIAT DHC-8
- 81 - Air BC DHC-8
- 82 - Korean Air A300-600
- 83 - Japan Asia DC10-40
- 84 - Birmingham Executive BAC1-11-400
- 85 - Air Portugal L1011-500
- 86 - UTA B747-200 SCD

- 87 - Dragonair L1011
- 88 - Air Madagascar B747-200
- 89 - Trump B727-100
- 90 - Aer Lingus B737-400
- 91 - Transwede B737-200
- 92 - TAAG Angola L1011-500
- 93 - Ladeco B727-100
- 94 - Kenya Airways A310-300
- 95 - Japan Air System DC10-30
- 96 - Cameroon Airlines B747-200
- 97 - China Eastern B737-300
- 98 - Pluna B737-200
- 99 - Pakistan B747-200
- 100 - Air China B767-200ER
- 101 - Haiti Trans Air B727-200
- 102 - Dragonair B737-200
- 103 - Lacsas B727-200
- 104 - Sahsa B727-100
- 105 - Dan-Air BAe146-100
- 106 - Air Outre Mer DC10-30
- 107 - Classic Air DC3
- 108 - LTU L1011-500
- 109 - Pan Am L1011-500
- 110 - AirLanka L1011
- 111 - African Safari DC8-63
- 112 - Alitalia B747-200
- 113 - Condor B757-200
- 114 - Contact Air Jetstream 31
- 115 - ALM MD-82
- 116 - Midwest Express DC9-32
- 117 - Nationair DC8-62
- 118 - Copa B737-200
- 119 - LAB B727-200
- 120 - All Nippon B767-200
- 121 - LAM DC10-30
- 122 - ZAS Egypt MD-82
- 123 - TUR MD-83
- 124 - Zenith Air DC9-31

**Peter Rentzsch Postcards**

- 01-02/93b - META Aviotransport Macedonia TU-154M
- 01-02/93c - Kabo Air B727-225
- 04/93b - East West Airlines B737-2S3
- 05/93a - Royal Brunei A340
- 05/93c - Saarland Airlines A320
- 11/93a - Moscow Airways IL-62M
- 09/93a - KAZ-Air TU-134A
- 12/93a - Airtours International A320
- 12/93c - MEA A310

**Planecards UK**

- 8 - Virgin Atlantic A340
- 9 - SAS B737-500

by GERRY COLE

# A REVIEW OF CONTINENTAL DECALS & KIT OF THE YEAR

Since the theme for this issue is pre-jet Continental Airlines, a brief review of suitable decals is in order. I know of only two decals currently available, and both are shown in Fig. 1. They are produced by Rare-Cal, distributed by CBS Models, 1426 Cheyenne, Louisville, TX 75067-2823, and feature red and black trim on white-crown aircraft. The first sheet is for a DC-3 in 1/72 scale. All stripes and anti-glare panels are provided on the decal, along with two small and one large set with the N and numbers 0 through 9 to make registrations. The registration on the instructions, N33609, can be made by modifying an 8 into the extra 3. As only one large registration block is provided, however, you're on your own for the large underwing registration. At \$4 per sheet, I'd just purchase an extra decal sheet and use the Continental logos and stripes for other projects.

The second Rare-Cal sheet does the Continental Viscount II in 1/96 scale. Rare-Cal instructions suggest using the Glencoe kit of the Viscount 700 with the Sasquatch conversion fuselage to make the 800. As in the DC-3 decal, all stripes are provided, along with the fleet name "Chicago" and registration N250V. This time enough large registrations are provided for both top and bottom of the wing. A photo of a Viscount II with the name "Chicago" in this livery appears on p.118 of the book "Skyliners" by George Hamlin, but the registration given in this reference is N241V. The decal sells for \$4.

The Sasquatch Models conversion fuselage is also available from CBS Models for \$10. For additional information, call CBS at (214) 436-1446.

**Kits:**

No doubt about it, the kit of the year for 1993 for airliner modelers is the Revell Europe 747-400 in 1/144 scale. The kit has just about everything right: delicate engraved



Figure 1, Rare-Cal Continental Decals

panel lines, tiny detailed parts (especially the landing gear and brake details), well-molded GC CF6-80C2 engines and pylons, and optional fuselage windows that can easily be opened as required for different airlines. The Lufthansa decals aren't too exciting, but the large sheet is also filled with warnings and operational

placards that are not available anywhere but on Revell Europe decal sheets. A beautiful kit, and if it fits together as well as it looks in the box, it should be a big (no pun intended) addition to everyone's collection. The retail price is around \$32 and it appears to be worth it.

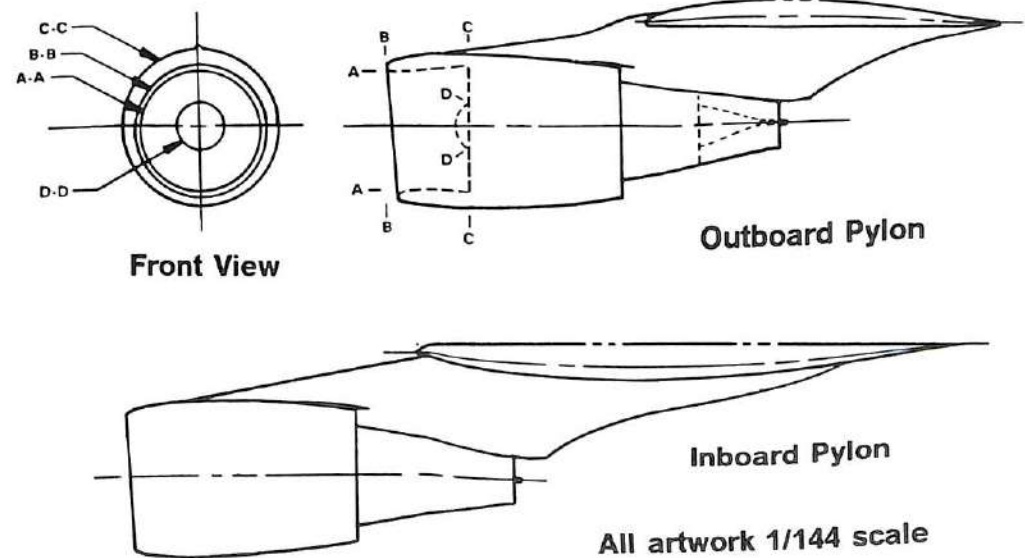


Figure 2, Boeing 747-400 GE Engines



No matter which engine Revell selected, it would not have been the "right one" for everyone. In terms of application of existing or planned 1/144 scale 747 decals, perhaps the Pratt & Whitney PW4000 would have been a better choice. I have been doing some comparisons between engine types, and it appears a conversion from GE to PW power is feasible. Fig. 2 shows the CF6 mounted on both inboard and outboard pylons and viewed from the front. Notice the "pipe" extending from the aft end of the hot section, to the little "vaness" near the pylon at the aft end of the fan shroud and the straight taper to the hot section. All these details are properly molded in the Revell kit.

The PW4000 series and its pylons are shown in Fig. 3. The PW is shorter than the GE, both in the fan shroud area and in the hot section. Note the up-slope in the inner pylon aft of the exhaust and the rounded contours of the hot section. Fig. 4 shows a comparison between the two engines on the inboard pylon, where the PW engine outline is superimposed over the shadow of the kit's GE engine.

How do we do the conversion? Here are my suggestions, although I haven't completed the conversion as this is written.

Shortening the aft end of the fan shroud should pose no special problems, although you will need to replace those little supports for the hot section with scraps of sheet plastic. I would not even bother with altering the inlet area. Luckily both the GE and the PW engines have similar compressor fan spinner shapes. The hot section itself is another matter. I am using the aft section from the PW JT9D engine in the old Revell 747 kit. Cut off the pointed exhaust fairing and the mounting "flange" and you'll have a hot section very close to the proper size and shape for the newer PW4000. Modify the 747-400 pylons to suit the new hot section parts. Refer to prototype photos for final details. If you try this conversion, let me know how it went.

Pals Flight of New Zealand has sent one of their new 1/200 scale 737-300 kits for review. Kit number PFK-733/1 includes a one-piece, injection-molded plastic fuselage, well-done two-piece engines, two stabilizer sections and two wing sections. The wings have the engine py-

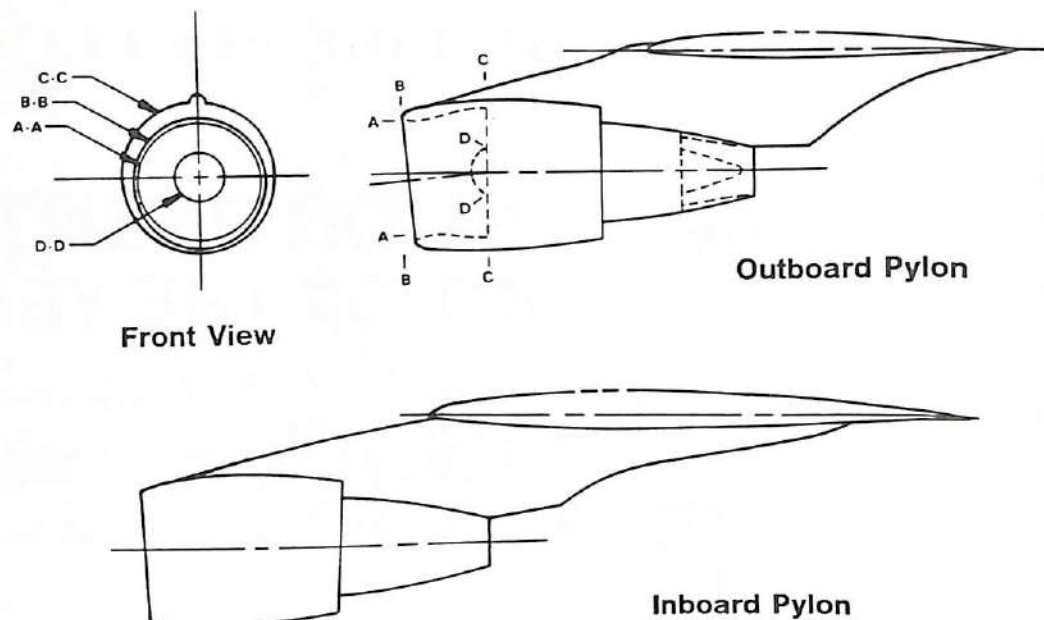


Figure 3, Boeing 747-400 PW Engines

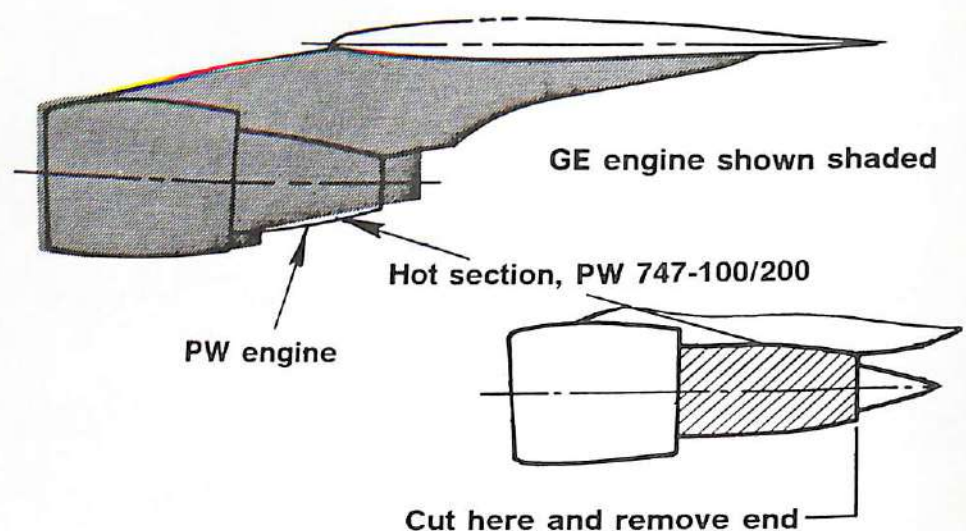


Figure 4, Boeing 747-400 PW/GE Engine Comparison

lons and flap track fairings molded in place. Both the wings and stab have engraved control surface details on the top surface only and there is no rudder hinge or counter balance detail on the vertical stab. The wings and stab do have positive alignment, so the model should be easy to build and stay together when completed. White metal wheels and landing gear parts are included in a separate plastic bag, along with a strip of styrene for the nose wheel doors. A two-piece stand is also provided so the

model could also be built in gear-up configuration.

Decals are provided for the tail design, titles and all windows for an Ansett Australia 737-300 with an all-white fuselage and blue tail with the Australian flag. Registration and colors on my sample are excellent. No registration letters are provided on the decal sheet, although a list of current registrations is included on the very complete instruction sheet.

I don't know how to classify this model. It is very defini-

tely a cut above the Wooster and IMC level in both detail and accuracy. It is a model, not an inaccurate and toy-like representation. However, it lacks some of the surface detail of the 1/200 Hasegawa offerings, and adding nose weight will be a major chore. Nothing is lacking that can't be replaced or added by the more-demanding modeler (splice two Hasegawa 737 fuselages together to get main gear well details and clear windows, for example, and scribe details on the underside of the wings and stab).

Overall, this is a very welcome addition to our selection of 1/200 scale airliner kits. Future releases of the 737 will include decals for Continental Airlines and for carriers of the South Pacific region. The kit retails for \$34.95 New Zealand, or about \$18 US plus postage.

Also new from Pals Flight is a set of four engines and pylons for the Boeing 747-400 with Rolls Royce RB 211-524G engines. Designed for the Hasegawa 1/200 scale kit, these are little gems. Fan inlet and spinner details are excellent, and a separate hot section molding even includes turbine vane detail. At only \$7.50 New Zealand per set of four, there should be RR-powered 747-400 with Pals Flight decals popping up everywhere.

Pals Flight will accept world-wide credit cards. To order by mail, state card type, card number and expiry date and mail your order to 38 Parkway Drive, Mairangi Bay, P.O. Box 66058, Auckland 10, New Zealand. The 737-300 kit may also be available through AHS in Canada. My personal thanks to Pals Flight for the review sample.

Welsh Models from the U.K. has released their Super VC-10 model in 1/144 scale. Welsh are trying a thicker styrene for their vacuforms, which might suit some modelers. As usual, metal parts for landing gear and engine fans are included, with decals from Aerocolours Graphics for the colorful East African Airways livery. Available from AA/ATP for \$30 US.

#### New Decals:

As I mentioned the previous time, Pals Flight has produced a United 747-400 new-colors decal in 1/200 scale for the Hasegawa 747 kits. I have now seen it and it looks very nice. It will require a Hasegawa 747-400 with PW engines. I suggest using the techniques described

in this issue, except reducing the art work to 72% of the 1/144 scale size and using Hasegawa 747-200 PW engine parts. Extra window decals have been provided in case the modeler wishes to do a 747-200, but no alternate registrations are provided.

Information of the proper dark blue paint match is included (Humbrol #126 Midnight Blue is close). Overall this is an excellent decal that should be very well received. The price is \$12 New Zealand.

Also new from Pals Flight are 1/200 scale decals for the Gulf Air 767-300 "Golden Falcon", Continental Airlines 747-100 and Continental DC-10. Both



TOM LEWIS OF BRADFORD, PA. BUILT THIS 1/144 SCALE UNITED 737-500 CONVERSION. TOM STARTED OUT WITH THE MASTERKIT FOR THE 737-300. (Photo by Tom Lewis)

the latter are for the current blue tail livery with metallic gold stripe. My samples are all well registered, complete with one registration and all windows and door outlines. All retail for \$11 New Zealand.

Aerocolours Graphics, who distribute Flight Path decals, have sent samples of their latest offerings for the Delta Airlines fleet. They are very well printed, with good instructions and multiple registrations. Subjects include the 757 (1/144 scale only), 767-200/300 (1/144 and 1/200 scales), DC-10 and MD-11 (1/144 and 1/200 scales), DC-8-51/61/71 (1/144 and 1/200 scales), Airbus A-310 (1/144 scale only) and Convair 880 (1/1256 scale for the Glencoe kit). Windows and frames are not provided with these sheets, but the instructions suggest sources for these decals. An example of Aerocolours' excellent reference work is their sheet for the DC-10/MD-11. This provides

three pages of side view drawings of the DC-10 and all three Delta MD-11 liveries, including leased aircraft from Mitsui. All required decals are provided. The modeler will have to mask and paint the flat black nose as required. Prices range from \$5 to \$6 US, depending on scale and subject, so check with your retailer before ordering. My thanks to Vince Klimas of Aerocolours Graphics for the sample.

The Liveries Unlimited 1/72 scale decals are now stocked by C.E. Groves at AA/ATP. My sample is for the colorful "jelly bean fleet" of Braniff International - sheet A7-003. Custom-printed by MicroScale, two de-

cal sheets are provided. The first is a "common" 707 sheet with dark-grey windows for solid-fuselage models, separate silver window frames, light-grey door outlines and black-and-white wing walk details.

The second BI-unique sheet has titles and logos, black-and-white door frames (so either early or late liveries can be modeled) and separate white window frames. This is an outstanding value at only \$8 US, and it won't take the 1/72 scale airliner modeler long to find a use for the extra silver window frames and Boeing door outlines. A Pan Am decal for the 707 is also available at the same price.

New from Atlantic Models, and stocked by AA/ATP, are decals for the Comair Brasilia, United Express Brasilia and two Mexicana A320s, all in 1/144 scale. Although the quality is not up to Aerocolours, Pals Flight or ATP standards, the selection of the two Mexicana





UNITED 767-300 IN 1/144 SCALE WAS BUILT BY CAPTAIN'S LOG PHOTO EDITOR RICH FEDORCO III. THE MODEL IS IN 1/144 SCALE AND APPEARS TO BE BUILT FROM A STOCK REVELL 1/144 KIT AND ATP DECALS. (Photo by Rich Fedorco III)

schemes is a delight. Sheet AMD03 is for an A320 with a green tail and blue Huichol embroidery pattern. This scheme was also seen on a 727-264 with registration XA-MEZ. The second sheet, AMD04, is for an A320 with a pink tail and blue Mitla temple fret trim. This scheme appeared on Mexicana's 727-264 XA-MXC. All Mexicana A320s I have seen have the aircraft name in one of the tail colors on the aft fuselage above the window line, and the registration below the windows in black. On the Atlantic Models decals, the same registration (XA-RYT) and fleet name (Zapoteco) appear in black on both decals. The fleet name and A320

registration is correct for the pink tail scheme. I have no evidence the same aircraft also appeared in the green livery, but I suppose it is possible. The decals are available from AA/ATP at \$4 US per sheet. My thanks to Augusto Gomez Rojas for the information on the Mexicana liveries and color samples of each of the patterns. He wrote the multi-part series on the history of Mexicana Airlines that appeared in "World Airline Fleet News".

Rare-Cal should have new decals available by the time this appears in print. They are doing a Frontier 737 in the green and gold livery, a North Cen-

tral DC-3 and a National 727, all in both 1/144 and 1/200 scales. These will be available from CBS Models at the address and phone number noted earlier.

**Modeler photos:**  
Long-time contributor Tom Lewis of Bradford, PA, sends a photo of his 1/144 scale United 737-500 conversion. Tom started with the Masterkit for the -300, shortened the fuselage, removed half the pylon height (they share the "engine droop" problem with their predecessor, the Leoman resin 737-300) and added Airfix 737 landing gear. The kit provided decals, although door and window decals came from ATP. Tom also added antennas, beacons, strakes and a registration from a Micro-scale HO railroad decal sheet. Note the realistic base.

The United 767-300 is one of the collection of CAPTAIN'S LOG photo editor Rich Fedorco of nearby Aurora, CO. This appears to be built from a stock Revell 1/144 scale kit, except that Rich used ATP decals.

**Departure Lounge**  
Don't forget the big airline modeler contests coming up in 1994, including AI'94 in Atlanta, Georgia, the Canadian Modeling Exposition 15-16 JUL in Toronto, Ontario, and the IPMS-USA National Convention 20-23 JUL in Omaha, Nebraska.

## AIRLINE PROFILE

# TAM

## Transporte Aéreo Militar



PRESENT TAM WING AND LOGO.

**TAM** (Transporte Aéreo Militar (Military Air Transport) was founded on 10 MAR 54 as a unit of the Forca Aerea Paraguaya (FAP-Paraguayan Air Force) to operate cheap and reliable air transport for passengers, cargo and mail to many of the isolated communities in the country. In the 40 years since then, TAM has operated as an extension of the transport squadron of the FAP.

The first TAM aircraft was a DC-3-G202A, bought by the FAP in 1953 and carrying the serial number T-21. With this aircraft TAM began service on 16 MAR 54 from Asunción to the city of Pedro Juan Caballero. Later in the same year services also began to Concepción, Filadelfia (Chaco) and Encarnación. By the end of the year TAM had carried 15,200 passengers, 145.2 tons of cargo and 25.5 tons of mail with just this one aircraft.

To meet the demanding schedule, TAM acquired five more Dakotas in 1955: two DC-3A, two C-47A/B and one R4D-1. They were given the serials T-23, T-25, T-27, T-33 and T-35. (Serials T-29 and T-31 were given to two PBV-5A Catalinas which were temporarily transferred to the FAP by Líneas Aéreas de Transporte Nacional (LATN) that same year. With this expanded fleet, TAM carried 22,800 passengers in 1955, plus 155.1 tons of cargo and 27.2 tons of mail. By 1960 Ciudad del Este, Bella Vista and Horqueta had been added to the network. The year saw 26,200 passengers, 399.4 tons of cargo and 96.4



TAM ACQUIRED DAKOTA T-63 IN 1969 FROM THE ARGENTINE AIR FORCE. IT WOULD REMAIN IN SERVICE FOR 10 YEARS BEFORE IT WAS WITHDRAWN. IT CARRIES THE STANDARD COLOR SCHEME OF WHITE TOP AND GREY LOWER FUSELAGE, SEPARATED BY A RED CHEATLINE. THE COLORS OF THE FLAG ON THE TAIL ARE RED, WHITE AND BLUE. (Photo by HORATIO GAREISO - All photos with this article were supplied by the author.)

## Airlines of Paraguay-2

IN THE JUN 93 ISSUE OF THE CAPTAIN'S LOG ANTONIO LUIS SAPIENZA OF PARAGUAY

PRESENTED THE HISTORY OF LINEAS AEREAS PARAGUAYAS.

IN THIS ISSUE HE CONTINUES HIS SERIES ABOUT THE AIRLINES OF PARAGUAY WITH TAM, THE MILITARY TRANSPORT UNIT RESPONSIBLE FOR AIR SERVICES TO SMALL AND ISOLATED COMMUNITIES

## BOOKCASE

**NOSTALGIA ARTISTICA**  
Artistic Publicity of some of the smaller Air Services 1926-1936

**Author:** Don Thomas  
**Publisher:** Self-published by the author, 1801 Oak Creek Dr. Dunedin, FL 34698, USA (1993)  
**Price:** U.S.\$17 in U.S. & Canada, U.S.\$19 overseas surface, U.S.\$23 overseas air.  
**Softcover:** 48 pages, 82 color illustrations of schedules, advertising flyers, labels etc.

Just when you thought Don Thomas would have used up his supply of colorful airline publicity material in his five previous books on the subject, he surprises you with his sixth book, which is just as colorful as the previous ones.

NOSTALGIA ARTISTICA deals with some of the small and less well-known airlines from the infancy of America's airline industry. Airlines such as Potomac Flying Service, Cape Cod Seaplanes, Hanfords Tri-State Air Lines and VIAIR Lines, to mention but a few.

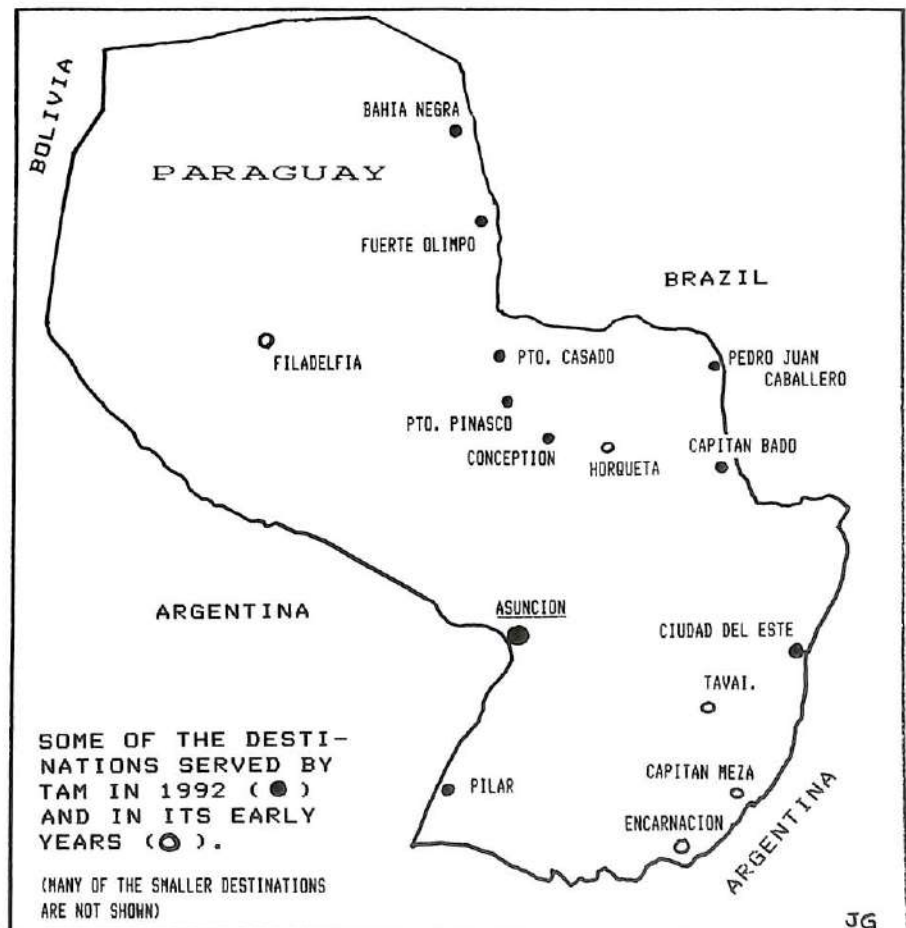
These small airlines did not have the financial ability to issue large posters of the type that appeared in Don's earlier books. But their timetables and advertising flyers were virtual miniature

posters, showing airplanes soaring over the Washington Monument, the Panama Canal, the Grand Canyon, the Chicago and Philadelphia skylines and so on.

Admittedly, many of these "airlines" were little more than sightseeing outfits with some air taxi work or charter flying on the side. Others operated over just one or two short routes and many lasted from only a few months to a few years, but all formed an integral part of America's air transport mosaic in the late 1920s and early 1930s. Their memory must be preserved and Don Thomas' book does that in an enjoyable way.

If you want to get to know Isthmian Airways ("Transcontinental Flight Thirty Minutes", from one end of the Panama Canal to the other), Rogers Air Lines, Yellow Cab Airways, Gray Goose Air Lines and many others, you're not likely to find it anywhere else as easily and as attractively presented as in this book.

Thank you, Don!



SOME OF THE DESTINATIONS SERVED BY TAM IN 1992 (●) AND IN ITS EARLY YEARS (○).

(MANY OF THE SMALLER DESTINATIONS ARE NOT SHOWN)



tons of mail being carried. The rapid increase, especially in cargo and mail, was clear proof TAM was fulfilling a need for domestic air transport.

#### MILITARY AID PROGRAM, 1962-76

In 1962 the U.S. Military Aid Program (MAP) donated two C-47 to TAM. They were given the serials T-37 and T-41 (T-39 was carried by a former Argentine Air Force deHavilland DH-104 Dove, used as a presidential transport.) Donations from MAP continued throughout the 1960s. In 1964 four more C-47s arrived (T-43, 45, 47 and 49) and six were received in 1967 (T-51, 53, 55, 57, 59 and 61).

Unfortunately, there were losses too. In 1965 T-25 was lost in an accident at Encarnación without casualties. C-47 T-49 was lost at Pedro Juan Caballero. The passengers survived, but the pilot, Capt. Carlos Martinez, was killed.

By the end of the 1960s TAM had 13 Dakotas in service and in 1968 carried 42,400 passengers, 492.6 tons of cargo and 228.7 tons of mail. Catalina T-29 was taken over from LATN.

By 1970 TAM's network had grown substantially and destinations served included Pedro Juan Caballero, Concepción, Pilar, Encarnación, Bella Vista Norte, Pto.Casado, Villa de San Pedro, Bahía Negra, Ygatimi, Ciudad del Este, Capitán Meza, 25 de Diciembre, Vallemí, Filadelfia, Loma Plata, Friesland, Mayor Otaño, Corpus Christi and Tavaí. As more destinations were included in the route system, TAM also received more Dakotas from MAP. Nine (T-69, 71, 73, 75, 77, 79, 81, 83 and 85) joined the fleet between 1970 and 1973.

The peak of TAM's Dakota operations probably was in the mid-1970s when 24 aircraft were in service. In 1975 they carried 43,818 passengers, 234.8 tons of freight and 138.9 tons of mail.

In 1976 TAM received its last donation from MAP - a Convair C-131D, which was given the serial T-93. During the previous year the Brazilian Air Force had donated three Douglas DC-6B to TAM as T-87, 89 and 91. These were the largest aircraft to enter service with TAM, but since Asunción International Airport was the only airport in the country with a paved runway, the DC-6Bs saw very little service on domestic routes. For five years they operated the route to Pedro Juan Caballero, but did not use the city's airport. Instead, they used the airport at Ponta Porá, right across the border in Brazil, which did have a paved runway. However,

TAM OPERATED THREE FORMER BRAZILIAN DC-6B FROM 1975 TO 1980. T-87 IS AT ASUNCION IN THIS 1976 PHOTO. Photo by DAN HAGEDORN



DAKOTA T-23 WAS TAM'S SECOND AIRCRAFT. IT ENTERED SERVICE IN 1955 AND IS SHOWN AT ASUNCION INTERNATIONAL AIRPORT IN FEB 72. (Photo by GEORG VON RAUCH)



ASUNCION IN THE EARLY 1970s IS ALSO THE SETTING FOR THIS PHOTO OF T-29, ONE OF TWO PBY-5A CATALINAS OPERATED BY TAM BEGINNING IN 1955. (Photo by DANIEL FERRO)



BUSY TAM RAMP AT ASUNCION IN THE MID-1970s. DAKOTA T-37 IN THE FOREGROUND WITH T-45 AND T-85 IDENTIFIYABLE IN THE BACKGROUND. (Photo by MICHEL ANCIAUX)

they proved uneconomical on the route and were replaced by the C-47. The DC-6Bs were also used for some charter flights to Argentina, Uruguay and Brazil, but they were withdrawn from service in 1980.

#### NEW SERIALS FOR TAM AIRCRAFT

The transport squadron and TAM were the only units of the air force in 1979 still using serial numbers with two digits. In 1980, all aircraft were given new four-digit serials, beginning with serial 2001 (see fleet list).

While the number of passengers carried kept going up, there was a slight drop in the amount of cargo carried in 1980. In that year TAM carried 44,792 passengers, 177.9 tons of cargo and 121.4 tons of mail.

During the 1980s, TAM suffered four C-47 accidents, but there was only one human fatality, which speaks well for the high strength of the aircraft. Dakota 2016 (ex-T-69) crashed at Lambaré in 1980, killing its pilot, Maj. Felipe Acuña. There were no casualties in an emergency landing by 2019 (ex T-75) near Concepción in 1984 and in accidents of 2008 (ex-T-51) at

Bahía Negra in 1987 and 2034 at Lagerenza in the same year.

#### THE LAST DONATIONS TO TAM

In 1981 the Chilean Air Force donated two C-47s to TAM, 2028 and 2030. The second one kept its camouflage colors until 1989, when it was painted in the standard TAM colors of white top fuselage and gray bottom, separated by a red cheatline just above the windows. The final two C-47s in the TAM fleet arrived from the Brazilian Air Force in 1984 (2032 and 2034). But the end of the Dakota era began in 1984 when TAM acquired four CASA C-212-200 Aviocars from Spain (2027, 2029, 2031, 2033). These were bought new directly from the manufacturer.

#### TAM TODAY

In 1992 TAM carried 21,176 passengers and 126.4 tons of freight. It served Pedro Juan Caballero, Capitán Babo, Concepción, Vallemí, La Victoria, Fuerte Olimpo, Bahía Negra, Pilar. Fortín Tte.E.Martínez, General Díaz, Fortín Tte.Rojas Silva, Pto.Casado, Bella Vista Norte, Pto.Pinasco and Ciudad del Este.

TAM has also performed with great distinction during the periodic floods of the Paraguay River, serving most of the cities which were isolated by the flood. In 1982-83 the floods covered the cities of Pilar and Bahía Negra and TAM's C-47s evacuated people from both. TAM even lent Dakota T-35 (its only R4D-1) to Líneas Aéreas Paraguayas in 1971. It was given the civil registration ZP-CCG and was used on the Asunción - Resistencia route until the mid-1970s when it was returned to TAM.

In MAR 93 the fleet of TAM included five C-47 and the four CASA C-212-200 Aviocars.

#### THE FUTURE OF TAM

It has been suggested that TAM should be privatized, but it is difficult to see how this could be done, because it is a unit of the air force.

Although the C-47 are still very reliable, TAM has been looking for replacements, perhaps more C-212s. The FAP is the only air force in South America that doesn't operate the Lockheed



THIS FORMER USAF CONVAIR C-131D WAS THE LAST MAP DONATION TO TAM. DELIVERED IN 1976 AS T-93, IN 1980 IT BECAME THE FIRST TAM AIRCRAFT TO TO BE GIVEN A SERIAL IN THE NEW SYSTEM, BECOMING 2001. AT ASUNCION IN 1988 (Photo by MICHEL ANCIAUX)



DAKOTA 2030 WAS ONE OF TWO THAT CAME FROM THE CHILEAN AIR FORCE IN 1981. STILL IN MILITARY CAMOUFLAGE WHEN SEEN AT ASUNCION IN FEB 89, IT HAS SINCE BEEN REPAINTED IN THE STANDARD TAM 'AIRLINE' COLORS. (Photo by PETER STEINEMAN)

C-130 Hercules. Now that the U.S. has resumed its assistance to Paraguay (halted after the Coup d'Etat of 02-03 FEB 89) it is possible TAM may receive two C-130 for its operations, since these can use the unprepared air strips now used by the Dakotas.

TAM is 40 years old this year. During those years it has flown 200,000 hours with a high level of safety. This is certain to continue

The author thanks the FAP and especially the officers of TAM, for providing the information needed to write this article.

ONE OF FOUR NEW CASA AVIOCARS, 2029, AT ASU MAY 88. (Photo by ANTONIO LUIS SAPIENZA)





## TAM Fleet List 1954-1993

Serial Old/New	Type	Msn.	Del.	SOC.							
T-21	DC-3A	?	1953	1965	Wfu.	T-77/2021	C-47B	14516/ 25961	1970	1982	Wfu.
T-23/2003	DC-3A	15378	1955	1980	Wfu.	T-79/2026	C-47B	14623/ 26068	1973	1982	Wfu.
T-25	DC-3A	2183	1955	1964	W/o. at Encarnacion	T-81/2010	C-47B	15872/ 32620	1973	Current	
T-27/2005	C-47A	19252	1955	1980	Wfu.	T-83/2020	C-47B	17053/ 34320	1973	1983	Wfu.
T-29/2002	PBY-5A	1737	1955	1992	Wfu.	T-85/2023	C-47B	17109/ 34376	1973	1983	Wfu.
T-31	PBY-5A		1955		Returned	T-87/4001	DC-6B	43822	1975	1980	Wfu.
T-33	C-47B	?	1955	1965	Wfu.	T-89/4002	DC-6B	43824	1975	1980	Wfu.
T-35/2007	R4D-1	4362	1955	1982	Wfu.	T-91/4003	DC-6B	44166	1975	1980	Wfu.
T-37/2009	C-47B	17079/ 34346	1962	Current		T-93/2001	C-131D	322	1976	1990	Wfu.
T-41/2004	C-47A	19002	1962	1981	Wfu.		C-212	307	1984	Current	
T-43/2011	C-47A	9517	1964	1976	Wfu.		C-47B	16667/ 33415	1981	Current	
T-45/2006	C-47B	14491/ 25936	1964	1981	Wfu.		C-212	310	1984	Current	
T-47/2013	C-47B	16178/ 32926	1964	1975	Wfu.		C-47A	12557	1981	Current	
T-49	C-47B	15455/ 26900	1964	1965	W/o. at Pedro Juan Caballero		C-212	315	1984	Current	
T51/2008	C-47B	17113/ 34380	1967	1987	W/o. at Bahia Negro		C-47B	15653/ 27098	1984	Current	
T-53/2018	C-47B	16949/ 34208	1967	1974	Wfu.		C-212	316	1984	Current	
T-55/2025	C-47B	15380/ 26825	1967	1977	Wfu.		C-47B	15477/ 26922	1984	1987	W/o. at Lagerenza
T-57/2024	C-47B	20857	1967	1976	Wfu.						
T-59	C-47D	17080/ 34347	1967	1975	Wfu.						
T-61/2012	C-47B	17001/ 34263	1967	1973	Wfu.						
T-63/2015	DC-3C	12850	1969	1979	Wfu.						
T-65/2017	DC-3A	2012	1969	1983	Wfu.						
T-67	C-47D	12190	1969	1975	Wfu.						
T-69/2016	C-47B	15703/ 27148	1970	1980	W/o. at Lambare						
T-71/2014	C-47B	14312/ 25757	1970	1978	Wfu.						
T-73/2022	C-47B	16026/ 32774	1970	1972	Wfu.						
T-75/2019	C-47B	15165/ 26610	1970	1984	W/o. at Concepcion						

Although the four-digit numerals-only system was established in 1980, many aircraft written off before that year were also allocated new serial numbers in 1980. This was the case with T-43, T-47, T-53, T-55, T-61, T-63, T-65 and T-73. Others were not, including T-21, T-25, T-33, T-49, T-59 and T-67.

Cross reference from four-digit serials to T-serials:

2001/T-93	2009/T-37	2017/T-65	2025/T-55
2002/T-29	2010/T-81	2018/T-53	2026/T-79
2003/T-23	2011/T-43	2019/T-75	4001/T-87
2004/T-41	2012/T-61	2020/T-83	4002/T-89
2005/T-27	2013/T-47	2021/T-77	4003/T-91
2006/T-45	2014/T-71	2022/T-73	
2007/T-35	2015/T-63	2023/T-85	
2008/T-51	2016/T-69	2024/T-57	

# a Canadian Regional experience

The airline scene in Canada is changing and evolving rapidly - and not to everyone's delight. Canadian Airlines International is struggling to survive, with the help of American Airlines, and Canadian's regional commuters are in a state of flux.

In an effort to learn about these regional services not long before the disappearance of Time Air and Canadian Partner, along with several of their aircraft types, I used my "Canadian Plus" points for an interesting three-day trip one year ago.

My flight plan looked like this:

- Day 1:  
Toronto - Winnipeg  
Canadian 737.  
Winnipeg - Saskatoon via Regina  
Time Air Dash 8.
- Day 2:  
Saskatoon - Winnipeg via Regina  
Time Air Dash 8-300.
- Day 3:  
Winnipeg - Thunder Bay  
Time Air Dash 8-300.  
Thunder Bay - Sault Ste. Marie  
Canadian Partner Jetstream  
Sault Ste. Marie-Toronto \31  
Canadian Partner Brasilia.

I had obtained permission in advance for jump seat rides where possible. Only Canadian Airlines would not give me permission in advance and arranging it on board was not possible. Ah well, I was most interested in the regionals anyway!

Before continuing, let's have a brief look at the history of Time Air and Canadian Partner.

Time Air was founded at Lethbridge, Alberta, in 1966 by Walter R. "Stubb" Ross, who nurtured the growth of the airline until his retirement in 1984. Service started between Lethbridge and Calgary that year with a Beech 18 and expanded quickly. By 1982 Time Air was providing 52 flights to 10



DASH B-300 C-6MTA OF TIME AIR, ALREADY PAINTED IN CANADIAN REGIONAL COLORS, AT SASKATOON, MAR93.

communities in Alberta and British Columbia. Two years later the company became a partner of Canadian Airlines International when Pacific Western Airlines purchased a 42.8% interest in Time Air. By 1988 Time Air carried more than one million passengers a year. Aircraft in service that year included the Fokker F-28 jet, De Havilland Canada Dash 8-100 and -300, Dash 7, Shorts 360, Beech 99, Beech 90 and Convair 580 (all propjets) and a Cessna Citation jet.

Canadian Partner was based in Toronto, Ontario, and was operated by Ontario Express Limited. It was created in 1987 to provide air transportation in Ontario as part of Canadian's commuter network to the

Lester B. Pearson Airport hub at Toronto. In the spring of 1991 the shares of Canadian Partner were purchased by Canadian Regional Airlines (CRA), a subsidiary of PWA Corporation (which also owns CAI).

Canadian Partner began flying with four Jetstream 31, later expanded to 14. Five Embraer 120 Brasilias and five Beech 1900C were added later.

In April 1989, Canadian Partner went international when it started service to Pittsburgh, PA. In mid-1991 Harrisburg and Allentown, both in Pennsylvania, Dayton, OH and Indianapolis, IN, were added.

Canadian Regional Airlines was formed in January 1991 as a

TIME AIR'S FOKKER F-28 C-FATA, AT SASKATOON, MAR 93. NOTE THAT TITLES HAVE BEEN WHITED OUT IN PREPARATION FOR APPLICATION OF CANADIAN REGIONAL TITLES. (ALL PHOTOS BY RON RHODES)



(Right) DAKOTA 2028 AT ASUNCION, JUN 90  
NOTE STAR (IN GOLD) IN THE WHITE BAR OF FLAG ON THE TAIL.



(Below) AVIOCAR 2031 AT ASUNCION, FEB 87

(Both photos by ANTONIO LUIS SAPIENZA)







### A COCKPIT STUDY

SHOWN ARE THE COCKPITS OF THE DASH-8-300 (above left) AND FOKKER F-28 (above right) OF TIME AIR AND THE BRASILIA (right) OF CANADIAN PARTNER. THE PHOTO AT RIGHT SHOWS CAPT. P. TAYLOR AND F/O WARREN GILBERT AT WORK IN THEIR "OFFICE".



holding company for PWA Corp.'s regional airline interests. In April 1993 CRA bought the operations of Time Air and Ontario Express and merged them under the name Canadian Regional Airlines. Another regional subsidiary, Inter-Canadien in Quebec, has its head office in Montreal and still operates with local management.

At the time of writing, CRA had approximately 1,800 employees. Its fleet stood at six ATR 42-300, seven Fokker F-28, two Dash 8-100, 14 Dash 8-300 and two Shorts 360. It served 46 destinations in Ontario and Western Canada plus another 26 on Inter-Canadien routes in Quebec. Of interest is that CRA's ATR-42 are being interchanged with those of Inter-Canadien (which has nine) as required.

That is how it was before my trip and I wanted to experience the individual airlines - and just in time I was!

After an uneventful, almost dull 2.5-hour Canadian Airlines CP23 flight by 737 from Toronto to Winnipeg on the morning of 16 MAR, aircraft C-GFCP landed on Winnipeg International Airport's Runway 17C in very windy weather. It was the 20,841st landing for the aircraft since being manufactured in 1982. The only interesting aircraft on the ramp that morning was a German Luftwaffe A 310 (Serial 10+23).

My main reason for stopping off in Winnipeg for several hours was to visit the Western Canada Aviation Museum in the old Trans-Canada Air Lines hangar at the airport.

Later that afternoon, I was seated on the jumpseat of Time Air's F-28 C-FATA, whose Time Air titles were already whited out, en route to Saskatoon, Saskatchewan. Capt. Murray Armstrong and his first officer were extremely hospitable and helpful. Flying at 28,000 ft (8,535 m) at 360 knots (648 km/h), the crew told me about the airline. They said the coming disappearance of Time Air into Canadian Regional Airlines meant some layoffs, along with the

inevitable worries about seniority. Time Air, said the crew, was an excellent airline with the highest standards. They felt Canadian Regional would become a very strong airline - being in a better position than the Air Canada Connector carriers.

The F-28 flight deck looked quite up-to-date. Safety explanations were given to me (emergency exit was through the cockpit window, using an available rope); the rule was no extra conversation before 10,000 ft (3,000 m). A highlight for me was my first take-off seen from the flight deck of an aircraft. Arrival in Saskatoon came much too soon and I said good bye to the F-28 and its crew.

An overnight in Saskatoon was followed by a visit to the airport the next morning and I was delighted with the presence of a Perimeter Airlines Metroliner and Athabaska Airways aircraft. It was a bright day, but bitterly cold.

I flew back to Winnipeg via Regina on the jump seat of Time Air Dash 8-300 C-GMTA. The crew of Larry Wiesner and Neil Ashdown again were most co-operative. This aircraft, already at that time with Canadian Regional markings, was, I was told, being used for a rather typical workday for the crew: six to eight legs and flying time from first wheels up to last wheels down about 10 hours credit time. Their day was considered a good one because they had

plenty of flying time, rather than time sitting in the airport. Eighty-seven hours a month for these crews is normal.

Once a year the flight crews must spend two days at ground school for recertification on type. Covered are courses on carrying dangerous goods, emergency procedures and so on. Twice a year they all spend 4.5 hours in flight simulators in Seattle, WA. A complete medical exam is required once a year, including an electro-cardiogram for those over 40. As well, one flight a year is made under the supervision of a check pilot. These crews are definitely kept on their toes!

The Dash 8 flight was extremely comfortable. It included two legs - the first one being 150 mi (240 km) to Regina. Because of the high cost of fuel at Regina, no refuelling was planned during the brief stop-over. The fuel truck driver actually knocked on the cockpit window to ask if we required any fuel! Saving four cents per liter of fuel can mean a saving of thousands of dollars per day for the airline. Each crew is being provided with last-minute fuel prices for each stop en route and they are to "fill her up" where the savings are greatest. Saving in other ways is definitely also on the minds of the crews. They try VFR approaches, spend less time at en route stations and try to fly direct as much as possible.

The next leg was 339 mi (546 km) to Winnipeg, during which I exchanged meals with the captain in order to give him a little more variety. Arrival was on schedule and I said "Adieu" to the crew until tomorrow's onward flight to Thunder Bay.

18 MAR, my last day, saw me back on the same jump seat with the same Time Air crew for a 390-mile (630 km) trip to Thunder Bay. The arrival at YQT is quite spectacular, with Lake Superior ahead of us before a sharp right turn into the airport (preceded by an ATC delay that annoyed the economy-minded captain). I was left with very positive feelings about Time Air and its employees on my last flight with them.

After a short wait at YQT's busy terminal building, filled with construction noise, I boarded one of Canadian Partner's Jetstream 31's (C-GJPQ) for the 272-mile 437 km flight from Thunder Bay to Sault Ste. Marie (YAM). The Jetstream has no jump seat, but I was sitting in the first seat behind the flight deck. The curtain was not closed so I could follow the action quite well. Canadian Partner was in the process of removing the Jetstream from its fleet. The aircraft reminded me in many ways of the good old Viscount and its British heritage undoubtedly played a role in that.

The size of Lake Superior becomes clear as you fly nearly 55 minutes over water before setting down onto the Sault Ste. Marie landing strip.

Unfortunately the sun started to get quite low on the horizon that March day as I was paged to meet the crew of Canadian Partner's flight CP1945 to proceed to the Embraer 120 Brasilia (C-FKOE) on the ramp at YAM. P. Taylor and Warren Gobert got me seated on the jumpseat (the door to the cockpit could not be closed now) and they explained the emergency 31



C-FIHE IS A PERIMETER AIRLINES SWEARINGEN METRO II, AT SASKATOON.

procedures to me. Partner's crew does the weights and balances for the flight themselves. On this flight there were 13 passengers and the takeoff weight was 22,000 pounds (9,980 kg). Cruising altitude for the 316 miles (509 km) to Toronto's Pearson Airport was 23,000 ft (7,000 m).

The Brasilia with its "glass cockpit" has a much more-modern flight deck than the Jetstream. And it is the fastest propjet in Canada - we were travelling at 300 knots (540 km/h), but Canadian Partner was retiring this type as well and they have by now all been returned to the leasing company.

As part of Canadian Regional's rationalization, there are now only 10 mechanics based at Toronto (down from 100) and what was Canadian Partner now flies only ATR-42-300. Due to this change, only 70 pilots are required instead of 280. ATR training for those lucky enough to have been kept on, was five days in Houston and three days of ground school in Canada.

Unfortunately our First Officer, Warren Gobert, was flying his last trip that 18 MAR evening as we saw the lights of YYZ come into view. He expertly landed on Runway 24R. I am happy to say that Warren at the time already had a job lined up in Greece.

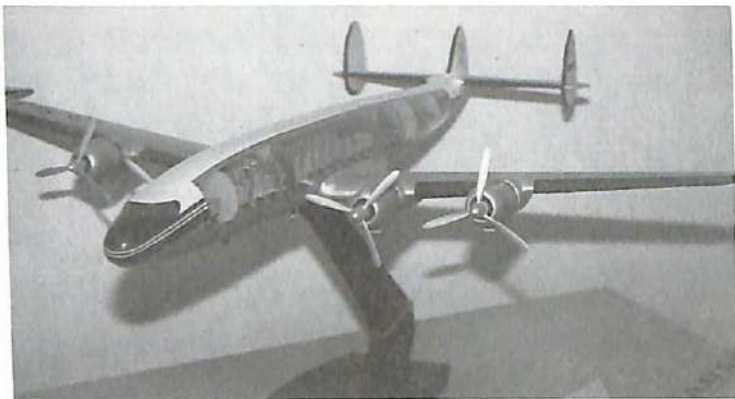
In the three days of 16-18 MAR 93 I made seven flights and spent 2,853 miles (4,592 km) in the air on six different aircraft. They were three days I will long remember.

I like to give a special thank-you to the air crews mentioned and to Cheryl Dick of Canadian Partner in Calgary and Bruce Goldie of Canadian Partner in Toronto for their assistance.

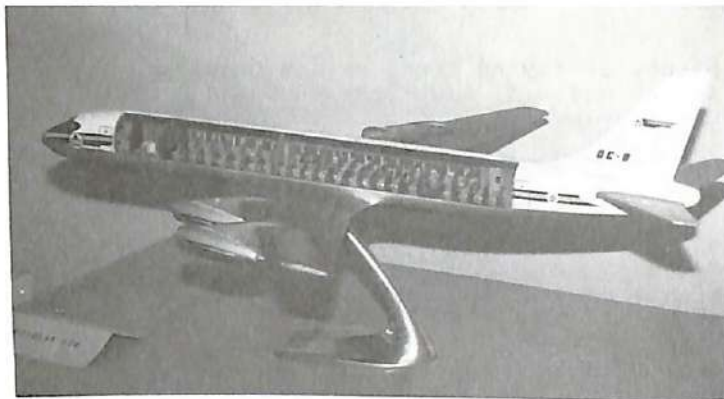
ARRIVAL OF CANADIAN PARTNER BRASILIA C-FKOE BACK AT TORONTO, MAR 93.







LOCKHEED L-1049B SUPER CONSTELLATION



DOUGLAS DC-8-41

WESTERN \* CANADA \* AVIATION \* MUSEUM

TEXT AND PHOTOS BY RONALD RHODES

During a stop-over at Winnipeg International Airport in MAR 93 I visited the Western Canada Aviation Museum. This museum is located in an old Trans-Canada Air Lines hangar and is definitely worth a visit, as these photos show.

I was met by the chief curator, George E. Lammers, and was permitted to photograph the inside of Vickers Viscount CF-THS. This was a wonderful experience for me.

The first exhibit you see when entering the

lobby, is a recreated TCA check-in counter and a display of TCA memorabilia, including see-through travel agency models of the Super Constellation and DC-8. Not surprisingly, they are chained down.

Full-size aircraft in the museum, besides the Viscount, include a Bristol 170 Freighter, Junkers Ju-52 recreated from a Ju-52/3m and a TCA Lockheed L-10 Electra, used by Air Canada in a cross-country anniversary flight.



LOCKHEED L-104, CF-TCC



COCKPIT AND CABIN OF VISCOUNT

VICKERS VISCOUNT, CF-THS



THE PHOTO CORNER

PHOTOS BY

JAN STROOMENBERGH

There are not too many places in the world anymore where one can see not one, but a fleet of three working Curtiss C-46 Commandos (plus a spare) of the same airline together on the same ramp. But Winnipeg, in the Canadian province of Manitoba, is one such place, as Jan Stroomenbergh shows us in this edition of THE PHOTO CORNER.

Jan's photos show the C-46s of Air Manitoba.

Air Manitoba operates scheduled passenger and cargo services from Winnipeg International Airport to Northern Manitoba and Ontario. Besides the four examples of the big Curtiss, the fleet includes five BAe (HS) 748, three Dakotas and a Noorduyt Norseman.



ON THE RAMP AT WINNIPEG



Above:  
AIR MANITOBA C-46A C-6TXW, Hsn 30386, RUNNING UP HER ENGINES FOR ANOTHER DEPARTURE WITH SUPPLIES FOR THE FAR NORTH. HER CHEATLINES ARE RED-WHITE-BLUE BETWEEN A WHITE TOP AND ALUMINUM LOWER FUSELAGE.

Left:  
THE STUFF THAT A PROPLINER ENTHUSIAST'S DREAMS ARE MADE OF: FOUR C-46 ON ONE FLIGHT LINE. THEY ARE ALL FREIGHTERS.

But there is much more to see at YWG, as Jan's other photos show. And when you visit, don't forget the Western Canada Aviation Museum, located at the airport, as reported elsewhere in this issue.



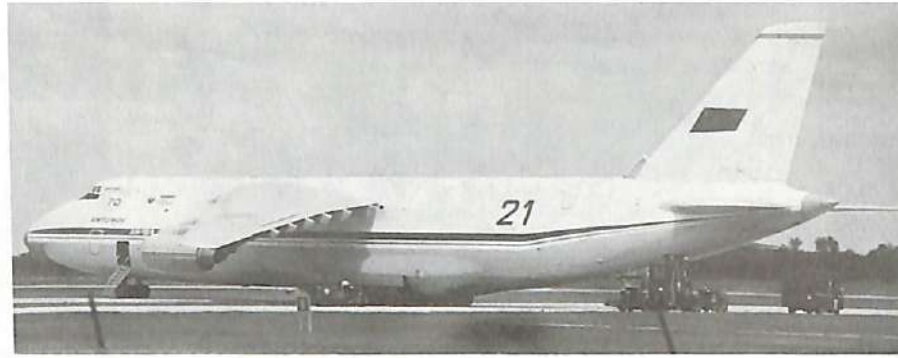
Top right:  
C-46D C-FAVO, Hsn 33242, HAD BEEN WITHDRAWN FROM USE WHEN PHOTOGRAPHED. IT HAD ALREADY LOST ITS ENGINES AND HORIZONTAL STABILIZER. NOTE THE EXTRA-LARGE CARGO DOOR CUT INTO THE FUSELAGE.

Bottom right:  
LACK OF CABIN WINDOWS AND THE LARGE CARGO DOOR IN THE REAR FUSELAGE INDICATE THIS BAe (HS) 748 IS ONE OF TWO FREIGHTERS IN THE FLEET. THE AIRLINE'S OTHER TWO 748 ARE PASSENGER AIRCRAFT. SHOWN IS 748-209 Srs 2A, C-FFFS, Hsn 1663.





THESE TWO ANTONOV AN-124 RUSLANS VISITED WINNIPEG IN THE SUMMER OF 1992. THEY ARRIVED TO PICK UP A LOAD OF AGRICULTURAL EQUIPMENT, INCLUDING COMBINES FOR HARVESTING GRAIN.



Right: THIS AN-124 IS BASICALLY IN THE COLORS OF THE FORMER SOVIET AIR FORCE. ITS ONLY IDENTIFICATION ARE THE LARGE NUMBER "21" ON THE REAR FUSELAGE, THE (SMALLER) NUMBER "70", LETTERS "HHH BDC" AND SOME SMALLER (ILLEGIBLE) TEXT BEHIND THE COCKPIT, "ANTONOV" JUST ABOVE AND FORWARD OF THE DOOR AND THE OLD SOVIET UNION'S FLAG ON THE TAIL. IT ARRIVED ON 08 JUL 92.

Below: CCCP-B2045 OF VOLGA DNEPR J.S. CARGO AIRLINE ON 28 AUG 92.



THIS BRADLEY AIR DC-3C WAS ON DELIVERY TO BUFFALO AIRWAYS WHEN IT PASSED THROUGH YWG. Reg. IS C-FLFR AND Msn 13155.



Left: CALM AIR FLIES SCHEDULED PASSENGER SERVICES OUT OF WINNIPEG. THIS Bae (HS) 748 IS SEEN IN THE COMPANY'S OLD COLORS OF ORANGE FUSELAGE TOP AND WHITE AND BLUE CHEATLINES BELOW IT. CALM AIR NOW OPERATES AS A CANADIAN PARTNER AIRLINE AND ITS AIRCRAFT ARE PAINTED IN THE CAI COLORS. THE AIRCRAFT IS 748-257 SRS.2A, C-FMAK, Msn 1668.



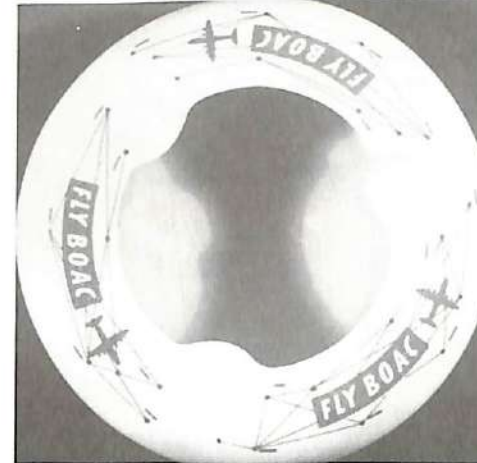
Right: SEEN AT A SNOW-BOUND YWG, THIS BROOKER-WEATON AVIATION 727-22 (A FORMER UNITED AIRCRAFT) WAS USED ON THE CARRIER'S SERVICES FOR FED-EX. IT IS C-FBWV, Msn 19085/349.

## AIRLINE DINNERWARE

by RICHARD W. LUCKIN

### From BOAC to the U.S.S. EXCELSIOR

This column is sort of a mixed bag of items. The first photo (#1) features a

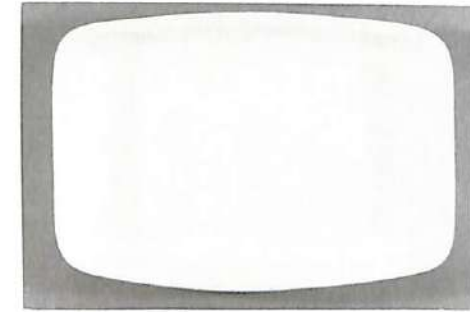


BOAC ashtray. Rather than the usual light blue color most of these ashtrays are seen in, this one is white with the BOAC banner and airplanes in blue and the routes in red. This piece measures 6.25" (16 cm) in diameter and is 1.75" (4.5 cm) high. This ashtray was used in the 1960s and was made by Spode China of Stoke-on-Trent, England.

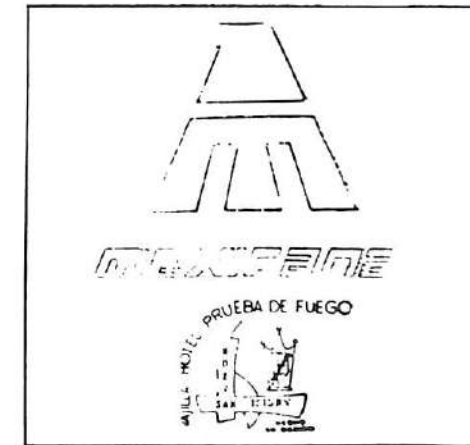


Another ashtray (#2) was used by the airline ECUATORIANA. The edges and cigarette rests are brown while the lettering is green.

While still "south of the border," MEXICANA used this plain white dish (#3) for their hot meal service. Photo 4 shows the backstamp with the airline name along the name of the maker of



the dish. It is my understanding Mexicana introduced first class service a couple of years ago and advertised the use of fine china in this class. Does anyone have a piece I can photograph and include in this column?



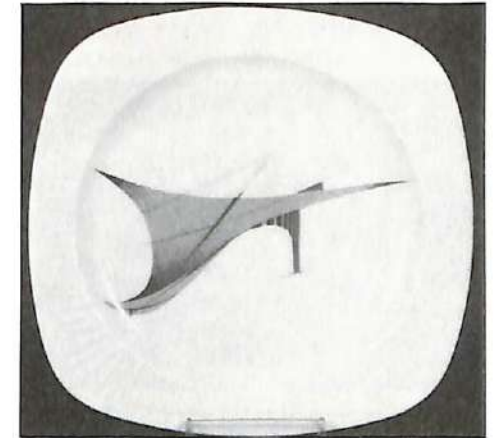
In another Spanish-speaking country, Spain's airline IBERIA used this pattern #5. The colors of red, white and blue are similar to Western Air Lines' multi-colored pattern used years ago. The back (#6) indicates the manufacturer.



# 5



# 7



A rather unusual piece of china (#7) surfaced recently. This chinaware appears to have been used on the inaugural flight of AIR FRANCE's Concorde. The decoration colors are tan, black and gray. #8 shows the unique

# 2

# 8



backstamp. I wonder if the British Concorde had inaugural china too?



< #9

Moving to England, BRITISH EUROPEAN AIRWAYS served food on this pattern (#9) some years ago. Rim design and airline initials are black. This china was made by Ridgway of England and is very lightweight (thin). I doubt much of this pattern would have survived.

Of more-recent vintage, in FEB 93 LUFTHANSA phased into service a new glass ware (#10) for their food service in Business Class. Made in France, the ware is used only in Europe.



#10

#11 shows a rare TWA pattern, made by Rosenthal of Germany. The logo features red lettering and a gold globe design. The china has a bone-white color.



< #11

#13

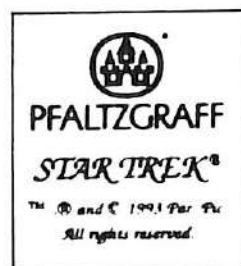
*A Moment of Tranquility...*

In the opening scene of *STAR TREK: THE UNDISCOVERED COUNTRY*, Captain Hikaru Sulu enjoys a moment of tranquility and a cup of tea on the bridge of the U.S.S. *Excelsior* (NCC-2000). Suddenly, the fine bone china cup begins to vibrate and crashes to the floor as the ship is hit by a subspace shockwave caused by the explosion of the Klingon moon Praxis. This service is an authentic representation of the bone china produced by Pfaltzgraff for this motion picture.

© 1993 Paramount Pictures. All rights reserved. STAR TREK and related marks are trademarks of Paramount Pictures.

Limited Edition of 10,000 Settings  
of which this is No. 1057

American Bone China  
**PFALTZGRAFF**



#14

For all you "Trekkies" out there, while not an airline, I thought it would be fun to show you china (#12) that was manufactured for the U.S.S. EXCELSIOR. The china features blue, gold, yellow and red decoration. The backstamp on the plate (#13) tells the story of how this pattern of china was used in the film. Photo 14 shows the saucer backstamp.

Well, that is it for now. See you all in Atlanta.

#12



36

## REPORT FROM THE FIELD



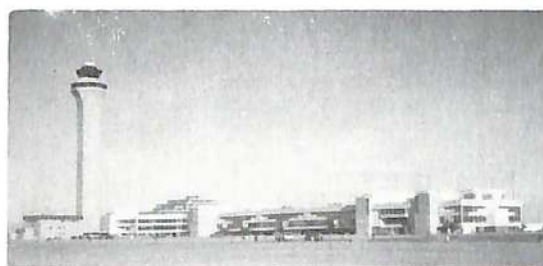
### DIA: New airport for the Rocky Mountains

W AHS member and CAPTAIN'S LOG reader TERRY ANDERSON of Independence, Missouri, sends these photos of DIA, the new Denver International Airport.

Terry visited the new airport on 25 SEP 93, for a large air show held that date. The show was almost exclusively military, Terry said, with a DC-10, 737 and 757 of United

Air Lines being the only airliners. They made a fly-by at the end of the show. All three were in the airline's new colors.

Just before closing this issue of the CAPTAIN'S LOG for press in the first week of April, DAVID GOSS, co-editor of the monthly Colorado Airliners International newsletter, told us the official opening of the



airport was scheduled to take place on 15 MAY. The opening was intended to have coincided with the September air show, but a number of construction delays moved back the date several times.

David confirmed United was the only airline represented at the air show because it was the primary sponsor. Under the contract between UA and DIA, no other airlines could display or fly their aircraft during the event.

On 19 JUL 93 a UA 757 had become the first commercial airliner to touch down at DIA. The aircraft took part in an instrument system calibration test for bad-weather landings by the Federal Aviation Administration, says the 20 JUL 93 issue of the Canon City, CO, Daily Record newspaper. A copy of the article with details of this flight was sent in by Terry. Flight 9420, carrying about 75 city, state and local officials and members of the news media, departed Stapleton International Airport at 5:40 a.m. and made one pass over DIA before making several touch and go landings. The aircraft was piloted by Capt. J.D. Whitlach and UA 757-767 flight manager Capt. Joe Swenson. Also on board were five flight attendants.

++++

Colorado Airliners International holds monthly membership meetings at Stapleton International Airport. These meetings feature speakers on a variety of airline subjects, as well as slide presentations and much more. For more information, contact CAI at P.O. Box 440713, Aurora, CO 80044-0713.

++++

37



## WINGS & THINGS

by RICHARD KORAN

# Return to Frankfurt

Doesn't everybody just pick up and fly to Frankfurt am Main for a weekend ... again?

It was the 8th International Aviation Hobby Meeting on 30-31 OCT 93 and after attending the 1992 version of this get-together (see CAPTAIN'S LOG, DEC 92), we were ready with our suitcases in hand for another great weekend at Turnhalle Schwanheim.

For those of us who are able to fly over the Great Waters for a weekend "Kitchen pass", you must try to get over to Frankfurt for the time of your life. You will never regret it.

As last year, I came off a three-day American Airlines trip at O'Hare International and Diane met me at the arrival gate with a change of clothes ready for me. After checking our bags and clearing security, it was off to the Admiral's Club. Diane is the Admiral and I just tagged along as we whiled away the two hours before the ride across the pond.

Once-again I knew the flight crew, so we were invited to see the glass cockpit. After seeing all the "Ghee Whiz" stuff, the cabin beckoned for the many hours ahead of us crossing the Atlantic. We were processed Business Class this time and it was quite comfortable. The meal service was great as well, with various beverages to help keep us warm and cozy enroute.

We both dozed off and when I woke up, we were passing over England, and then the Continent, watching the orange glow of the lights below. Not long after we were served a light breakfast to tide us over until we got to the hotel. It was quite foggy for the landing at FRA, but the MD-11 got us there right on time. You can't beat that!

WE DID OUR BEST TO BEHAVE BEFORE DINNER, BUT EVERYONE WOULD NOT BE NICE. HERE ARE THE WORST OFFENDERS: DICK KORAN (WEARING A FEZ), ALDOIS WEINFURTER (IN HIS HORNS), CHEF MARIANO AND HECTOR CABEZAS. HECTOR JUST HAD TO WEAR THAT DUMB BASKET ON HIS HEAD!



FRIDAY NIGHT AT STRUHWELPETER'S RESTAURANT IN SACHSENHAUSEN. GREAT FOOD, TO SAY NOTHING ABOUT THE LOCAL BEVERAGES. FROM LEFT ARE STAN BAUMWALD, NIEK VERMEULEN, JAROMIR KRAL, BRUCE SHUEY (THE "WING MEISTER"), DIANE KORAN AND HECTOR CABEZAS.

We cleared customs and looked for Hector Cabezas to pick us up ... but no Hector. Since there were long lines at the telephones, we decided to make our way downtown and go from there. The Deutsche Bundesbahn train took us from the airport to the central railway station and we made it to the Holiday Inn in Sachsenhausen by taxi.

After we finally contacted Hector, we returned to Frankfurt and to all the fun to be had at his place, with all of the familiar faces from last year. We spent more than an hour looking over all the goodies Hector had to pass along. I was stunned with the items he had for me: a large number of the older Lufthansa wings and other items. The LH wings, and some other goodies, are shown in this column.

For dinner, we went again to the Strewelpeter Restaurant in Sachsenhausen, only a short walk away in the cool evening. It is hard not to be hungry when you drink the best beer in the land - and to consume some of the best food this side of the Rhine as well. Our gang at the restaurant included Stan Baumwald, Niek Vermeulen, Jaromir Kral, Bruce Shuey, Hector, Diane and I. What a crowd! After leaving the Strewelpeter, Hector took us to another place ... an older place.

I was looking all around the area where I had been before, when I was flying KC-97L tankers at Rhein-Main Air Base ... my best buddy, Julian Bates and I were a duo to say the least, over those 10 years of flying in and around Europe. Seeing the place again brought back a lot of memories. But back then we missed a very nice place. I wonder why we missed this out-of-the-way wine cellar called Abt's Kellerei, down a small alley and "the best keller in Sachsenhausen". This was the "older place" Hector had promised us.

We stayed there for quite a while, enjoying the coolness of the cellar, when Diane donned a robe and began pouring the wine that we had come to taste. The wine was quite nice and the whole place was very historic, according to the fellow who owns the cellar. It seems the cellar was deep enough that the bombs of World War 2 could not touch it. Everyone enjoyed the experience of being there. The robe helped keep Diane a little warmer as the wine flowed quite freely. The whole evening was very nice indeed.

The next day Niek Vermeulen picked us up from the Holiday Inn for the trip to the Gaststatte

Turnhalle Schwanheim. We drove around a bit in town, making sure we were at the right place. While Niek was unpacking his trunk of goodies, Diane and I took a short walk to a small coffee house, one you stand in ... no chairs ... just coffee and other items. The coffee was great to say the least ... the first of the morning, too. It was hot!

The two gals in that small coffee house spoke some English, so we could have a small conversation. It made it better that way as they were able to almost understand us, too. Another cup of that coffee, please.

When the clan began to arrive, many familiar faces began to appear at Turnhalle Schwanheim. Even though this was only the second time we were there, it was almost like home. Hector helped Lothar Grim, Kurt Preis and Mario Paetor, the organizers of the show, as well as put up his own tables with many fine items to be had. It was going to be a good day. Oleg Charitinov came over and he had two other fellows with him. We did trade a few items and it seemed things were going well for them. Val Omajnikov and Judy were there, but Judy would take off to see her mother in Vienna. When she came back Sunday morning, Austrian Airlines had gone on strike, but she was able to get back to FRA.

Erwin Bieber, our resident music teacher at the Vienna Conservatory, was there, as was Alois Weinfurter from Munich. Alois was taken aback when I presented him with one of my old American Airlines uniforms. It was one of my First Officer uniforms, along with the appropriate wings and he was pleased beyond words. Erwin was always looking at all the tables, intent on finding something, but I was unable to see what he was really looking for. But he was having a good time all the same.

Alois doesn't speak English that well, but we did "communicate" when it came to the uniform. We did communicate better at the restaurants, as you will read further down the column. Alois drives four hours to the show from Kirchdorf, in the Munich area, where he lives. I wonder if he wore my uniform on the way home ... those cars on the Autobahn drive as fast as most airplanes fly anyway, so with the uniform on, he could possibly pass for a low-flying American Airlines pilot. By the way, language is not a drawback among friends, as I said before.

On Saturday night we were to meet some new friends of Hector's at the restaurant Buenos Aires in Sachsenhausen. It is Hector's new place to go - and it seems he is preparing to make a trip to Argentina, so this place will prepare him for all that is to come to him when he is there. Mariano Cocimano, chef and owner of the Buenos Aires restaurant did everyone very well. The food was outstanding, as it should be, with the owner being at our table throughout the evening, sending in our every want and desire. Everyone around the table wore some kind of hat that the chef kept for such goings-on when everyone is having a grand time. Just check the photographs in this column to see what I mean.

Sunday morning started with everyone ready and willing to go into the hall for more of what we all came for - selling and trading. It was a little slow at first, but things picked up as the day went on. There were a lot of folks coming and going and that made for a busy day, except toward the end. It is always a sad feeling when you come to the end of the road, so to

speak. You really don't want to stop when you are having a fun time. But then the day will be over and we'll all be ready for another day.

Toward the end of the Sunday selling, I went around the hall to find something that I could take home as some sort of keepsake to remind me of the weekend. I found a poster of a Lockheed L-1049G Super Constellation (1951) that had been produced for Texaco some years ago. I decided it would be my "trophy". And to celebrate the nice time I had, along with others, I went around the room and had special people autograph it. This is a keeper for sure!

I guess another tradition will be the Dinner After, so to speak, at the Gaststatte Schwanheim. Most of us are from the United States, along with others from the Continent and we joined in for a dinner after the whole thing is over. If you come over from the States or the Continent, you can join us if you are hungry and ready for a cool beer or wine. Not a bad tradition, eh?

Hector provided the tradition of giving Diane and me a ride to the Flughafen Monday morning. He took us right into his parking place under the terminal and up we went to the main terminal and the American Airlines counter. Diane told Hector he would come with us to the Admiral's Club for coffee and rolls before we had to depart. Hector's driving saves us a taxi ride, but better still, we have some extra time to talk.

Hector is a gem, bar none. Took us right to the AA desk, put the bag on the belt, took us to the gate and gave a grand wave.

Thanks Hector, for everything.

My good friend Charlie Dolan also wanted to get his bit in this column, so here it is:

I have a lot of letters out, two or seven, influenced by your letter and color copies. I hope South African comes through - it looks like it will be a nice set (of wings). I sent them a photocopy of my old wing issue, so it won't look that I don't already have some of their stuff. They'll know I took good care of it.

Do you have an address of Smoker's Express (see Bruce Shuey, Charlie -RLK)

The Dolan's daughter, Julia, landed a full-time job ... she is now a ramp rat for Piedmont Airlines. They resurrected the name to act as an operating company for the USAir Commuter flights at BWI.

With luck, if this USAir travel is as good as other lines, I'll be able to join the party at FRA.

It looks like we got off easy on the quake at AI'92 in Orange County (compared to the earthquake that hit the area a few months ago-JG). California holds less and less attraction as time goes by.

HECTOR CABEZAS HOLDING COURT AT STRUHWELPETER'S.







LEFT: Pioneer Air Lines started service in 1945 with three L-10 Electras. The name was changed to Pioneer in 1946 and soon after the first of 11 DC-3 was introduced. They were replaced by nine Martin 2-0-2 (ex-Northwest) in 1952 and the DC-3 were sold to the U.S. Air Force. But a year later Pioneer went back to the DC-3 after the CAB ruled the Martins were not more-economical to operate than the DC-3 (Local service airlines were subsidized through mail payments to operate to smaller communities). This wing is silver with red, white and blue enamel in the center device. It has a pin back for wear and there are no hallmarks.



LEFT: Trans Texas. Wing comes in all-gold and in all-silver versions.



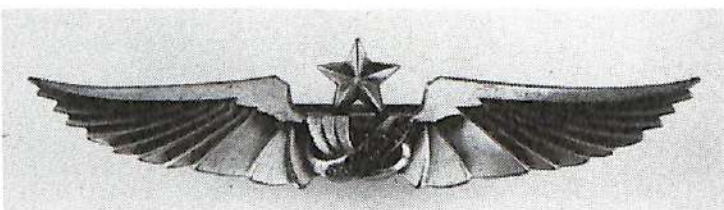
Texas International. The center piece consists of the flag of the State of Texas: a gold star on a blue field to the left and white and red bands to the right (The star on the real flag is white).



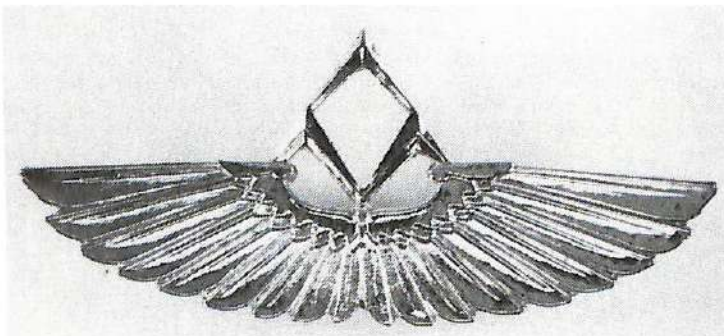
Continental: Small F/A gold wire. The center is dull gold with red-white-blue.



This is the current Iraqi Airways pilot wing. The wings are gold and the center device includes a white band with three green stars, a red band around the gold Iraqi logo and with "Iraqi Airways" also in gold, and a green enamel bar below with the airline's name in Arabic in gold.



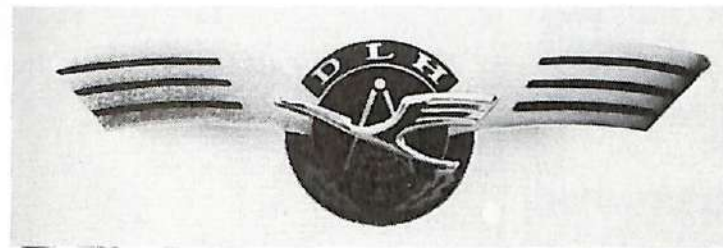
Trans International ... silver.



Montana Austria is no longer in operation. The airline flew charters between Vienna and Bangkok with 707. It also operated from other Austrian airports in the late 1970s. The wing is overall gold finish. Note the "A" over "M" design.

D.L.H. wings I acquired at FRA:

All have the same shape with golden wings and blue enamel lines, blue enamel centers and gold DLH. A gold crane surmounts all but one of these wings.



DLH navigator wing. The center shows two gold branches, compass, globe and Lufthansa crane. The latter is surmounted on the wing.



DLH purser wing. The mark in the center is different. The word purser is in gold across the bottom. Note the wide gold band in the center. This wing may have been a prototype only.



German Cargo System. Gold wing with light blue lines on the wings and around the center. The letters "GCS" are in gold and the boxes and leaves are in brown enamel.



Help! Help!  
I need identification for this wing/hat badge. The wings are gold with light blue/dark blue and blue/black. The name on it is Calair and I am unable to find identification. Does anyone know?



DLH Obersteward (head steward) wing. Note the wide band in the center.



DLH radio operator wing. The center shows a gold lightning mark.



DLH steward wing.



HFC-Hanseatischer Flieger Club, the DLH flying club. It is also in gold and blue enamel, as the others.

Problem solved!  
The start to solving this problem was supplied by Ken Taylor in his WHAT IS IT? column in this issue. He says the airline is Calair of Germany. Going on this, I have found the following in my files: Calair was founded in 1965 as Transportflug to operate passenger and cargo charters and inclusive tour flights from Frankfurt. In early 1969, three DC-4s were in service, but a year later these had been replaced by two DC-6A. In NOV 70 the name Calair Transportflug (Calair Flug for short) was adopted. Five ex-Eastern Air Lines 720 were introduced. Operations were suspended early in 1972 due to financial difficulties. Three 720 were impounded at Basle, Switzerland and two at Frankfurt. The airline went into liquidation in MAR 72 =JG



# FROM THE FILES OF :

Most of us who regularly attend the annual Airliners International convention know Niek Vermeulen, or the "Barf bag man" as he likes to call himself.

Niek, who hails from The Netherlands (Holland) is the proud owner of an airsickness bag collection of record proportions. Even the world-famous Guinness Book of World Records recognizes the collection as the world's largest. And it is still growing.

Niek shares with us photographs of some of the more unusual bags in the collection.

## PHOTOS THIS PAGE:

### Photo 1:

"After you've had a chance to roam, don't forget those left back home" says this TWA "doggie bag" (left). The Continental bag on the right urges travellers to take their leftover food home with them for "Bowser" in the bag, if they did not use it for its intended purpose. Both airlines apparently don't believe in wasting food.



HOLLAND PHOTO SERVICE

1

2

42

Niek Vermeulen



"The Barfbag Man"

### Photo 2:

CAAC of China bag advertises double duty as a waste receptacle, while Laker Airways urged passengers to call the stewardess to dispose of the used bag. The bag on the right is unidentified. Can any of our readers help?

## FACING PAGE:

### Photos 3 & 4:

Air sickness bags from various carriers, including Olympic Airways, Mexicana (doubling as a Seat Occupied card!) Japan Air Lines, ALM, NLM City Hopper, CSA, LTU, Singapore Airlines, Balair, Saudia, Airlanka and LACSA in the first photo.

The second photo shows LOT Poland, Philippine Air Lines, Maersk Air, China Northwest Airlines (CNWA), Air Florida, an unidentified Chinese bag, Sabena and Delta Air Lines.

Photo 5: Namib Air, the national airline of Namibia (in Southern Africa).

Photo 6: Uzbekistan Airways.

Photo 7: Slov Air of the former Yugoslavia.

Photo 8: Air Afrique. Note the illustrations of traditional African face masks and art work.

Photo 9: China Airlines (CAL) of Taiwan.

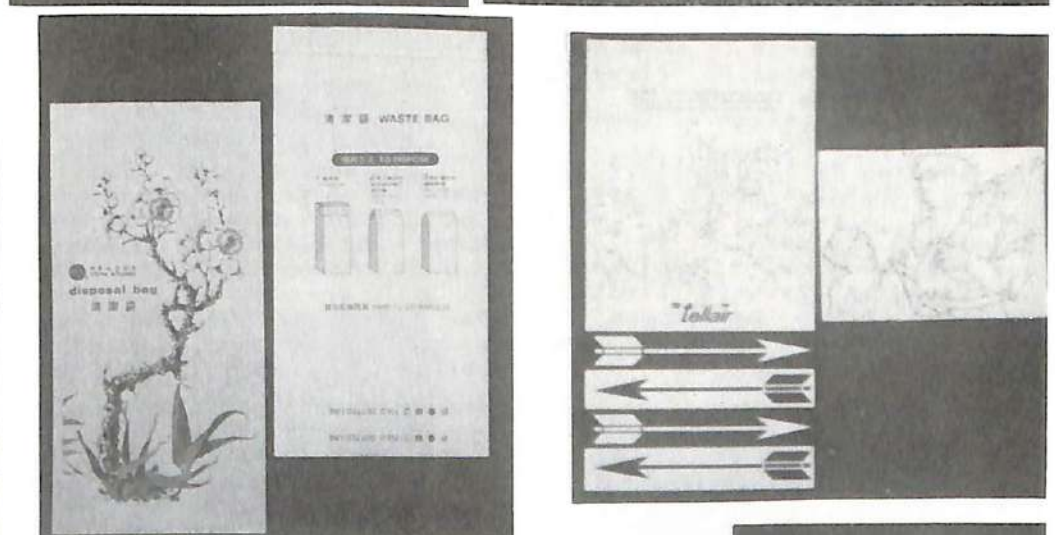
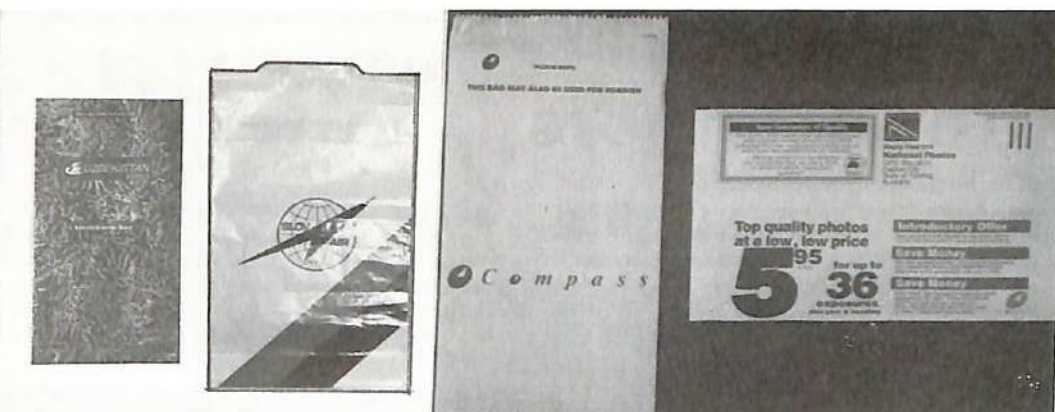
Photo 10: Compass Airlines of Australia bag doubles as a film mailer with postage paid by the processing laboratory.

Photo 11: Russian International Airline Airlines

Photo 12: Tellair. The reverse shows a "connect the dots" picture of William Tell carrying his crossbow over his shoulder, talking to his son.

Photo 13: Niek stores his collection in boxes. This one reads "Fresh ready-to-go meals" on the side.

Photo 14: The picture of the reindeer on this Finnaviation (Finland) bag saves it all.



3	6	7	10
	8		11
4	9		12
5		13	14

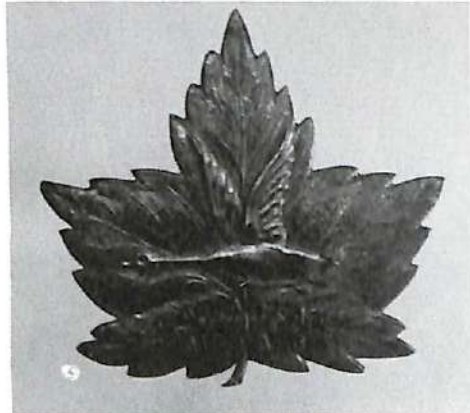


# Predecessors

## WHAT IS IT?

by KEN TAYLOR

Further to the Air Canada/Canadian discussion in the previous issue of the CAPTAIN'S LOG, I would now like to show you some of the wings and hat badges from "defunct" airlines that have over the years "made up" Canadian Airlines International.



This 1926 badge is from Montreal-based Canadian Airways. The airline was owned by The Aviation Corporation of Canada.

Canadian Pacific Railway in 1933 purchased a major share in Canadian Airways. The word "Limited" was added to the name and the new airline was known as Canadian Airways Limited. The head office was moved to Winnipeg, closer to the company's western operations.



This cap badge appeared in 1934 and shows almost the same goose as the former badge. (Watch for this goose. It will show up again). These badges were in use until 1942 and there are two different types of mounting. Some have two screw posts, but the majority have the "military-style" loop and cotter pin mounting. At least on those that I have seen. These badges were made by



This Canadian Airways Limited (CAL) jacket wing is of the 1932-1942 era.



This unique cap badge was used by Patricia Airways and Exploration from 1926 until they were taken over by Western Canada Airways in 1927.



Prairie Airways Limited was formed in Regina, Saskatchewan in 1936. It used this cap badge, made by McKenzie Clay. The badge was in use from 1936 to 1942.



# of Canadian

Formed in Edmonton, Alberta, in 1932, Mackenzie Air Service maintained a service to the Northwest Territories as far as Aklavik until 1939. In that year the company was absorbed into United Air Services Limited. This wing is of gold wire on a brown cloth.

In NOV 41 several small Canadian airlines were amalgamated by the Canadian Pacific Railway into Canadian Pacific Western Lines (Air Service) based in Winnipeg. This badge was produced for the new company, but it may never have been used because on 01 JUL 42 the name was changed to Canadian Pacific Air Lines Limited under ownership of the Canadian Pacific Railway.



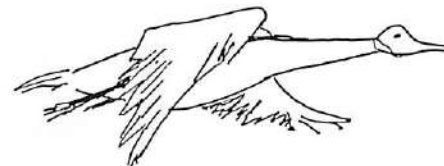
Cap badge was used from 1942 to 1946. It has two screw posts on the back.



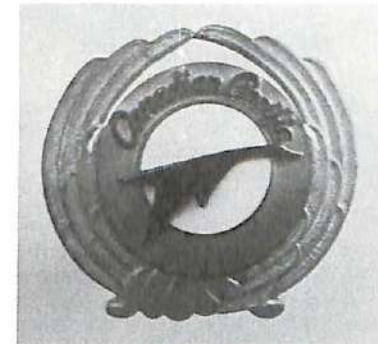
Jacket wing from Canadian Pacific. The entire wing is in gold, with blue enamel shield. The letters CPA are also in gold. The wing had two screw posts on the back. First issued in 1942 and in use until the 1950s. I have a photo of a 1956 liquor advertisement featuring this wing as in current use.)



All-brass cap badge, introduced in 1946. The maple leaf was a departure from the Canadian Pacific shield shown before. Canadian Pacific advertised themselves at the time as "The World's Most Complete Travel System = Planes, trains and Steamships".



By the summer of 1949 Canadian Pacific Air Lines was operating a service across the Pacific to Australia and a new cap badge was issued. Unfortunately a picture of this badge is not available. It featured, once again, a flying goose. The goose was in blue enamel on a white enamel rectangle, which was centered on the now familiar Canadian Pacific-style cap badge.

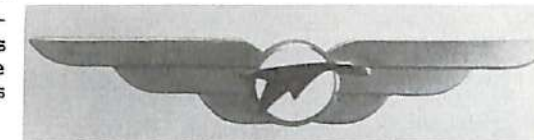


The next badge design, collected in 1964, was almost the same as the previous one, but it featured a "modernized" goose in blue enamel on a white enamel disc with the name Canadian Pacific in script in an arc above it. This version of the goose was mockingly called the "ruptured goose" and was highly unpopular among the airline's staff. It lasted only a few years.

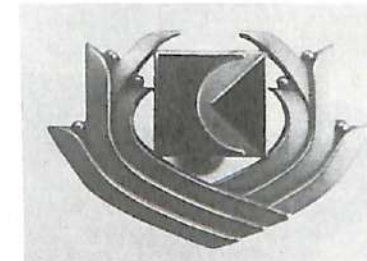
Cap badge collected in 1966. It is almost the same as the previous one, but the ring in-



side the wreath is now in blue enamel.



Jacket wing that goes with this series, collected in 1964, shows the "ruptured goose" in blue enamel on a white enamel disc on gold color metal.



In 1969 Canadian Pacific introduced a new operating name and a vastly-different design for its logo, breaking with 27 years of tradition. The new name was CP Air and the logo a so-called "multi-mark", applied

to all air, rail, road and sea transport modes of the company. Different colors indicated the different divisions. Red and orange were for the airline operations. The red triangle and orange crescent are in enamel on a gold wing.



This is the 1969 issue of the new CP Air jacket wing in gold.



A staff patch was also introduced in 1969.

In 1987 the big bird CP Air was swallowed by a much smaller bird, Pacific Western Airlines. The name of the merged company became Canadian Airlines International (CAI) in 1987. (The name Canadian International Airlines =CIA= was rejected for obvious reasons = JG)

Today, American Airlines is poised to take a substantial interest in CAI and the controversy about which airline shall be the dominant carrier in Canada, grows.

Next time, the badges of Pacific Western Airlines.

## Answers:

Questions and answers are few this time, but there is much of interest included.

The writers this time are STAN BAUMWALD, BILL SOHMER, KEITH KUEHN, GLENN MURRAY, ANNE MALM and JAMIE NEILSON. My thanks to all of you. It are your efforts and your willingness to share information that make this column worthwhile.



#34

#34. Allied Signal Corp. of southern California. Probable date late 1980s.

#54. Starlite Express of Dallas, Texas. Approximate date 1990.



#54



#55

#55. Conair of Minden, Nevada, about 1991. It operated on the west coast, carrying freight, not convicted criminals.



#77

#77. Wing of Calair, a now-defunct German airline. The cap badge is simply an enlarged version of the center of the





jacket wing and has in bold letters the name CALAIR on the upper part of the outer ring. (See also the WINGS & THINGS column by Dick Koran in this issue - JG)



#84. KLM City Hopper



#85. Connect Air of Gatwick (London)

**New questions:**



#102. Metallwaren FBK PFORZHEIM". Any ideas, anyone?



#105. A wing of gold wire on green cloth. Inside the circle are the letters GAC below a five-pointed star. Who, what where and when?



#103. Brass badge with a screw post and nut on the back, approximately 1" (2.45 cm) wide and DIXIELINER SERVICE text and the letters C&S.



#106. A metal wing with red and blue colors in the disc and the letters W.A.M.S. The wing is marked "Murchison NY NEWARK STERLING. Again, any ideas on this wing, or is it one of the lost?



#107. A pair of wings, clearly from the same company. Both are in silver wire on black cloth, both have a clutchback and the letters HNA in the center. Who, what, where and when?



#108. Gold-color metal wing, showing a gold hand with extended fingers and a black letter

#108. Gold-color metal wing, showing a gold hand with extended fingers and a black letter



#108. "F" superimposed on the hand. What is it?



#109. The same style as the previous one, of gold-color metal. The center contains "fA" in italics on a gold-colored sun on a black disc. Has anyone of you seen this one before?



#110. Gold-colored metal wing with letters M F I on a blue disc.



#111. Recently I obtained an aluminum suitcase with a badly scratched Indian head-type Western Air Lines logo imprinted on it. Attached to the handle was this name and address tag (space for a name and address on the reverse). The tag is of a hard-pressed material, green in color with red and white decoration. When? What was the purpose of the suitcase?

I am looking forward to your responses.



#104. In enamel and dark bronze. It looks like a cap badge. The enamel colors are yellow (GcTc) blue (area behind cTc) and the square behind the star) and red and white alternating bands. On the rear are a screw post and nut and the mark "Fritz Kohm

**JUNIOR CREW INSIGNIA**

by STAN BAUMWALD

**No GUARANTEE WING WILL BECOME RARE**

Recently I made a trade with DAVE CHERKIS and received from him this Nationair junior wing. This puffed vinyl wing is of the type made in Taiwan. The color is silver with just a touch of red in the



Nationair logo. This Canadian airline is now out of business and it is still to be seen if this wing will become common or rare. Remember when Eastern and the first Midway went out of business and people were buying everything available? Well, it appears there are literally thousands of their junior wings available and they are very common.



I also picked up a Stoffel-style S-5 wing from Island Air. This pinback wing is silver, gray and red. There are several small airlines around the world named Island Air or have Island Air as part of their full name. I am not sure, but I think this wing is from an airline that is based in Hawaii. If you can identify this wing for me, please write and I will pass on the information.



Just as an aside, I am showing a Trans-Australia Airlines wing done for me by Herman Van Dyk in my book. (Incidentally, Herman also did the wings shown in this column.) This TAA wing (TAA-14) shows up as one dark

blotch in the book because the center is dark blue and this just does not photocopy well. Herman enhanced the wing on his computer and the detail now is just marvelous. It will certainly make future editions of the book much more attractive and more valuable as a reference.

Again, please remember that the illustrations of the above wings shown here are the copyright ownership of Herman Van Dyk and cannot be reproduced without his permission.



This Stoffel-style wing, S-4, is another wing I did get in the past few months. It is from an outfit called Eagle Airlines which apparently flies only charters. I believe it is/was based in Chicago. This wing is in gold-color with light and dark blue in the center logo. more information about Eagle would be welcome.

This Eagle wing starts a controversy. I feel it should be included in my Junior Crew Member book because I also include other charter groups, such as Five Star. These are legitimate and deserve listing. Dave Cherkis came up with a wing that is also from a charter outfit, called Executive Jet Aviation (EJA). The question is: What do we know about these airlines? Five Star was a subsidiary of TWA and operated L-1011s and I believe Eagle flies 727s. Whatever the case, do we want to restrict these airlines because of size or the kind of service they operate? For example, what if this EJA flies light twins? (See note below.) Does this make a difference? Speaking for myself, I don't think so. My feeling is that if a commercial carrier issues wings to be given out as promotional material to unaccompanied minors or to junior flyers (UPS, Federal Express

ILLUSTRATIONS © 1994 BY HERMAN VAN DYK (EXCEPT BOAC WING)

are cases in point), they should be included in the book. Your comments are certainly welcome.

I don't have the EJA wing yet and therefore it is not shown.



Finally, I am showing you this BOAC Junior Jet Club wing dating back more than 35 years. The picture was sent in by our editor, Joop Gerritsma. He writes:

The BOAC Junior Jet Club was founded in MAR 57 for BOAC passengers under 20 years of age. The wing has a blue shield and gold wings, crown, text and border around the center. It is in the same shape as BOAC crew wings of the time, but is not as elaborate. With the wing came a log book in which the junior traveller could write down details of the flight. The information was verified by the cabin crew and then signed by the captain. After every 25,000 miles, the holder of the log book could send it in to the club and he/she would then receive a certificate.

After two years there were already more than 100 members in the club with more than 25,000 miles each and in late 1959 membership had reached 50,000. Members also regularly received a four-page magazine, called "Fleetwings", with news about BOAC and about members who had received their 25,000-mile certificates. "Fleetwings" also held various contests for its members with aircraft models as prizes.

Joop would like to hear from anyone who was a member of the BOAC Junior Jet Club. When and why was the club wound up? How many members did it have at its peak? Maybe someone could send him a photocopy of an issue of "Fleetwings".

EXECUTIVE JET AVIATION, OF COLUMBUS, OHIO, OPERATES NEARLY TWO DOZEN TWIN-ENGINE EXECUTIVE JETS. MOST ARE CESSNA 550 CITATION S/II MODELS.



# COLLECTORS: Jan Sedlák

A unique collection of more than 600 lapel pins from 500 airlines world wide, the work of more than 30 years of collecting, is for sale. It would be an ideal start for a beginning collector with an interest in this type of airline memorabilia. Even people who have been collecting lapel pins for some time are likely to find much of interest in what Jan Sedlák of the Czech Republic has to offer.

Mr. Sedlák is a 55-year-old director of a music and art school and has an overwhelming desire to travel. But under the Communist regime of the former Czechoslovakia, few people were allowed to go abroad for tourism purposes and Jan has been only to a few European countries in his life. He compensated by travelling up and down the map of the world with his fingers, aided by an interest in civil aviation and by collecting airline lapel pins,

Jan started his collection in 1961 and over the years has sent hundreds and hundreds of letters to airlines all over the world. As we all know, only a few ever respond and Jan estimates he received one pin for every 50 letters he sent out. "I would not wish to know the sum (of money) I spent on my hobby for 32 years," he writes.

Among the rarest pins in the collection are five gold pins, including one from SAHSA-Honduras and another from AVENSA of Venezuela. Also rare and valuable pin is from CLS - Československá Letecká Společnost, the first Czechoslovakian airline. The pin dates back to 1927. Many other pins in the collection are from airlines no longer in existence, such as SAESA of Mexico, Aeronaves de Mexico, TACA-Salvador, Panair do Brasil, Cruzeiro do Sul, REAL do Brasil, UAT of France, TSA of Sweden and so on.

Jan not only bought pins from collectors, dealers and manufacturers around the world, but also traded with collectors as far away as Hong Kong, Rio de Janeiro, the USA, Japan, New Zealand, Fiji and many European countries, and he was a member of collectors clubs in Uruguay, Macao and South Africa.



Now that the Czech Republic is a free country, Jan is allowed to travel anywhere he wishes, but like most people in his country, he can't afford to do so because of the poor economy. That is why he would like to sell his prized collection to finance his first major trip abroad. Among his favorite places to see are New York, Rio de Janeiro, Hawaii, New Zealand, the Fiji Islands and Tokyo.

As the photo shows, Jan displays his pins on a green background surrounded by a wooden

frame and with a world map in the center. A colored string links the capital city to pins from airlines in that country. In addition, he has albums with photos, postcards and brochures of many of the airlines in his pin collection.

Anyone interested in acquiring this unique collection and by doing so help Jan realize one of his travel dreams, may write: Jan Sedlák  
Komenského 273  
500-02 HRADEC KRÁLOVÉ  
Czech Republic.

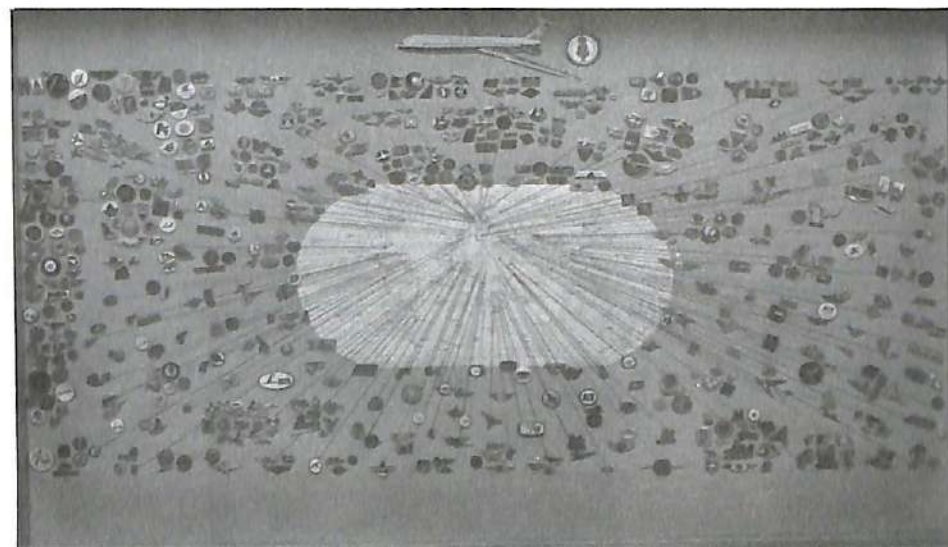


PHOTO ALBUM PAGE FOR LINEAS AEREAS PARAGUAYAS

# MEETINGS & CONVENTIONS

## SHOWTIME!

For those hosting mini-conventions, the CAPTAIN'S LOG will maintain a listing of such shows at no charge to the host/promoter. Please send in your information as soon as you have set your shown date. We will list your show in the same format as Dick Wallin and Marshall Pumphrey have established. If you wish to place a display advertisement in the LOG, write for the 1994 advertising rate sheet. We will give you as much support as we can to make your show a success. Send all information to "SHOWTIME-WAHS" 13739 Picarsa Drive, Jacksonville, FL 32225 or call 904-221-1446.

DATE	CITY	SHOW LOCATION	PROMOTER
JULY 30, 1994	New Orleans, LA	Best Western Airport	Duane Young, PO Box 101, Covington, LA 70434 504-892-3297
AUG 26-27 1994	Long Beach, CA	Elks Lodge Long Beach Airport	Phil Martin, Box 91051, Long Beach, CA 90809 310-434-6701
SEP 10, 1994	Newark, NJ	Holiday Inn Jetport	Bill Gawchik, 88 Clarendon, Yonkers, NY 10701 914-965-3010
SEP 17, 1994	Atlanta, GA	Sheraton Airport	Bryant Pettit/John Joiner, Box 737, Clarkston, GA 30021 405-502-9565
SEP 24, 1994	Los Angeles, CA	Viscount Hotel LAX Airport Blvd	Tim Williams/John Dekker, Box 820, Seal Beach, CA 90740 310-598-4033/714-536-3858
OCT 15, 1994	Seattle, WA	Holiday Inn SeaTac	Fred Chan/Tony Trapp, 6017 Pine Ridge, Box 150, Naples, FL Chan 410-381-4626 Trapp 813-352-0216
OCT 29, 1994	Miami, FL	Sheraton Riverhouse Airport	Linda and Don Levine, 1836 NE 213 Lane, Miami, FL 33179 305-935-2922
NOV 5, 1994	St Louis, MO	Holiday Inn Airport-North	Art Weiss, 6757 N Euclid, Gladstone, MO 64118 816-455-7164
NOV 12, 1994	San Francisco, CA	Grosvenor Airport Inn	Tom or Sue Dragges, 526 Ventura, San Mateo, CA 94403 415-574-8111
NOV 19, 1994	Tenafly, NJ	The Clinton Inn 145 Dean Drive	International Aviation Toy and Model Show G R Webster 203-629-5270 or Larry McLaughlin 516-265-9224
NOV 19 1994	Houston, TX	Holiday Inn Inter-continental	Duane Young, PO Box 101, Covington, LA 70434
JAN 20-21, 1995	Long Beach, CA	See AUG 26-27, 1994 for promoter	
MAR 4, 1995	San Diego, CA	Clarion Hotel, Bay View	Fred Chan PO Box 473, Burtonsville, MD. 20866 410-381-4626
APR 1, 1995	San Francisco, CA	See NOV 12, 1994 for promoter	
AIRLINERS INT'L 95	Phoenix, AZ	Camelback Inn	Alan B Merkle, 107 E St John Road, Phoenix AZ 85022 602-993-8276
JULY 18-22, 1995	Scottsdale, AZ	Scottsdale, AZ	

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





Above: Hawaiian Airlines Convair 340 over Port Allen, Kauai. Postmarked Oct 4, 1954. Airline issue postcard.

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

by

Paul F. Collins

I started collecting airline memorabilia back in early 1970. I was having a very happy time picking up various items from the airports that I visited and the airline ticket offices that I stopped at while in downtown Cincinnati. You can't believe how happy I was when the first issue of "Airliner's International" appeared on the newstand! Here was a whole issue of a magazine devoted to stories on airlines and airliners! What could be greater? Great pictures of airliners, old and new, travel stories, some tech material, all great stuff. My joy did not last long--the magazine folded after just four quarterly issues. The publisher said they could not generate enough advertising revenue (I know the feeling!).

Had this super magazine continued, there probably would be no CAPTAIN'S LOG. I would have been very happy to receive my quarterly issues of AI. Their last issue was published in the spring of 1974. The first issue of the LOG was published in the spring of 1975. Although the LOG was certainly not the quality of AI, it was a start. Since that first issue with 737 drawings on the cover, to the great issues of LOG now featuring super black and white photos of some of the most famous airliners flying, we have made great progress. I have said this many times in the past, and when given the chance, I will say it over and over--the CAPTAIN'S LOG is the best hobby type magazine that can be found--bar none! If we could just get it out on schedule! We will be working on that problem this year.

By the time you receive this issue, the AI 94 will be history. There will be a full report on the meeting in the next issue of the LOG. Our Editor will not be attending the convention this year since he is taking his family back to The Netherlands to visit with the family. Also in the next issue will be a full report on how future conventions will be selected and how they will be run. The comments that I made in the last issue of the LOG were not exactly worded the way I wanted to state my case. Hopefully this has all been worked out at the business meeting of AI 94.

Another items to be brought up at the convention business meeting will be the subject of the annual membership roster. Since the start of the organization, I have always felt that this was a good selling point to get new members. However, since it now costs just about the same amount to print a roster booklet as it does to print a copy of the LOG, some steps must be taken to reduce this cost. Several ideas have come to mind. One, to print the roster every other year, say on even years, and just do updates on the odd year, listing new members and updates to current listings. Second, to print the roster each year, but charge a separate price for it. When the survey was taken several years ago with regards to the roster, a good number of you stated that you could very well do without it. Regardless, we are going to do this year as we did last and send the roster out with the second issue of the volume. So far we have had about a 65% renewal rate. Hopefully most of the remaining 35% will renew shortly. If the renewal rate does not increase before the next issue of the LOG comes out, measures will be taken to reduce operating overhead.

Since the last issue of the LOG was mailed, a large number of address change cards have been received from the post office. As mentioned in the last column, we have been receiving far to many of these notices. Maybe we will have to go back to charging a \$2 or \$3 fee to those that do not send in a change of address card. This subject will also be presented to those at the 94 AI meeting. Report in the next issue.

To help the Society obtain additional members interested in airline history, I would appreciate hearing from those members that belong to or know about airline retiree groups or of any other groups that are associated with an airline. We need to write these people to see if they would be interested in becoming members. It has been suggested several times in the past that any current member that obtains new members be given some type of incentive award. Starting with this issue of the LOG, any current member in good standing (dues paid up), that obtains four (4) new members during the 12 month period of this volume (20) will receive a one year free subscription to the LOG. There will be a space provided on new membership forms for new members to put down the name of the member that signed him/her up. Records will be maintained at Society HQ. I would be happy if everyone would just sign up ONE NEW member this year!

The sale of back issues of the LOG went well after the listing was posted in the last issue of the LOG. We still have plenty copies left if your interested. The two Volume XI numbers 1 and 2 were very popular. These issues featured articles on Pan Am. Please see the last issue for the listing. I will try to get it in this issue if space allows. Thanks for your support on this back issue program.

That about covers the material for this time around. I hope you had a good time at AI 94 and found a lot of good "stuff" for your collection. Until next time--happy collecting!

*Paul*

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



**CONTENT  
 DELETED DUE  
 TO PRIVACY  
 CONCERNS**

continued from page 52

JOE TURNER, 280 Hwy 29 South, Suite 120, Box 168, Concord, NC 20901 has for SALE 30 years of airliner models, MOST RARE, most pricy. Send SASE for great list.

WAYNE TARASENKO, 34471 Hawke Drive, Sterling Htgs., MI 48310 wants to purchase "Braniff Int'l Airways-- The Building of a Major Int'l Airline, 1928-1965" and "National-Airline of the Stars-An Illustrated History" both published by George Cearley. Please write and advise if you have either of the above for sale and advise price.

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

Just Planes for Kids Produced by Just Planes Videos  
 PO Box 285214, Boston, MA 02128 \$19.95 plus S & H

"Just Planes for Kids" is a new concept in a video that will be helpful for parents with kids that might be a little fearful of flying. It might even help adults that have some fear offlying. Program 1, titled, "Nathalie Prepares for Take-Off" brings six year old Nathalie to the airport for her first airline flight.

Nathalie is introduced to Captain Bob who gives her the full tour. He takes her to the cockpit where he explains how the airplane is made ready for take-off and how the various instruments and gauges tell the pilot how the aircraft is performing. For a six year old, I believe Captain Bob gets just a little to technical, but for somewhat older children I am sure they would be able to follow the Captain in his explanation of the operations of a modern day jet airliner. After going through take-off and landing procedures, Captain Bob takes our little traveler back outside the aircraft and does his walk-around inspection of the Boeing 737. He and Nathalie agree that all is well on the outside of the aircraft and return to the cabin.

After Nathalie is taken back to her seat, Capt. Bob and his crew prepare the aircraft for take-off and off they go. At several points during the video a number of aircraft are shown taking off and landing. Aircraft range for DC-9's through DC-10's and Boeing 747's. Since this is an "introduction to flying" video, it might have been helpful if the various aircraft shown were identified in some manner so kids could learn the difference between a Boeing 737 and a Boeing 767. However this may be covered in Program 2 of the series.

This will be an interesting series as long as the producer doesn't lose sight of what he is trying to accomplish. This video will give younger children a view of airliners that they would not otherwise have the ability to observe. Will be looking forward to the next tape in the series.

Review by Paul Collins

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	Ecuatoriana
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			

ADVERTISE IN THE LOG

Your advertisement for a product or service could be appearing in each issue of the LOG. Our rates are affordable and we will work with you to produce your advertisement anyway which you would like to see it appear. If your interested in advertising in the LOG, please send for our current rate sheet, and I am sure you will be pleased with our rate level. We now offer the "business card" size ad for only \$12.50 per insertion. For additional information contact Society HQ or call 904-221-1446.

DEALERS NEEDED FOR JACKSONVILLE MINI

Paul Collins is interested in hosting a miniconvention in the Jacksonville, FL area this fall. If you would be interested in being a dealer at this show, please contact Paul at Society HQ. Possible site for the show would be the Holiday Inn at I-95 and Jacksonville Int'l Airport.



VISA  
MASTERCARD  
ACCEPTED



AVIATION PHOTO & COLLECTABLES WAREHOUSE

PHONE: (305) 599-2381 • FAX: (305) 541-2015

MAILING ADDRESS:  
P.O. Box 521555 • Miami, FL 33152-1555

High quality postcards and color prints. A very special and unique selection of contemporary airliner photos.

Large assortment of Braniff early jets, in all liveries.

Call or write for a free introductory list.

A very important book for scanner fans, pilots, FBO's air traffic controllers and aviation enthusiasts.

"AIRLINE CODING AND AIRPORT DECODING"

Contains the code abbreviations of over 12,500 airports worldwide, as well as the two and three letter identifiers, call signs, and country codes of more than 2,500 airlines around the world. A book that is a must carry at all times.

Compact size. Price \$19.95 plus Postage and Handling

## COLLECTORS MODEL AIRCRAFT

Wooster • Toys and Models  
Atlantic • Wesco • Schabak

Daron Worldwide Trading carries the largest selection of airline models. Models range from the Constellation and DC-3 to the 747-400 and MD-11. Prices range from \$6.00 for a 1:600 scale B737-300 to \$237.00 for a 1:100 scale B747-400.

We are your ultimate model resource!!

CALL OR WRITE US FOR FREE CATALOGS

**DARON**

**WORLDWIDE TRADING INC.**

844 Willis Ave • Albertson, NY 11507 • 516-742-2323 • Fax 516-742-2353



**DON JOYCE**

*Preserving Airline History*

Buy • Sell  
Timetables • Schedules • Memorabilia

Collections Bought  
Member WAHS  
(407) 734-3971

803 S.W. 7th Ave.  
Boynton Beach, FL 33426



L-188 Lockheed Electra Conversion for your Revell P3 Orion kit. High quality resin parts with choice of American, Braniff, National or Western decals and the famous "No Fear" instructions for \$15.00 plus \$3.00 shipping in USA. CBS Models, 1426 Cheyenne Rd., Lewisville, TX 75067-2863. (214) 436-1446.

## MEMORABILIA WANTED

Concorde, SST,  
Pan Am China Clipper & Clipper II,  
and NASA Space Program Items.

One piece or an entire collection !!!

Send us a list with prices



**BROWN & MATTHEWS**

SPACE, POLAR AND AVIATION COLLECTIBLES

P.O. Box 296

Salt Lake City, Utah 84110

Phone: (801) 364-2642 Fax: (801) 364-2646

## AIRLINE FLIGHT INSIGNIA

BY  
**THE CHAMBERS GROUP, INC.**



### FOR AIRLINES

WINGS • MINIATURE WINGS • CAP BADGES • LAPEL PINS  
Premium Quality Insignia • US Made • Custom or Stock Designs  
Small or Large Quantities

**LET US QUOTE YOUR NEW OR EXISTING INSIGNIA**  
Send Us Your Logo For An Artist Sketch & Quote At No Cost

### FOR COLLECTORS

WINGS • CAP BADGES • SEND FOR FREE CATALOG

P.O. BOX 10536, TAMPA, FLORIDA 33679 • 813/837-3990 • FAX 813/837-3862

Visit our Display at the Airlines International Conference in Atlanta, June 23-25!

**АЭРОФЛОТ**  
Soviet airlines

## THE LARGEST SELECTION OF ORIGINAL MODELS AND MEMORABILIA

(pins, posters, brochures and souvenirs)

Some of the most famous aircraft available from  
ANTONOV, ILUSHIN, TUPOLEV, YAKOVLEV, and the seaplanes of BERIEV.  
Also, a unique collection of Military and Spacecraft is available.

Selected from private Russian collections and  
not available in commercial quantity.

Alex Panchenko  
P.O. Box 5069  
West Hills, CA 91308 USA  
Ph. (818)999-1134 • Fax (818)592-0033

Please leave your phone number for immediate response.

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**  
Ceramic Butter Pats.

Book will also contain:

- Production process for butter pats
- Rarity scale
- Reproductions/Bogus pieces
- Manufacturers' samples
- Color section

As a SPECIAL pre-publication offer,  
Royal Doulton has agreed to manufacture a  
commemorative butter pat for our book.

If you have a butter pat you would like  
to include in **ButterPat World** please write to:  
RK Publishing • 621 Cascade Ct. • Golden, CO 80403

*Quality Books for the Collector*





## EXECUTIVE DISPLAY DESKTOP MODELS

P.O. Box 2206 • Edison, New Jersey 08818-2206

Tel: (908) 499-9554 • Fax: (908) 499-9554

R.J. Redziniak - Owner

Supplier of Detailed Metal, Plastic, Wooden & Resin Aircraft Models as well as Aircraft Art, Custom-made Clocks and Aviation Clothing

Model scale ranges from 1/600, 1/500, 1/250, 1/200 and 1/48, 1/72, 1/144, 1/100, 1/250 & 1/200 in resin and wood

Large inventory of all the snap-together models by Long Prosper, IMC / CMD and Wooster

We also carry Schabak and Herpa

We accept Check or Money Order and ship via UPS only

"Let us help you with your aircraft display model collection!"



NEW CARDS FOR THE COLLECTOR

The International Airline World Publishing Company has produced several hundred Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post cards. If your interested in getting in on purchasing this attractive set of cards, write to the address below for all additional details and their current listing of cards.

IAMP Company  
140 W. Possum Road  
Springfield, OH 45506

### AIRLINE LOGOS REPRODUCED IN PEWTER

Solid Pewter Belt Buckle .....	\$13.00
9 1/2 oz. Rocks Glasses (Made in France) Boxed Set of 2 .....	\$14.00
9 1/2 oz. Rocks Glasses (Made in France) Boxed Set of 4 .....	\$24.00
Solid English Pewter Tankard 16 oz. ....	\$38.00
Colored* Ceramic 11 oz. Coffee Mug .....	\$ 8.00

### \* MUG COLOR CHART

COBALT BLUE	Allegheny / Lake Central / Braniff / Southern / Western Trans Canada / Trans Texas / North Central
LIGHT BLUE	Altair / Piedmont
LIGHT YELLOW	Northeast Airlines Hughes Airwest inc. Bonanza, Pacific and West Coast
ORANGE	Empire / Frontier / PSA
WHITE	Airmoth / Eastern / National / People Express Republic inc. both North Central and Southern / Pan Am
BLACK	Mohawk
GREEN	Ozark

### SEND ORDERS TO:

**YESTERDAY'S AIRLINES** 784 Fairway Circle  
Baldwinsville, NY 13027

Shipping/Handling charges 1 item \$2.00

2 or more items \$3.50

Shipping Charges to Alaska and Canada Invoiced Separately

SHIP TO:

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PRICES EFFECTIVE 12/1/93



## Flying Pig Airliner Products Summer Video Sale! 617-585-5796

Call Mon-Fri 9am to 9pm Eastern Time. Flying Pig Airliner Products, P.O. Box 69, Kingston, MA 02364 Shipping Just \$3.50 per Order (Cont US)

All Flying Pig Videos are produced for educational and historical use by airliner enthusiasts. Many airlines shown no longer exist. We hope you enjoy these frozen "slices of time."

### HEATHROW, GATWICK & LONDON CITY, SEPT. 1992

Imagine visiting Heathrow Airport in London, England and spending a sometimes sunny, sometimes cloudy afternoon on top of the Queen's Building at Terminal 2. Runway 27 Left in view. Or a morning in 20 knot winds at Gatwick Airport, South of London on the public observation deck with fellow plane spotters. Finally, a mid-day visit to London City Airport, in Central London on the River Thames, a STOL-port surrounded by water on three sides and built on a former dock. This video runs about two-hours and shows landings, takeoffs, ground operations and more. Filmed in September 1992, showing some of the last of Dan-Air at Gatwick. Let the tape roll past the credits and watch a preview of our Farnborough Airshow tape.

A Flying Pig Video Production  
Apx. 120 min. VHS \$19.95

### THE LEGENDARY 707

Aviation Media presents the 707 story from it's beginning. Featuring the B47 and B52 bombers, the Dash 80, the KC-135, early model 707's and current live action footage. Professionally prepared from archival footage and narrated. One of the best 707 videos. Shows the barrel roll done by Tex Johnson in test flights. Lots of Pan Am.

Apx. 60 min. VHS \$22.95

### GATWICK AIRPORT OPERATIONS, VOL 1. OCT 93

Our video crew visited London's famous Gatwick (LGW) Airport on two days in October, 1993 and captured a typical busy day from 10am to 4pm and condensed it into over 90 minutes of non-stop ramp, runway and landing and takeoff action. This real-life video was filmed from both the official public viewing area and a local farm, right off of the end of runway 26 left. You will see many British, North American, and European long-haul and commuter carriers. Experience from beginning to end a 747 jumbo being towed to the gate, loaded with baggage, cargo and passengers, the push-back, the smoke on engine start and the take-off, on it's daily trip from Gatwick to Boston.

A Flying Pig Video Production  
Apx. 90 min. VHS \$19.95

### COMMUTER OPERATIONS, PT 1

This tape show ONLY commuter planes and was shot in Boston, Manchester, Windsor Locks, Atlanta, Orlando, Cincinnati, Luton, Heathrow, Gatwick, Southend and other locations, to catch a peek at as many commuter airlines and airliners as possible. (We missed a few, so "part two" will be coming out later in 1994.) If you like commuters, then this tape will be the highlight of your collection.

A Flying Pig Video Production  
Apx. 90 min. VHS \$19.95

### ORLANDO OPERATIONS SPRING 93 & 94

The good vantage points to shoot video at Florida's famous Orlando International Airport are disappearing fast. Our crew found the three best places and spent three days filming in the beautiful HOT SUN of Florida. You can spare yourself the sunburn and watch our video! Many US and international carriers are shown, such as: Delta, US Air, Northwest Kiwi, Spirit, United, Continental, American US Air Express, United Express, Comair (Florida's State Bird?), TWA, Air Canada, KLM, Monarch, Britannia, Air 2000, Southwest (yes, really) and many other airlines. See takeoffs, landings, taxi, loading and handling. (To obtain maximum realism while watching, take yourself out into the hot sun to watch.)

A Flying Pig Video Production  
Apx. 90 min VHS \$19.95

### AIRLINE VISITS, VOL. ONE BRITISH WORLD AIRLINES & AIR ATLANTIQUE, OCTOBER 93

Travel with us to visit British World Airlines at Britain's Southend Airport. Take a tour through their maintenance shops and boneyard where BAC 1-11 aircraft from Dan-Air await rebuilding. Stand on the runway apron and see a BW BAC 1-11 take off, the sound is pure HI-FI Also, travel to Coventry and see the DC-3 DC-6 and other aircraft of Air Atlantique.

A Flying Pig Video Production  
Apx. 60 min. VHS \$19.95

### FARNBOROUGH AIRSHOW ENGLAND, SEPTEMBER 1992

Our crew attended one of the Public Days at the 92 Farnborough Airshow. This famous trade display is held every two years. In this tape you will see demo flying by airliners and military aircraft that you won't see in normal operations. Here is a partial list of the aircraft seen:

Saab 2000, Saab 340, Canadair RJ, Airbus A340, Jetstream 41, Avro RJ85, BAe ATP, Saab Gripen, BAe Hawk, Tornado, Tucano, Optica, MiG 29, SU-27, Spitfire, Hurricane and Lancaster. Also, see the famous Royal Air Force demo team, the Red Arrows and their nine BAe Hawks, in a FULL air display! The weather is typically British, going from full blue skies to dark black clouds. All of this in a three hour period. You also visit inside some of the trade displays, and get on the ramp with the Saab 2000.

A Flying Pig Video Production  
Apx. 90 min. VHS \$19.95

### THE MIGHTY DC-8

This is another Aviation Media production. Shows many still operating DC-8's Airliners, Freighters, on the ground and in the air in Southern California. If you love the DC-8, you'll love this video.

Apx 40 min. VHS \$19.95

Flying Pig Airliner Products  
P.O. Box 69  
Kingston, MA 02364  
617-585-5796

"Thank you for your business."

Visa, MC, Amex, Cash, Check, MO

Purchase ANY Two Videos, Deduct \$5.00 from Total Order... Three Videos, Deduct \$10.00 from total order. Four Videos, Deduct \$15.00 from total order. (and so on) Four Videos and over get free freight!

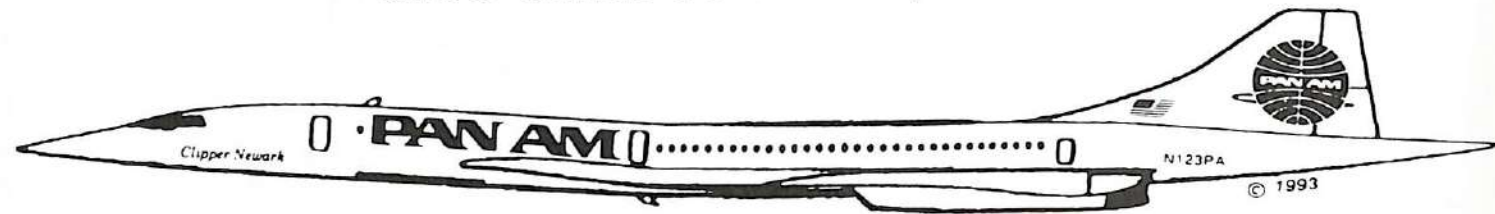
SPECIAL SALE PRICING  
(Good until August 31, 1994)



7th Annual  
**NEWARK AIRPORT  
 AIRLINE COLLECTIBLES  
 SHOW & SALE**

hosted by the Tri-State Airline Historical Society

**Saturday - September 10, 1994  
 9:00 a.m. to 5:00 p.m.**



**\* TRADING / BUYING / SELLING OF AIRLINE MEMORABILIA \***

- Slides
- Pilot Wings
- Children's Wings
- Dining Service Items
- Books
- Posters
- Timetables
- Models
- Photos
- Playing Cards
- Post Cards
- And Much More...

At The

**Holiday Inn JETPORT**

1000 Spring Street • Elizabeth, New Jersey 07201 • Tel: (908) 355-1700

- Courtesy Shuttle Van to/from Newark Airport
- Special Weekend Room Rates: \$65/Night (Single/Double)  
 (Mention Airline Collectibles Show for Special Rate)
- Friday Night Get-Together and Slide Show
- Saturday Afternoon Ramp Tour to Newark Airport

General Admission: \$4.00 (Payable at Door)

Children Under 12 Admitted Free

**TABLE REGISTRATION:** (Table requests must be accompanied by full payment)  
 Mail check payable in U.S. funds to Tri-State Airline Historical Society and mail with registration form to:

William Gawchik  
 88 Clarendon Avenue  
 Yonkers, New York 10701-5540  
 U.S.A.

For more information, call:

- \* Bill Gawchik - (914) 965-3010
- \* Bill Hough - (212) 689-3936
- \* Anthony Poon - (718) 886-6009

or by fax: (718) 886-6009

**NO TABLE REFUNDS WITHIN  
 21 CALENDAR DAYS OF SHOW**

PLEASE PRINT CLEARLY OR TYPE

**DISPLAY TABLE** (includes 2 admissions): **US\$32.00**

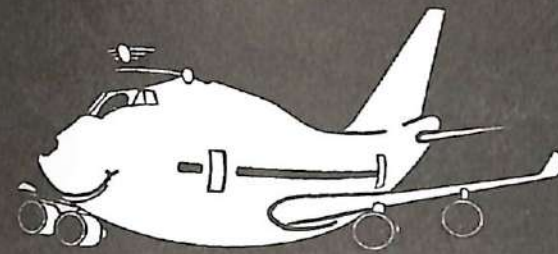
No. of Display Tables: \_\_\_\_\_ @ \$32 each = \$ \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Tel: (\_\_\_\_\_) \_\_\_\_\_

Fax: (\_\_\_\_\_) \_\_\_\_\_ 58 \_\_\_\_\_



**NOW AVAILABLE** ONLY **\$19.95** PLUS S&H

This first program gives children a fun and educational look at the workings of a modern jet airplane.



Six-year-old Nathalie, who is about to take her first flight, is invited by Captain Bob to look

inside the cockpit. Later, she joins him for an outside pre-flight check of the plane.

A JUST PLANES VIDEOS Production

Produced by MICHEL MOSKAL Directed by TOM DEANGELIS

Production Facility Provided by THE PRODUCTION HOUSE

JUST PLANES VIDEOS  
 P.O. Box 285214  
 Boston, MA 02128-5214  
 (800) PLANES-6

Approx. Running Time: 30 Min.

©1994 Just Planes Videos. All rights reserved.



**ORDER NOW!**

JUST PLANES FOR KIDS  
 Program 1 - Nathalie Prepares to Fly

Send To: Just Planes Videos  
 P.O. Box 285214  
 Boston, MA 02128-5214

Phone: (800) PLANES-6

Fax: (617) 539-3224

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_ Videos @ 19.95: \_\_\_\_\_

METHOD OF PAYMENT:

Check  Money Order

Visa or Mastercard No: \_\_\_\_\_ Exp. Date \_\_\_\_\_

Sales Tax - 5%:  
 (Massachusetts Only) \_\_\_\_\_

Shipping/Handling: 3.95  
 (U.S.A./Canada Only)

TOTAL: \_\_\_\_\_





Postcards by Helio Bastos Salmon

The above illustrated post cards were published by Helio Bastos Salmon from Rio de Janeiro, Brazil. Helio has sent in a number of cards over the years, with these being some of the more interesting items. If you would like to order cards from Helio, contact him at: Rua Gregorio de Castro Morais, 16 JD, Guanabara ILHA Governador 21931, Rio de Janeiro RJ Brazil. The cards shown above are as follows: left column, top to bottom: Douglas DC-4 Skymaster, Douglas DC-4 of Paraense, Douglas DC-7B or Aerolineas Peruanas. The right column, top to bottom: Vasp A300B 2/203, Vasp B-737/269 and finally Trans-Brasil B-727/100 27C.

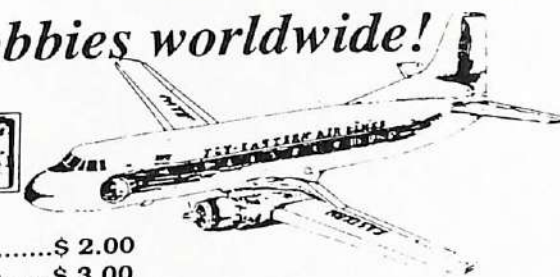
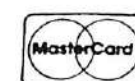
## CALIFORNIA WING SPECIALTIES

Crew Wings • Cap Insignias • Logo Pins

5068 W. Wathen Ave.  
Fresno, CA 93722  
(209) 275-4931  
FAX: (209) 275-5123



*Fast mail-order hobbies worldwide!*



- Kit & Decal Catalog.....\$ 2.00
- Color Slide Catalog & Sample.....\$ 3.00
- Slide Supplement 6-1.....\$ 2.00
- Railroad Slide List.....\$ 2.00

Credit card minimum \$25.00  
PLEASE no calls before 10:00AM PACIFIC time

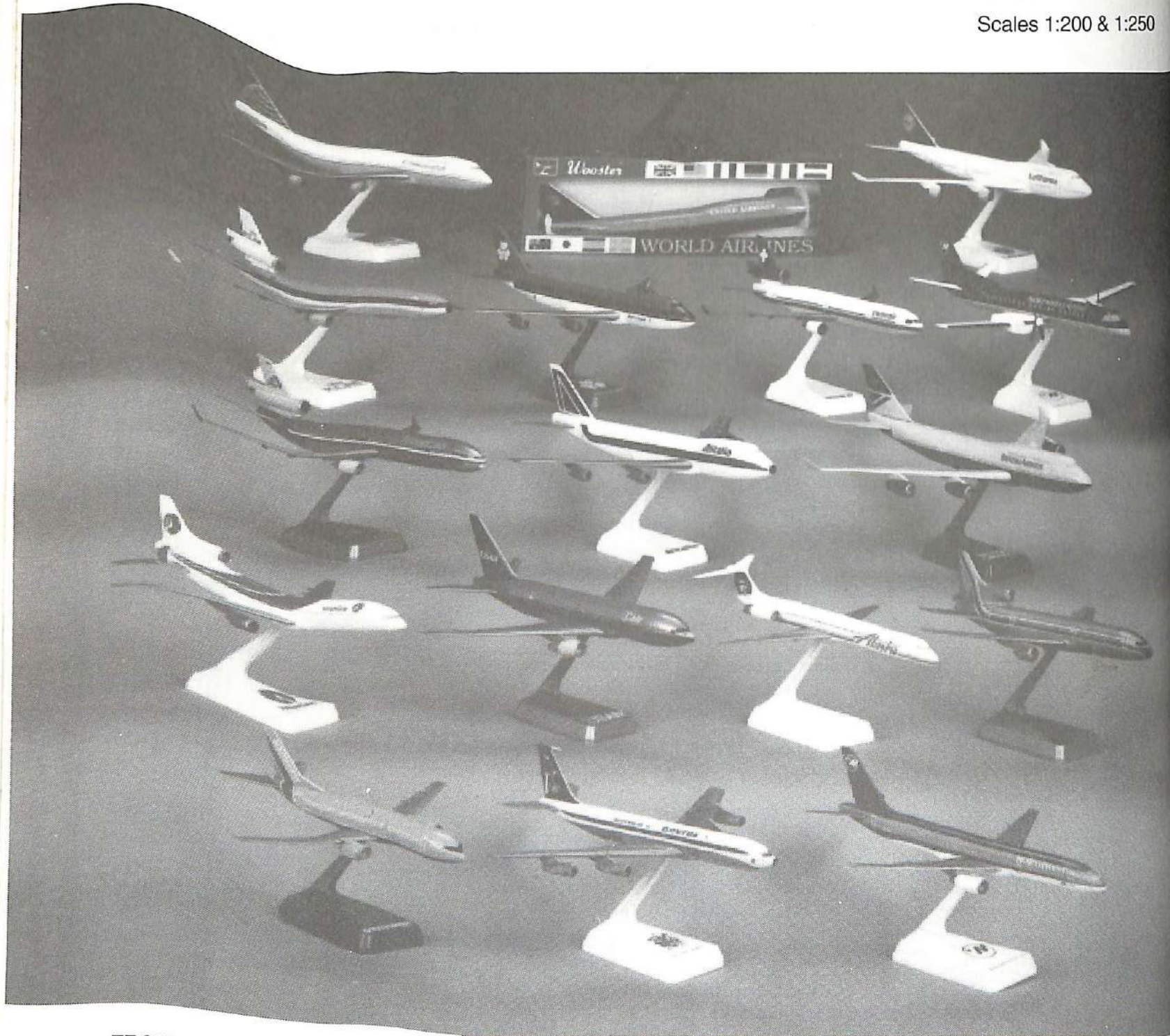
3014 Abella Court  
San Jose, California  
United States of America  
95121  
(408) 629-2121  
FAX (408) 629-2122





# Wooster Collectors Series Aircraft

Scales 1:200 & 1:250



**FROM THE CONCORDE TO THE MD-11.** Over 200 models available. These quality high gloss plastic models snap together quickly and easily. Each meticulously detailed model is printed—without decals—and comes in an attractive display box suitable for gift giving. Daron is the exclusive North American distributor of **Wooster**, the superior model airplane!

Available through:

**DARON WORLDWIDE TRADING INC. 1-800-776-2324**  
844 Willis Ave., Albertson, New York 11507 TEL (516)742-2323 FAX (516)742-2353

**DARON**  
WORLDWIDE TRADING INC.

Your ultimate model resource.  
Serving over 100 airlines worldwide.

**LARGEST SELECTION OF AVIATION COLLECTIBLES. CALL 1-800-776-2324 FOR OUR FREE COLOR CATALOG.**