



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



Continental  
Airlines

# CAPTAIN'S LOG

SPECIAL  
FEATURES:

CONTINENTAL AIRLINES  
A DAY AT AMS (Pt. 2)

KANSAI, OSAKA'S NEW  
AIRPORT

SUMMER 1994 - VOL.20, NO.2

AIR MALTA BOEING 737-2Y5 ADV  
9H-ABG, Msn 24031/1523 SEEN  
AT AMSTERDAM'S SCHIPHOL AIR-  
PORT THIS SUMMER. FOR MORE  
PHOTOS AT SCHIPHOL, SEE  
"A DAY AT AMS" IN OUR PHOTO  
CORNER. (PHOTO BY JOOP GERRITSMAN)



CONTINENTAL AIRLINES STARTED  
OPERATIONS WITH THE FIRST OF  
ITS "JET POWER VISCOUNT II"  
FLEET ON 28 MAY 58 BETWEEN  
CHICAGO AND THE WEST COAST.  
THEY REMAINED IN SERVICE  
WITH THE AIRLINE UNTIL 1966.

(CONTINENTAL PHOTO/GERRITSMAN FILES)





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Thank you



Continental



Continental Airlines continues to be a major operator of the Douglas DC-9. It currently has nearly three dozen Series 31 and -32 and more than 60 MD-82. N557NY, Msn 47424 (shown above) is a Srs. 32 that was first delivered to Air Canada as CF-TMS in APR 70. Sold to New York Air in JAN 81, the aircraft joined Continental on 01 FEB 87 when New York Air was merged into the airline by their joint parent company, Texas Air Corp.

Photo by Joop Gerritsma at Buffalo, NY 01 OCT 88.

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## TAKE-OFF TALK

For the second issue in a row, the CAPTAIN'S LOG is celebrating, because

This is our 75th issue!

Next goal: issue number 100.

Airliners International 94 in Atlanta has come and gone. I regret very much I could not attend because of our (my wife, youngest son and I) vacation in Holland during the summer. But let me tell you, I had a great time "back home" with the relatives and friends from "way back". Had not seen them in 19 years (except for my sister, who visited us in Canada two years ago.) It was a busy vacation, with lots of visits to people and places, but I managed to get away one day all by myself to visit Amsterdam's Schiphol Airport. In the "Photo Corner" in this issue, I am presenting you with two pages of photos I took there.

Also in this issue, we complete our coverage of Continental Airlines. Schedule Editor George Cearley gives us an overview of the airline's "jet" timetables, from the Viscount to the present day. Playing Card Editor Tom Dragges has a series of Continental cards from the same era, including several brand-new ones, with the airline's new "globe" logo, and I have written the second installment of Continental's history, also including the period from the Viscount to the present day.

During the past few months I have received a handful of the positive reactions from readers. They told me they like the CAPTAIN'S LOG. Believe me, we are all greatly encouraged by these comments, and although I am not always able to answer each and every letter individually and soon, I do appreciate them.

That brings me to a point I have wanted to make for some time: I am and have been for years disappointed at the small number of letters I get from readers with specific comments on the contents of the magazine. Don't you ever have questions, corrections or additional information about what we publish? You must, because I can't believe we are 100% perfect and know everything there is to know. I subscribe to about a dozen other aviation magazines and all have a section with "Letters to the Editor", "Talkback", "Air Mail" or whatever they may call it. And as the editor of one small hobby magazine in Holland said in a recent issue: "Even a question about a subject could increase the sum of our knowledge."

Remember I asked you two issues ago to tell me if you like reading reports about overseas airliner shows, or even about those in North America? Guess what! I did receive four letters! One writer said he is in favor of these reports and three are don't want them. Paul Collins told me he did receive three letters on the subject, with two of the authors being in favor and one opposed. That is a GRAND TOTAL of SEVEN letters, out of some 1,400 readers, or a response rate of 0.5%. Must I conclude from this that the other approximately 1,390 readers did not see the



AT THE SMALL REGIONAL AIRPORT OF EINDHOVEN IN THE SOUTH-EAST OF HOLLAND, I PHOTOGRAPHED THIS SAAB 340B, PH-KSK, Msn 340B-226 "ROTTERDAM", OF KLM CITY HOPPER.

question because they did not read the article about the Frankfurt show in the first place? If this is so, perhaps there is no point in publishing this type of article. Personally, I believe a rate of response of 0.5% is not a basis on which to decide what we should publish and what not.

To tell you the truth, I did not expect to get a flood of letters. But I was hoping to get at least a couple of dozen, or a response rate of nearly 2%

Sometime in the next few months I am going to draw up a questionnaire for inclusion in the CAPTAIN'S LOG. It will ask you to rate the various columns and other articles in the magazine. There will also be space on the form to tell me what you like to see more of, or less. Since we produce the CAPTAIN'S LOG for you, our readers, I hope to get a good response. After all, if you don't tell us, we don't know what you'd like to see and we cannot bring it to you. So, watch out for the questionnaire: it is coming in the next issue or the one after that.

*Joop*

ALSO AT EINDHOVEN ON THE SAME DAY, 08 JUL 94, THIS FOKKER 50, PH-KVH, Msn 20217 "CITY OF HANOVER" OF THE SAME AIRLINE. KLM CITY HOPPER IS A SUBSIDIARY OF KLM AND OPERATES DOMESTIC AND SHORT INTERNATIONAL SERVICES FOR THE PARENT AIRLINE. (GERRITSMA PHOTOS)



## AIRLINE PROFILE

by JOOP GERRITSMA

# CONTINENTAL

Part 2



## The era of the jets

Continental Airlines entered the jet age in DEC 55 by placing orders for four Boeing 707-124 jets and 15 Vickers Viscount V.812 propjets. The 707s were bought for the new non-stop and one-stop (in Denver) services from Chicago and Kansas City to Los Angeles. The CAB had granted authority for these services on 14 NOV 55 in the "Denver Service Case" (see previous issue). For a modern aircraft for the stopping services on the same routes the airline selected the British-built Vickers Viscount V.812, a stretched version of the Viscount V.745 already in service with Capital Airlines on the east coast since 26 JUL 55.

Calling it the "Jet Power Viscount II," Continental introduced the aircraft on 28 MAY 58 alongside the DC-7B. These were still flying the non-stop services until the delivery of the 707. On 08 JUN 59 the first 707 "Golden Jet" operated the Chicago - Los Angeles non-stop service. Two months and a week later, on 15 AUG, with all four delivered, they also began flying to Denver and Kansas City. A fifth 707 was delivered in 1960.

The impact of the new fleet was enormous. Passenger board-

(ABOVE) ONE OF THE MAIN CRITERIA FOR CONTINENTAL TO SELECT THE VICKERS VISCOUNT V.812 WAS ITS ABILITY TO OPERATE OUT OF 5,000 FT.-HIGH DENVER, CO, WITHOUT PAYLOAD RESTRICTIONS. THE FIRST OF 15 AIRCRAFT TO BE DELIVERED WENT INTO SERVICE ON 28 MAY 58 ON THE STOPPING SERVICE BETWEEN CHICAGO AND LOS ANGELES. THEY WERE FITTED WITH 52 SEATS FOR TWO-ABREAST SEATING. THIS UNIDENTIFIED "JET POWER VISCOUNT II" IS SEEN AT DENVER. (CONTINENTAL PHOTO/GERRITSMA FILES)

(BELOW) THE FIRST CONTINENTAL 707-124, N70773, Msn 17609, WENT INTO SERVICE ON THE CHICAGO - LOS ANGELES ROUTE ON 08 JUN 59 WITH ONE DAILY ROUND TRIP. FOUR -124 WERE DELIVERED TO THE AIRLINE. (CONTINENTAL PHOTO/GERRITSMA FILES)



ings from 1957 to 1960 went up by 61% to more than 1.3 million and passenger-miles flown went rose by 145% to 891 million.

Further route expansion took place in JUN 61 when service was inaugurated between Los Angeles and Houston via Phoenix, Tucson, El Paso and San Antonio.

Having been granted major trunk routes by the CAB, Continental began a rapid metamorphosis from a local service and regional airline to trunk line status. On 01 DEC 61 it turned over several local services in Oklahoma and Kansas to Central Airlines. Two years later most local service operations in Colorado, Texas and New Mexico were transferred to Frontier Airlines and Trans-Texas Airways.

The popularity of Continental's services from the Midwest to the west coast is illustrated by the fact its first 707, N70773, was the first 707 anywhere to complete 10,000 flying hours, in NOV 61. Fleet expansion became necessary and in JUN 61 Continental ordered four Boeing 720B, followed by four more (in batches of 1, 1, 2) in the next four years. They operated from Chicago and Texas to Denver and Los Angeles.

Much to the surprise of the airline world, Continental paid a deposit for reservations on three Concorde supersonic airliners in JUL 63 for delivery in 1971. It was the fourth airline in the world to do so, after BOAC, Air France and Pan American. Two years later, delivery positions were reserved for three U.S. SSTs, the Boeing 2707. Neither type was ever delivered to Continental.

It was becoming clear Continental needed short-haul jets to replace the Viscounts and in MAY 65, 12 DC-9-10C convertible passenger/cargo aircraft were ordered from Douglas. The first one went into service on routes from Dallas on 10 APR 66 and the 11 remaining Viscounts were sold to Channel Airways in Britain, where they continued to fly in what was basically their Continental livery. Channel even painted its Viscount V.700 fleet in the same colors.

Continental had wanted to operate across the Pacific, or at least to Hawaii, for many years, but its applications had been rejected by the CAB every time. However, on 04 SEP 64 a



(ABOVE) THIS CONTINENTAL VISCOUNT NEVER WAS A CONTINENTAL VISCOUNT. SHOWN IS G-ADYV, Msn 316, THE V.810 SERIES PROTOTYPE. IT FLEW MUCH OF ITS CAREER WITH THE MANUFACTURER IN CONTINENTAL LIVERY FOR DEMONSTRATION PURPOSES. AFTER BEING USED FOR VICKERS VANGUARD DEVELOPMENT WORK, THE AIRCRAFT WAS CONVERTED TO AIRLINE STANDARD AND SOLD TO VASP OF BRAZIL. (VICKERS ARMSTRONG PHOTO/GERRITSMAN FILES)

(BELOW) CHANNEL AIRWAYS VISCOUNT V.812 G-ATVR, Msn. 365, WAS FORMERLY N253V WITH CONTINENTAL'S N253V. IT WAS THE SECOND-TO-LAST VISCOUNT DELIVERED TO THE AIRLINE AND WAS SOLD TO CHANNEL A.W. IN JUN 66. LESS WELL-KNOWN IS THAT CONTINENTAL ALSO OPERATED A VISCOUNT V.744, N7403, Msn. 89. IT WAS LEASED TO THE AIRLINE BY VICKERS FOR CREW TRAINING IN FEB AND MAR 58 BEFORE THE DELIVERY OF THE FIRST V.812 ON 10 MAY 58. PRIOR TO THE CONTINENTAL LEASE, THE AIRCRAFT HAD BEEN LEASED TO CAPITAL AIRLINES FOR THE SAME PURPOSE. (JOOP GERRITSMAN PHOTO)



(ABOVE) N57203 WAS ONE OF FOUR 720-024B DELIVERED TO CONTINENTAL IN 1962. THE AIRCRAFT OPERATED ON THE SERVICES FROM CHICAGO AND HOUSTON TO LOS ANGELES, BOTH THROUGH DENVER. CONTINENTAL INTRODUCED ITS WHITE, GOLD AND BLACK COLORS ON THESE 720s AND LATER REPAINTED THE 707-124s IN THE SAME COLORS IN 1962. COMPARE THE PATTERN OF THE LIVERY ON THE FUSELAGE WITH THAT OF THE 707 ON THE PREVIOUS PAGE. (CONTINENTAL PHOTO/GERRITSMAN FILES)

Continental 707-321C left on a trans-Pacific military charter under a contract with Military Airlift Command of the USAF. It carried military personnel for Vietnam. The aircraft was one

of two released by Pan American for immediate delivery to Continental. To meet the contract for military passenger and cargo charters, Continental in August of that year had already



ordered two -324C. By MAR 66 they had been followed by nine more in batches of 2, 4, 3.

On 09 SEP 69 Continental finally inaugurated commercial public passenger service to Hawaii, from Chicago and Los Angeles, with a 707-324. It had received CAB authority on 19 DEC 68 as part of a route award to Australia. However, the certificate was cancelled by Pres. Richard Nixon shortly after he took office on 24 JAN 69, but was reinstated soon after. Ten months after the Hawaii inauguration, on 26 JUN 70, Continental placed the first of four 747-124 in service to Hawaii. It called these aircraft the "Proud Birds of the Pacific." But the 747s did not last long on the route as Continental found their fuel economy and break-even point wanting. It switched to the DC-10 and ordered eight in 1970 and another eight in 1972. The 747s were withdrawn from service in DEC 73 and JAN 74 and were stored until sold during the next year and a half.

On 01 FEB 74 Continental began service between Houston and Miami with the Boeing 720B and on 01 JUN 74 an interchange between Houston and Anchorage was started with Western Airlines. The interchange point was Seattle. Denver - San Diego service started on 21 MAY 76 and on 01 JUN 78 another interchange with Western was inaugurated, between Houston and Calgary, Alberta, Canada with Denver as the interchange point

A long-held wish of Continental, to fly across the entire Pacific became reality on 13 OCT 78, when it inaugurated Los Angeles - Taipei service (dropped in 1979 in favor of a freight service only) via Honolulu and Guam. Auckland in New Zealand and Sydney in Australia via U.S. Samoa, Honolulu and

(LEFT) CONTINENTAL STARTED 747-124 SERVICE ACROSS THE PACIFIC TO HAWAII ON 26 JUN 70. THEY WERE WITHDRAWN IN DEC. 73 AND JAN. 74, STORED AND SOLD. (GERRITSMAN FILES)

(BELOW) THE McDONNELL DOUGLAS DC-10-10 TOOK OVER ON THE HAWAII SERVICE FROM THE 747 IN JAN 74. SHOWN IS N68041, Msn. 46900, TAKING OFF FROM LONG BEACH. IT WAS DELIVERED TO CONTINENTAL IN APR 72 AS PART OF A REPEAT ORDER. (MCDONNELL DOUGLAS PHOTO/GERRITSMAN FILES)



Fiji were added on 01 MAY 79. (But U.S. Samoa was dropped in 1980). Tokyo service from Los Angeles and Guam was started in 1977 and service to Honolulu and beyond direct from San Francisco began in 1984.

Pres. Billy Carter signed the Deregulation Act on 24 OCT 78 and in the following year, Continental added destinations within Texas and from Houston and Denver to the east coast, including Washington and New York. On 01 SEP 79 service was started from Denver to La Paz, Puerto Vallarta and Acapulco in Mexico.

But all was not well. Continental lost more than \$13 million in 1979, the first year of Deregulation, as a result of the entry by other airlines on some of its most-profitable routes. It was Continental's first annual loss in its history. The year before it had made a profit of \$49 million. To improve the results on the Pacific, Continental ordered two intercontinental DC-10-30, so it could drop some smaller points between Honolulu and Australia/New Zealand. The

first went into service on 26 OCT 80. Hong Kong was added on 01 OCT 79, but dropped again in December. However, the most-drastring cost-cutting measure was dropping the Chicago - Los Angeles route on 08 SEP 80.

In JAN 81 several services were added from Houston to the Yucatan Peninsula in Mexico and in the same year, Tucson, Indianapolis, Omaha, Boston, Lincoln, Philadelphia and Milwaukee were added from Denver.

But the financial bleeding did not end. The book loss for 1980 was more than \$20 million, with an operating loss of \$78 million. The difference was made up mainly from the sale of assets, such as aircraft and of two major hotels in Saipan and Guam.

In 1981 the network was expanded by seven more domestic points and Melbourne was added to the Australia service.

The end for Continental as Robert F. Six had built it, came on 25 NOV 81, when Frank Lorenzo announced his Texas International Airlines had bought

50.8% of Continental's stock in a bitter takeover battle. Continental's book loss that year was more than \$60 million with an operating loss of \$100 million.

Losses like this and those of the previous two years could not be sustained for long and, says airline historian Ron Davies, "there is little doubt that, had he (Lorenzo) not intervened, Continental would have died on its feet, overcome by the forces of competition in a ruthless deregulated struggle, with no holds barred and no quarter given."\*

Davies blames the downfall of the airline on three main factors: its vulnerable position without a protected traffic hub, a failure to reduce costs, and having its main routes in the Texas - California corridor where several low-cost and low-fare airlines were operating.

The Texas - Continental merger was approved by stockholders on 13 JUL 82 and on 31 OCT 82 the two airlines began operating as a single airline under the name Continental Airlines.

On the financial front, however, not much changed. Continental continued to lose money and to top it all off, the International Association of Mechanics went on strike on 13 AUG 83, after it had refused an offer by the airline to increase wages by 20% for a 20% productivity increase. Labor relations at the airline deteriorated rapidly from then on. On 24 SEP 83 all domestic operations were halted and Continental filed for protection under Chapter 11 of the Federal Bankruptcy Code. Only the Pacific and Mexican services continued.

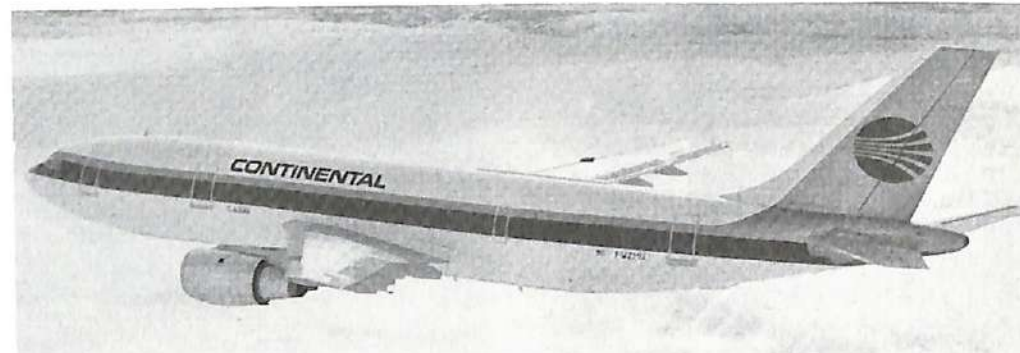
Domestic services began again three days later, to only 25 cities, down from 78 on 24 SEP. The workforce dropped from 12,000 to 4,200. But worse news was to come. On 01 OCT 83 the pilots and flight attendants went on strike, but after about a week many started to cross the picket lines and returned to work. Continental hired replacements for those who remained on strike and operations resumed.

Slowly, service to destinations on the pre-23 SEP 83 network was started again and by 01 APR 84 Continental was operating on 85% of its pre-Chapter

\* CONTINENTAL AIRLINES. The First Fifty Years 1934-1984 (p. 90); Pioneer Publications, Inc., The Woodlands, Texas, 1994.



(ABOVE) IN MAY 68, 727-224 N88701 BECAME THE FIRST OF ITS TYPE DELIVERED TO CONTINENTAL FOR ITS MEDIUM-RANGE DOMESTIC SERVICES. TODAY, THE AIRLINE HAS 82 -200 IN ITS FLEET. (CONTINENTAL/GERRITSMAN FILES)



(BELOW) ORIGINALLY INTENDED FOR INDIAN AIRLINES, AIRBUS A300B-4-203 Msn. 259 WAS DELIVERED TO CONTINENTAL INSTEAD AS N970C. IT IS SEEN HERE WITH ITS FRENCH TEST REGISTRATION F-WZHU. (AIRBUS/GERRITSMAN FILES)

11 domestic network. Nonstop Guam-Tokyo service started on 18 MAR, Honolulu - Guam on 31 MAR and San Francisco - Honolulu shortly thereafter. The fleet was also expanded. Two more DC-10-30 were bought and three MD-82 leased (later increased to six). By the end of 1984, Continental was flying more capacity than before the Chapter 11 filing and it had started to show a profit again. The airline filed a plan of reorganization in SEP 85. On 24 AUG 86 Texas Air Corp. took over regional carrier Frontier Airlines and merged it into Continental, helping the latter to emerge from Chapter 11 the following month. Continental then served 110 destinations worldwide and it introduced a fleet of 12 Airbus A300B4 on its domestic and Latin American services. The Airbus fleet would grow to two dozen over the next few years.

In FEB 87 PeopleExpress and New York Air were taken over by Texas Air and Continental's operations doubled as a result and large numbers of Douglas D-9-30 and Boeing 727, 737 and 747 joined the fleet. Continental was now the third-largest airline in the U.S. New York (Newark) - London service was started on 01 FEB 87 as a result of the PeopleExpress takeover and Denver - London was inaugurated in APR 87. Continental returned to profitability by the third quarter of 1988

and in November of that year a marketing alliance was formed with SAS of Scandinavia, but this was dissolved in NOV 90 and the next month Continental again filed for bankruptcy under Chapter 11. While under bankruptcy protection, Continental sold its Seattle - Tokyo route to American Airlines but it gained authority for service to Frankfurt, Munich, Madrid and Paris from Houston. Service to these destinations was started in 1992, as well as a Houston - Quito service. Domestic services were started to Leon, Little Rock and Midland that year.

Firm orders for 20 medium/long range Airbus A330/340 and options on 18 more were cancelled in MAR 93 and Continental emerged from Chapter 11 protection in MAY 93 when Air Canada and Air Partners, an investment group from Texas, received approval from the bankruptcy court to invest \$450 million in the ailing airline. In AUG 93 Continental formed a strategic alliance with Air France, following the example set by Air Canada.

Continental has now four major domestic traffic hubs from where it serves 90 U.S. domestic and 56 international points. The hubs are at Denver, Houston, Cleveland and Newark. Hubs in the Pacific are at Honolulu and Guam. Internatio-

nal services are to Australia, Canada, Central America, Ecuador, France, Germany, Indonesia, Japan, Mexico, Micronesia, New Zealand, the Philippines, Spain and the United Kingdom.

The fleet, as of MAR 94, included: 34 DC-9-30, 64 MD-80, 6 DC-10-10, 13 DC-10-30, 21 Airbus A300B4, 12 Boeing 737-130, 19 737-200, 58 737-300, 50 737-500, 82 727-200, 26 757-200, 12 767-300, 2 747-100, 3 747-200 and 5 777-200ER (on order).

### Continental West

In 1985 Continental Airlines announced it was setting up a separate airline to fly short-range, low-fare, high-frequency services on routes where competition from other low-fare airlines was great. The new airline was to be called Continental West Airlines and would not be unionized. It was to start operating that fall in California and neighboring states. Services were to start with three 737-300 and at least one was painted in Continental West titles. The colors were the same as those of Continental, with the word "West" added to the fuselage, written in red script letters, rather than in block capitals. This was done to make it easier to switch aircraft back and forth between the two airlines.

Nothing came of the venture and the routes and aircraft were integrated back into Continental.

### Continental Express

Continental Express is the operating name of Britt Airways and maintains feeder and commuter services for Continental Airlines from hubs at Denver, Cleveland, Newark and Houston.

The airline was formed in AUG 90 when Bar Harbor Airlines and Rocky Mountain Airways were merged into Britt Airways and the three companies together became a single regional airline division of Continental. All three airlines had already been operating commuter services for Continental for some years.

The fleet includes 42 ATR-42, two ATR-72, 15 Beech 1900 and 33 EMB-120 Brasilia.



AT LEAST ONE 737-300 WAS PAINTED IN THE LIVERY OF THE PROPOSED LOW-FARE SUBSIDIARY CONTINENTAL WEST. THE AIRCRAFT, N17306, WAS RE-INTEGRATED INTO THE CONTINENTAL FLEET AFTER PLANS FOR CONTINENTAL WEST HAD COLLAPSED. (CONTINENTAL PHOTO/GERRITSMAN FILES)



ROLLING TOWARD THE RUNWAY FOR TAKEOFF, CONTINENTAL EXPRESS EMBRAER 120RT BRASILIA N34712, Msn 12011, WAS PHOTOGRAPHED AT BUFFALO, NY, ON 09 AUG 89. (PHOTO BY JOOP GERRITSMAN)



THIS MCDONNELL DOUGLAS MD-82 APPEARS IN THE CURRENT CONTINENTAL LIVERY. IT WAS PHOTOGRAPHED AT DULLES INTERNATIONAL AIRPORT ON 09 JUL 93 (PHOTO BY JOOP GERRITSMAN)

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## Continental Air Services

Continental's USAF charters across the Pacific during the Vietnam War were only one of the airline's (semi-military) forays to the Far East.

On 01 SEP 65 the airline formed Continental Air Services after buying an existing flying outfit from the construction company of William Bird and Son. With Vientiane, the capital of Laos, CAS operated in competition with Air America in supplying pockets of U.S. and Vietnamese troops in the Vietnamese mountains, flying missions for the Laotian government and for the Agency for International Development. CAS also operated under contract to Air Vietnam. None of these services were publicly advertised and little is known

about the operations. But their nature brought with it a varied fleet of aircraft, including two Lockheed Hercules, several DC-3 Dakotas and C-46 Commandos, as well as varying numbers of small STOL aircraft for specialized missions to small airstrips in Vietnam and Laos. These types included the Scottish Aviation Twin Pioneer, Dornier Do-28, Pilatus Porter and smaller, single-engine types, as well as helicopters. Of the Porter alone, CAS is believed to have operated a dozen or more and they did sterling work in supplying small airstrips no other aircraft could use.

All counted, there seemed to have been up to about 50 aircraft in service at the height of the operation.



CONTINENTAL AIR SERVICES OPERATED ABOUT A DOZEN TURBO-PORTERS IN LAOS AND VIETNAM DURING THE VIETNAM WAR. THE AIRCRAFT'S ABILITY "TO LAND ON A POST-AGE STAMP" SERVED IT WELL.  
(FAIRCHILD-HILLER PHOTO/GERRITSMAN FILES)

## Continental Micronesia

Continental Micronesia was formed in 1966 as Air Micronesia, a division of Continental Airlines. The shareholders were the United Micronesia Development Association (49%), Continental Airlines (31%) and Aloha Airlines (20% = Aloha sold half of its shares to UMDA later.) The new airline's mandate was to operate inter-island services in the South Pacific island groups of the Marianas, Carolines and Marshalls, all in the geographic area called Micronesia. The 2,000 islands in the three groups had come under U.S. trusteeship under a mandate of the United Nations after World War 2. As the U.S. Trust Territory of the Pacific, they were first administered by the U.S. Navy, but in 1949 control was transferred to the Department of the Interior.

Service started in JAN 68 with a Continental Airlines DC-6B to the islands which had airports that could accept such a large aircraft. A service from Truk to Ponape was operated by two Grumman SA-16 Albatross amphibians, leased from Pan American, which had operated the service previously.

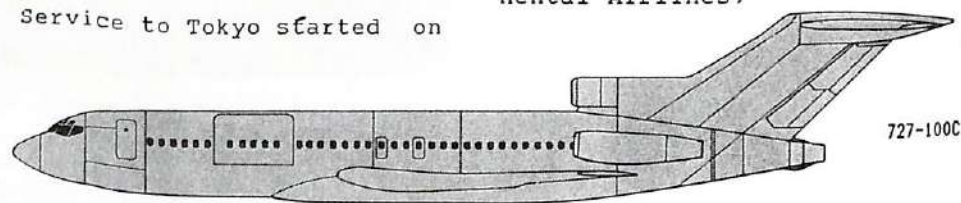
On 16 MAY 68 Air Micronesia's first Boeing 727-100C (leased from Continental) inaugurated service from Saipan to Honolulu, 4,300 miles (6,900 km) and with seven stops away. Service was also started to Okinawa in Japan, which was then still be-

ing administered by the U.S. as a result of WW2.

International service from Saipan and Guam to Nauru began on 04 DEC 69 and the old Albatross amphibians of the Ponape service were replaced by the 727-100C beginning 09 FEB 70, after a modern airport had been completed at Ponape.

The second 727-100 entered service with Air Micronesia on 15 DEC 72 and the DC-6B was retired. With only two aircraft in its fleet, Air Micronesia was now an all-jet airline!

Service to Tokyo started on



01 OCT 77, but the CAB had refused authority for single-plane service from Guam. This was obviously to prevent Continental Airlines from operating single-plane service from the mainland to Tokyo via Honolulu and Guam.

But this was not the end of route expansion by "Air Mike", as Air Micronesia popularly was called. At the beginning of 1981 the airline was flying from Guam (its main base) to nine of the main Micronesian islands, to Johnston Island, Honolulu and Tokyo. It also had authority for service to Pago Pago, Nauru, Auckland (New Zealand), Sydney and several

other island groups in the South Pacific, but these were not operated at that time. By the end of 1983 Air Mike had two 727-100C and one -224.

In 1989 Britt Airways began operating two Fairchild F-27 for Air Mike under the name Air Micronesia Express. They served some of the smaller islands, but this was halted in 1992 after severe corrosion from the salty atmosphere was discovered in the two F-27.

In late 1992 Air Micronesia changed its name to Continental Micronesia and became a totally separate subsidiary of Continental Airlines.

Today the fleet includes 11 727-200 and a DC-10-10, all leased from Continental Airlines. Additional 727 and DC-10 are leased from Continental when required.

International services are operated from Guam to Tokyo, Sapporo, Sendai, Nagoya, Fukuoka and Naha (Okinawa) in Japan, Seoul in South Korea, Taipei in Taiwan, Manila in the Philippines and Port Moresby in Papua-New Guinea. Domestic destinations from Guam include Saipan, Yap, Palau, Truk, Pohnpei, Kosrae, Kwajalein, Majuro, Johnston Island and Honolulu.

## AIRLINE PLAYING CARDS

by THOMAS DRAGGES

### CARDS FEATURE CHANGE OF LOGO

Hello fellow playing card collectors and you fans who are just interested in these cards. It is time to continue on the next leg of our flight on Continental Airlines. This time we travel from the 1960s to the present.

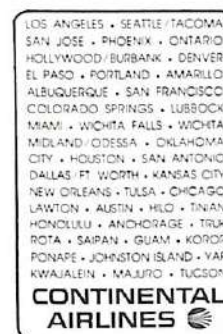
(1) In 1963 Continental issued a set of cards listing the names of the various cities it served. One card has the names of the cities in red, the dots between the names and the airline name and logo in black. The mate has the names in black with red dots, airline name and logo. Both cards have a white background. The set was used until about 1969.

(2) In 1970 Continental started using a deck of cards with just the name "Continental" and logo, repeated several times. One deck has the name in black, the mate has it in orange. Both also have a white background. The logos are in red and these decks were in use in the 1970s.

(3) The final set using the old Continental logo dates to the 1980s. This set has a gold logo, name and a thin gold borderline. One deck has a red background, the mate comes with black. There are slight color variations in this set. This may be due to different print runs, ink color or different printers.

(4) Issued in the late 1980s, this deck has safety as its theme. It was issued to employees to promote safety. Various slogans are printed on the face of the cards, together with the names of the employees who made up the slogans. The slogan is in red, the employee name in black. These cards have a red background, black text and red logo on a white rectangle and a thin white borderline. The outlines of the wings are black enclosing the red.

(5) Continental's new logo appeared for the first time on this deck. The name and logo at the top are in blue, the large globe below it in very pale blue. Background is white.



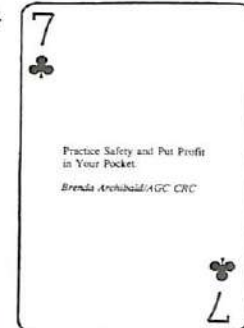
#1



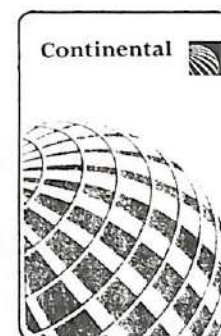
#2



#4



#3



#5



#6



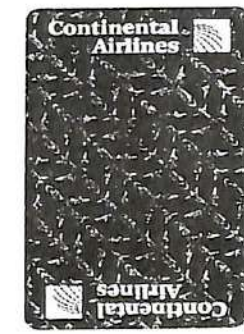
#6



#7



#7



#8

(6) The next sets was possibly available only in the employees' store. One deck is in blue on white with the mate in white on blue.

is substantially darker than on the previous set.

(8) This is the current issue. It has a blue background with light-blue aircraft pattern. The name and logo are in white (with blue in the logo, of course). I do not know if there is a reverse mate to this card. If anyone has any information, please let me know.

(7) Two more decks possibly available in the employees' store only. Both have border lines of blue, white, blue and gold (from the outside inward). Within the borders, one deck is blue on white, the mate white on blue. The blue on both decks

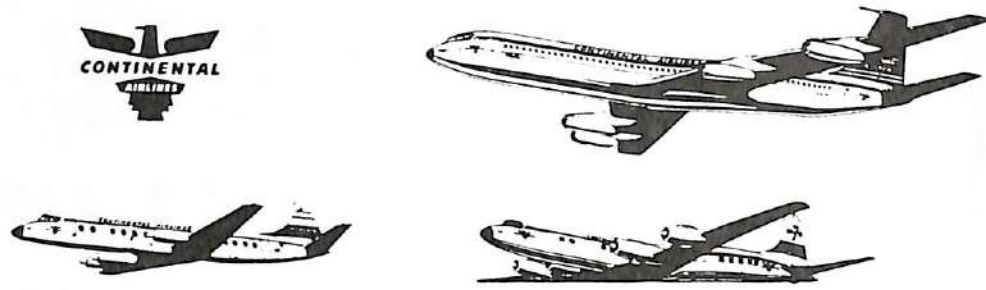
Until the next time, and happy collecting.

# AROUND THE WORLD

## of Airline Schedules

Copyright 1994  
George W. Cearley, Jr.

The schedule article in this issue of the *Captain's Log* covers the history of Continental Air Lines, Inc., between 1958-59 and 1970, from the inauguration of Viscount and Boeing 707 flights, to the Boeing 747 jumbo jet.



fly the jet with the golden tail!

*It's coming soon!*

# VISCOUNT II

CUSTOM BUILT FOR CONTINENTAL

NEWEST OF ITS KIND. BRINGING YOU VIBRATION-FREE VELVET-SMOOTH JET-PROP AIR TRAVEL

Presenting the **WORLD PREMIERE** OF THE NEW AND INCOMPARABLE **JET POWER VISCOUNT II**

Continental Airlines, Eastern Division - April, 1958

*Newest and fastest airliner in America...*

# The JET POWER VISCOUNT II

Custom built for Commercial Airlines by Vickers-Armstrongs Limited... powered by Rolls-Royce

*Continental Airlines First in the west with jet-power flight!*

Service for Chicago, Denver, Los Angeles, Kansas City and Colorado Springs begins May 25. As word of these superior jets spread and added to Continental's fleet, the Jet Power Viscount II will be soon throughout the Western part of the United States served by Continental Airlines.

You'll appreciate the speed, comfort and luxury the Jet Power Viscount II brings to air travel... practically no vibration or noise... an incomparably smooth quiet flight that allows you to enjoy the beautiful interior of this airliner and the personal hospitality of Continental Airlines.

*Continental's "Gold-Carpet" Service...*

# CONTINENTAL AIRLINES

"Gold Carpet" Service

ABOARD

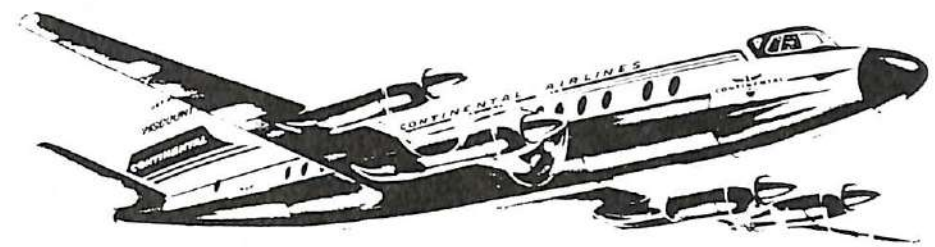
## JET POWER VISCOUNT II

AND

### DC-7B Club Coach

Timetable Effective August 1, 1958

# 8 more flights for the West's first JET POWER Fleet



ADDITIONAL SERVICE:

**JET POWER VISCOUNT II**

**DENVER - ALBUQUERQUE - EL PASO** Starting Aug. 1

**DENVER - KANSAS CITY** Starting Aug. 1

**DENVER - ST. LOUIS** THRU PLANE SERVICE WITH BRANIFF AIRWAYS Starting Sept. 1

Other Viscount services inaugurated during Summer/Fall 1958 included: 1) Denver-Albuquerque-El Paso, and Denver-Kansas City, Aug. 1st; 2) Denver-Kansas City-St. Louis, on the Continental/Braniff interchange, Sept. 1st; and 3) Denver-Colorado Springs-Wichita-Tulsa-Oklahoma City, Oct. 26, 1958.

Timetables at top left and lower right feature luxurious "Gold Carpet Service" on the DC-7B and Viscount.

### JET POWER VISCOUNT II FLIGHTS

City	Day	Time	City	Day	Time
DENVER	Ar	4:18	ST. LOUIS	Lu	7:00
COLORADO SPGS	Lu	3:52	KANSAS CITY	Ar	7:35
SANTA FE	Lu	3:23	KANSAS CITY	Lu	12:30
ALBUQUERQUE	Lu	2:33			
EL PASO	Lu	1:00			

Light Type - A.M. Bold Type - P.M.

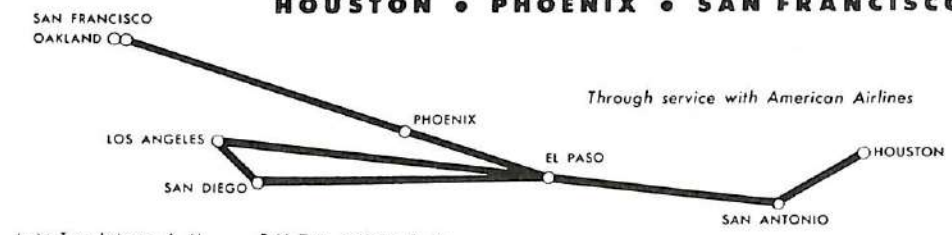


# New! DC-7B thru-plane service

HOUSTON • SAN ANTONIO • SAN DIEGO • LOS ANGELES

# Another Exclusive! DC-6B thru-plane service

HOUSTON • PHOENIX • SAN FRANCISCO



FLIGHT NUMBER	DC-6B AC 955	DC-6B A 111	DC-7B Coach AC T 663	DC-6B A 911	DC-7B AC 953	DC-6B A 917	DC-6B A 207
Houston	9:10		12:50		5:10		
San Antonio	10:05		1:40		6:00		
El Paso	10:25		2:05		6:25		
Tucson	11:25		2:55		7:15		
Phoenix	11:55	L 12:00	3:25	3:40	7:45	7:55	8:00
San Diego		L 1:15		4:55			9:15
Los Angeles		2:30	4:50	5:55	9:20		10:15
San Francisco		3:25	5:50	7:55			12:05

"Gold Carpet" Service

JET POWER **VISCOUNT II** AND **DC-7B Club Coach**

Timetable Effective August 1, 1958

FLIGHT NUMBER	DC-6B CU 943	Viscount 11	Viscount 15	Viscount 17	Convair 325	Viscount 17	Convair 325	Convair 341	DC-7B Club Coach T 5	Viscount 19	Viscount 21
CHICAGO (Midway) (CDT) Leave Airport Ticket Counter by "Step Saver Service"											
ST. LOUIS (CDT) Flight Departure		7:45	10:45	3:48	5:15	6:30	7:15	8:45	6:15	7:30	7:45
KANSAS CITY (CST) Ar		8:00	11:00	4:00	5:30	6:30	7:15	8:00	6:30	7:45	
KANSAS CITY (CST) Lv		8:37							7:07		
TULSA Ar		8:55							7:25		
WICHITA Ar		9:15						3:45			
WICHITA (CST) Lv		8:04						4:53			
COLORADO SPRINGS (MST) Ar		8:24						5:08			
DENVER (MST) Ar		9:15	10:01	12:16	6:16	6:46	7:05	6:38	8:41	9:01	9:48
DENVER (MST) Lv		9:45	10:20	12:35	6:36	7:05	7:15	7:04	9:07	9:20	9:48
COLORADO SPRINGS Ar									9:25		
SANTA FE Ar									9:25		
ALBUQUERQUE Ar									9:31		
EL PASO (MST) Ar									9:18		
LOS ANGELES (Int'l) (PDT) Ar		1:29	3:44	8:44	10:14				10:03		
PORTLAND (PST) Ar		1:40							11:53		
SEATTLE-TACOMA (PST) Ar		2:52							9:10	12:34	

Continental took delivery of a total of 15 Vickers-Armstrongs, Ltd., Viscount 812D's during 1958-59. On May 28, 1958, Viscount flights were inaugurated on the Chicago-Kansas City-Denver-Los Angeles route. Initially offered were two daily round trip "Gold Carpet", "Jet Power Viscount II", first class service flights, one serving Chicago-Denver-Los Angeles, and the other, Chicago-Kansas City-Denver-Los Angeles. In June Colorado Springs received Viscount service on a flight from Chicago and Denver.

On September 28, 1958, DC-7B's were substituted for DC-6 and DC-6B aircraft on one first class and one coach round trip flight between Houston-San Antonio-El Paso-San Diego-Los Angeles, on the Continental/American interchange. The new DC-7B first class round trip was named "Golden Arrow", and the coach trip, "Silver Arrow".

**CONTINENTAL AIRLINES**

NEVER SUCH SERVICE SINCE CAESAR!

**JET POWER VISCOUNT II**  
AND  
**DC-7B Club Coach**

Timetable Effective February 3, 1959

**CONTINENTAL AIRLINES**

**New Jet Power VISCOUNT II SERVICE**  
to all of these Southwestern cities:

- DALLAS
- FORT WORTH
- EL PASO
- ALBUQUERQUE
- AMARILLO
- LUBBOCK
- HOUSTON
- AUSTIN
- SAN ANGELO
- MIDLAND-ODESSA

Time Table Effective April 1, 1959

**CONTINENTAL AIRLINES**

fly the jet with the golden tail!

STARTING JUNE 8  
NON-STOP • CHICAGO • LOS ANGELES

**THE GOLDEN JET**  
CONTINENTAL'S CUSTOM-BUILT  
BOEING 707

Timetable effective April 23, 1959

**CONTINENTAL AIRLINES**

25th year

3 NON-STOP DAILY  
CHICAGO - LOS ANGELES

STILL MORE NON-STOP!  
CHICAGO AND LOS ANGELES TO  
DENVER AND KANSAS CITY

**THE GOLDEN JET**  
CONTINENTAL'S CUSTOM-BUILT  
BOEING 707

Timetable effective August 15, 1959

Timetable Effective November 10, 1959

**CONTINENTAL AIRLINES**

26th Year

**GOLDEN JET** Boeing 707  
WORLD'S FASTEST, MOST PROVEN PURE JET

12 FLIGHTS DAILY SERVING  
CHICAGO • LOS ANGELES • DENVER • KANSAS CITY

Timetable Effective November 15 thru April 23, 1960

**CONTINENTAL AIRLINES**

26th Year

**GOLDEN JET** Boeing 707  
WORLD'S FASTEST, MOST PROVEN PURE JET

12 FLIGHTS DAILY SERVING  
CHICAGO • LOS ANGELES • DENVER • KANSAS CITY

Timetable Effective November 15 thru April 23, 1960

**CONTINENTAL AIRLINES**

26th Year

**GOLDEN JET** Boeing 707  
WORLD'S FASTEST, MOST PROVEN PURE JET

12 FLIGHTS DAILY SERVING  
CHICAGO • LOS ANGELES • DENVER • KANSAS CITY

EFFECTIVE APRIL 30, 1961

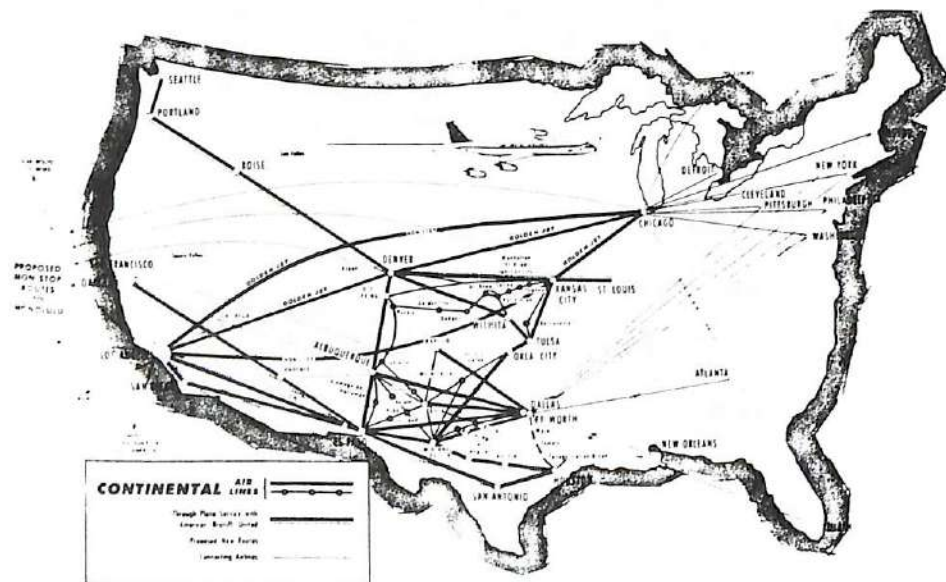
**CONTINENTAL AIRLINES**

26th Year

MOST JETS BETWEEN  
LOS ANGELES & CHICAGO  
ONLY JETS TO  
DENVER  
MOST JETS TO  
KANSAS CITY

"Never Such Service Since Caesar" promotion (left) in early 1959 for "Gold Carpet" flights. On April 1, 1959, as a result of an award by the CAB on the Dallas to the West Case (regional routes), Continental inaugurated new Viscount flights between: 1) Dallas-Ft. Worth, 2) Dallas-Lubbock-Amarillo; 3) Dallas-Midland-El Paso; 4) Dallas-Lubbock-Albuquerque; 5) Dallas-Ft. Worth-El Paso; 6) Dallas-Albuquerque; and 7) Dallas-Midland. This was the very first jet powered service for the Dallas/Ft. Worth area.

Three timetables from 1959 with same effective date of November 15, 1959, with each superseding the one before it. In 1960 Continental added its fifth 707, the first four having been delivered in 1959. This made possible increasing the number of jet trips between Chicago-Kansas City-Denver-Los Angeles from twelve to fifteen, and allowed for the sale of two Viscounts. The fleet in 1960 comprised 5 Boeing 707-124's, 13 Vickers-Armstrongs Viscount 812D's, five Douglas DC-7B's, 1 DC-6B, and 8 DC-3's.

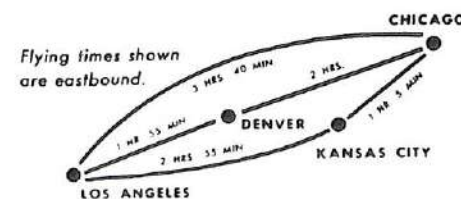


*Gold Carpet* SERVICE  
REACHES NEW HEIGHTS ON THE  
**GOLDEN JET**  
CONTINENTAL'S CUSTOM-BUILT BOEING 707

During 1959-1960, Continental took delivery of five Boeing 707-124's, "Golden Jet" Boeing 707's. On June 8, 1959, Continental became the third domestic operator of its own pure jets (following American and TWA), when the airline inaugurated nonstop Chicago-Los Angeles 707 flights. On August 15, 1959, Chicago-Denver-Los Angeles, and Chicago-Kansas City-Los Angeles 707 flights were added. Left: Routes of Continental in Summer 1959 showing new Dallas-West Texas-New Mexico routes and "Golden Jet" flights between Chicago-Kansas City-Denver-Los Angeles.

**GOLDEN JET Boeing 707 Timetable**

WESTBOUND	All Flights Operate Daily Except as Noted					
	FLIGHT NUMBER	1	7*	3	11*	5
CHICAGO (O'Hare)	(CDT) Lv.	8:45 AM	9:00 AM	3:30 PM	7:30 PM	8:15 PM
KANSAS CITY	(CST) Ar. Lv.				7:40 PM 8:10 PM	
DENVER	(MST) Ar. Lv.		9:10 AM 9:40 AM			
LOS ANGELES	(PDT) Ar.	10:45 AM	11:45 AM	5:30 PM	10:15 PM	10:15 PM



STARTING SEPTEMBER 25, 1960

**CONTINENTAL AIRLINES**

NOW! 707 JETS BETWEEN  
**HOUSTON**  
**LOS ANGELES**  
WITH AMERICAN AIRLINES

13 JETS DAILY BETWEEN  
CHICAGO & LOS ANGELES  
ONLY 707 JETS TO DENVER ALSO JETS TO KANSAS CITY

**WESTBOUND**

FLIGHT NUMBER	DC-7B	DC-6B	DC-7B	DC-6B	DC-7B	707 JET
955	119				911	951
HOUSTON	(CST) Lv. 9:00		L 12:35			S 8:15
SAN ANTONIO	AM 9:55		1:30			
SAN ANTONIO	(CST) Lv. 10:20		1:55		8:10	
EL PASO	(MST) Ar. 11:20		2:55		9:10	9:05
EL PASO	Lv. 12:00	L 11:45	3:25	3:50		S 9:35
Tucson	AM 1:07				5:12	
Phoenix	(MST) Ar. 1:40		1:07		6:14	
San Diego	(PST) Ar. 1:40		5:05		6:14	
LOS ANGELES (Int'l)	AM 2:35		6:10		8:40	10:30
SAN FRANCISCO	(PST) Ar. 4:00					

Above: Continental/American interchange schedules, late Summer 1960, with 707 flight added. Below: Interchange schedules from April 30, 1961, with 720 substituted for 707.

**WESTBOUND**

FLIGHT NUMBER	DC-6B	DC-6B	DC-7B	DC-6B	DC-7B	720 JET
955	219		901		911	951
HOUSTON	(CST) Lv. 8:45		L 12:50			S 8:15
SAN ANTONIO	AM 9:45		1:43			
SAN ANTONIO	(CST) Lv. 10:05		2:05		8:00	
EL PASO	(MST) Ar. 11:10		3:00		8:53	8:45
EL PASO	Lv. 11:55	L 11:45	3:30	3:45		S 9:15
Tucson	AM 1:03				5:03	
Phoenix	(MST) Ar. 1:35		1:03		6:05	
San Diego	(PDT) Ar. 1:35		5:55		7:02	
LOS ANGELES (Int'l)	AM 2:30		7:02		8:20	11:05
SAN FRANCISCO	(PDT) Ar. 4:55					

EFFECTIVE APRIL 30, 1961

**CONTINENTAL AIRLINES**

27th Year

STARTING JUNE 11  
GOLDEN JET 707 NON-STOP  
HOUSTON • LOS ANGELES  
SAN ANTONIO • LOS ANGELES  
ALSO JETS TO PHOENIX & EL PASO

Above: "Golden Jet" schedules as of August 15, 1959. At right: Golden Jet routes, as of same date, showing flying times on each segment of flights. Eastbound times (with tail winds) are illustrated.

In Summer 1960, jet service was inaugurated on the Continental/American interchange between Houston, El Paso, and Los Angeles, using a Continental 707-124 on most flights (service illustrated on Fall 1960 timetable at left). On April 30, 1961, an American Airlines Boeing 720 was substituted for the 707 on the interchange. The interchange was terminated late Spring 1961 with new awards in the Southern Transcontinental Service Case, and the last operation was June 10 that year.



EFFECTIVE JUNE 11, 1961

28th Year

NOW! GOLDEN JET 707'S NON-STOP TO ALL THESE MAJOR CITIES:  
**CHICAGO • LOS ANGELES**  
**DENVER • KANSAS CITY**  
**HOUSTON • SAN ANTONIO**  
**PHOENIX • EL PASO**

Above and right: Inaugural southern transcontinental timetables between California, Arizona, and Texas, effective June 11, 1961.

**COMING JUNE 11-GOLDEN JET 707 NON-STOP BETWEEN HOUSTON-LOS ANGELES AND SAN ANTONIO-LOS ANGELES**

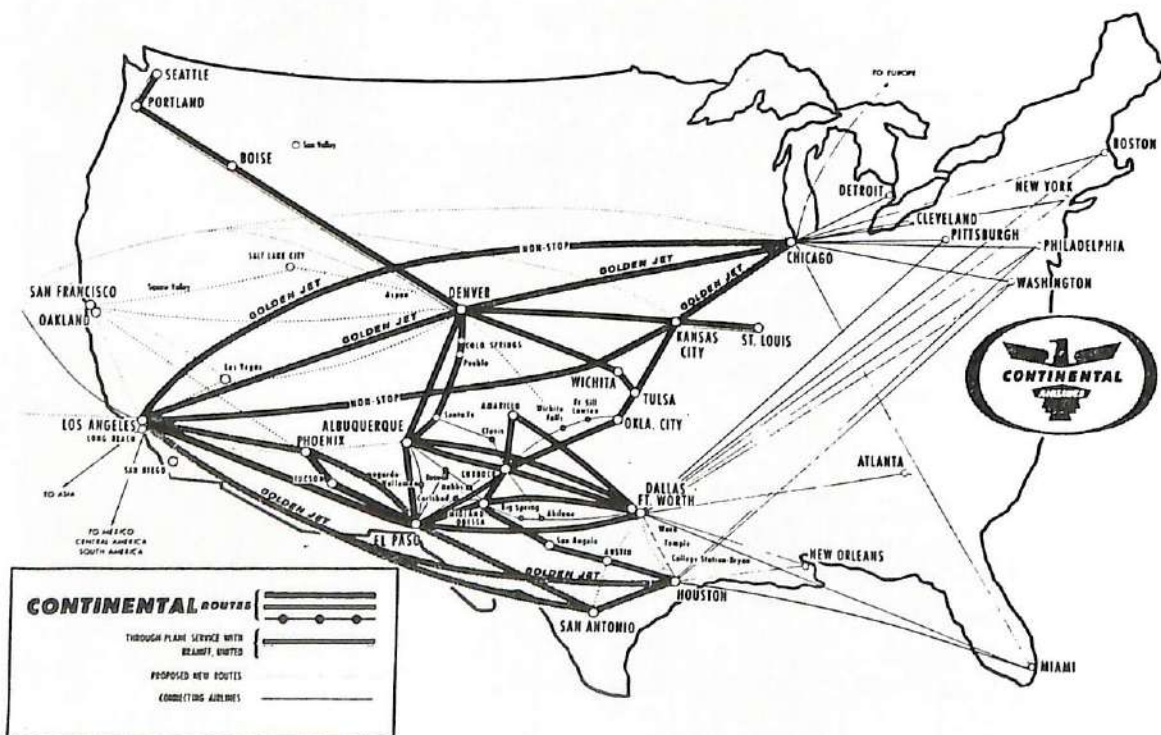
**ALSO GOLDEN JET 707 SERVICE TO PHOENIX AND EL PASO**

**COMING JUNE 11-JET-POWER VISCOUNT II SERVICE FOR TUCSON AND PHOENIX**



EASTBOUND									
FLIGHT NUMBER	VII JET POWER		707 JET	DC-7B	VII JET POWER		707 JET	707 JET	707 JET
	F/T	F/T	F/T	F/T	F/T	F/T	F/T	T/W	F/T
LOS ANGELES-Int'l. (PDT) Lv	6 20	7 30	11 45	12 15	1 20	2 30	7 15	11 30	
PHOENIX (MST) Ar	7 50			1 45	2 50			12 35	
PHOENIX (MST) Lv	8 10			2 05	3 10			1 00	
TUCSON Ar	8 43			2 37	3 43				
TUCSON Lv	9 03			4 03	5 10			2 05	
EL PASO (MST) Ar	10 09	10 10		4 10	5 15			2 35	
EL PASO (MST) Lv	10 35			4 35	5 40			3 05	
SAN ANTONIO (CST) Ar	1 28			7 03	8 10			4 50	
SAN ANTONIO (CST) Lv	1 48			7 23	8 30			5 15	
HOUSTON (CST) Ar	2 41			8 16	9 24			5 55	

As a result of awards by the CAB in the Southern Transcontinental Service Case in Spring 1961, Continental inaugurated its own new flights between Texas, Arizona, and California, June 11, 1961. Initial services and equipment utilized included: 1) 707-124's - Los Angeles-Houston, Los Angeles-San Antonio-Houston, and Los Angeles-Phoenix-El Paso-San Antonio-Houston; 2) Viscount 812D's - Los Angeles-Phoenix-Tucson-El Paso-San Antonio-Houston, Los Angeles-Houston, Los Angeles-El Paso, Los Angeles-Phoenix-Tucson-El Paso-Houston, and Los Angeles-El Paso-San Antonio-Houston; and 3) DC-7B - Los Angeles-Phoenix-El Paso-San Antonio-Houston.



**CONTINENTAL AIRLINES**  
 EFFECTIVE APRIL 29 - MAY 28, 1962

COMING... 120 B FAN JETS JOIN GOLDEN JET FLEET

CHICAGO  
 KANSAS CITY  
 DENVER  
 LOS ANGELES  
 PHOENIX  
 EL PASO  
 SAN ANTONIO  
 HOUSTON

FIRST GOLDEN JETS FOR  
 ALBUQUERQUE  
 MIDLAND-ODESSA  
 DALLAS

EFFECTIVE JULY 16, 1962

Above left: Routes of Continental Air Lines, Inc., as of Summer 1961 showing new routes between Texas, Arizona, and California. Above right: In May 1962 Continental placed its first 720B's in service, on the Chicago-Denver-Los Angeles and the Los Angeles-El Paso-Houston routes. In July 1962, Continental inaugurated its first pure jet service to Dallas, Midland, and Albuquerque, with 720B's.

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE APRIL 28, 1963

ON CONTINENTAL... IT'S PEOPLE

THAT MAKE THE DIFFERENCE!

GOLDEN JET SERVICE DOUBLES AS 720B FAN JETS JOIN CONTINENTAL FLEET

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE JULY 29, 1964

ON CONTINENTAL... IT'S PEOPLE

THAT MAKE THE DIFFERENCE!

NEW... 4 GOLDEN JET ROUND TRIPS DAILY BETWEEN KANSAS CITY AND BOTH CHICAGO AND LOS ANGELES

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE OCTOBER 27, 1965

ON CONTINENTAL... IT'S PEOPLE

THAT MAKE THE DIFFERENCE!

NEW... 3 GOLDEN JET ROUND TRIPS DAILY BETWEEN LOS ANGELES AND HOUSTON

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE MAY 24, 1964

ON CONTINENTAL... IT'S PEOPLE

THAT MAKE THE DIFFERENCE!

NOW... 3 GOLDEN JETS DAILY EACH WAY BETWEEN CHICAGO AND LOS ANGELES

A series of timetables from 1963-64 featuring cockpit crew posing in front of tail of 720-024B, hostess with nose of 720B in background, in-flight service on the 707-124, and at bottom of each timetable (from left to right): 1) 707-124 (modified tail, 720B colors) at Denver Stapleton; 2) 720B at Kansas City Municipal Airport; 3) 720B at Los Angeles; and 4) 720B at Denver Stapleton. During 1964 Continental acquired Boeing 707-320C's for use on MATS military contract service flights to Honolulu, Guam, Manila, Tokyo, Seoul, Taipei, Okinawa, Saigon, and Bangkok.

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE JULY 29, 1964

between Chicago and Los Angeles

5 non-stop jets daily each way - every day

**\$85** PLUS TAX

Continental, first with Jet Economy fare... first with 3 classes on every Jet

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE OCTOBER 25, 1964

Now! Golden Marquee Theatre

on 9 non-stop flights between Chicago and Los Angeles

- (1) First-run movies
- (2) Popular stereo music
- (3) Semi-classical stereo music.

**CONTINENTAL AIRLINES**  
 SYSTEM TIME TABLE EFFECTIVE APRIL 11, 1965

every Golden Jet now equipped for movies and music

another Continental exclusive

**CONTINENTAL AIRLINES**  
 System Time Table Effective July 7, 1965

Golden Jets 707, 720B & Intercontinental Fan Jets

Golden Jet / Douglas DC-8C (Beginning in 1966)

Boeing Jet Powered Viscount II

In January 1964 Continental inaugurated 3-2 seating in coach and reduced long haul first class fares. Three class service was also offered - economy class was provided, in addition to first and coach. In Fall 1964 Continental added the "Golden Marquee Theatre" on Chicago-Los Angeles and Houston-Los Angeles nonstops. The system allowed passengers to watch first run movies on 9" TV monitors throughout the cabin, or listen to stereophonic music. Timetable at right shows 720B, DC-9 (on order), and Viscount. In early 1965 the Continental fleet comprised four 707-320C's, six 720-024B's, four 707-124's, eleven Viscounts, one DC-6B, and two DC-3's, with two 720B's and twelve DC-9's on order.

# Continental airlines timetable



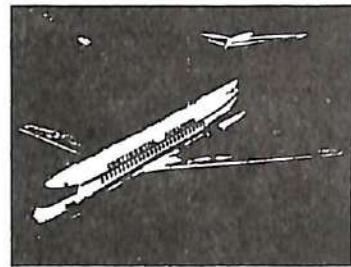
effective march 1 through april 23, 1966

FLIGHT NUMBER	SERVICE	AIRCRAFT	F/T/K/T/K	A/T	F/T
57	CHICAGO (SHARE)	DC-9	GoldenJet	W/2	GoldenJet
33	ST. LOUIS	DC-9	GoldenJet	W/2	GoldenJet
275	KANSAS CITY	DC-9	GoldenJet	W/2	GoldenJet
175	LOS ANGELES	DC-9	GoldenJet	W/2	GoldenJet

FREQUENCY	Daily	Daily	Daily	Daily
CHICAGO (SHARE)	CST	LT	GT	4:35
ST. LOUIS	CST	LT	GT	4:35
KANSAS CITY	CST	LT	GT	4:35
TULSA	CST	LT	GT	4:35
OKLAHOMA CITY	CST	LT	GT	4:35
WICHITA	CST	LT	GT	4:35
WICHITA FALLS	CST	LT	GT	4:35
HOUSTON	CST	LT	GT	4:00
DALLAS	CST	LT	GT	4:30
FORT WORTH	CST	LT	GT	4:30
SAN ANTONIO	CST	LT	GT	4:45
AMARILLO	CST	LT	GT	4:05
LUBBOCK	CST	LT	GT	4:55
MIDLAND-ODESSA	CST	LT	GT	4:55
WICHITA FALLS	CST	LT	GT	4:15
LUBBOCK	CST	LT	GT	4:55
AMARILLO	CST	LT	GT	4:55
ALBUQUERQUE	MST	LT	GT	4:55
COLORADO SPRINGS	MST	LT	GT	4:55
DENVER	MST	LT	GT	4:55
DENVER	MST	LT	GT	4:55
COLORADO SPRINGS	MST	LT	GT	4:55
ALBUQUERQUE	MST	LT	GT	4:55
EL PASO	MST	LT	GT	4:55
EL PASO	MST	LT	GT	4:55
TUCSON	MST	LT	GT	4:20
TUCSON	MST	LT	GT	4:20
PHOENIX	MST	LT	GT	4:20
PHOENIX	MST	LT	GT	4:20
LONG BEACH	PST	LT	GT	7:02
LOS ANGELES	PST	LT	GT	7:02

## coming April 10th the quick, quiet Continental DC-9



Take our new bird from places like Dallas, Lubbock, El Paso, Albuquerque, Tulsa, Wichita, Denver, and Los Angeles. (And on April 24th, from Houston, Tucson, Phoenix, San Antonio, Midland-Odessa—in May, from Kansas City.) Recognize our new bird? It's the quick, quiet Douglas DC-9 twin engine jet. We call it the Golden Jet—and once you're aboard you'll know why. Continental's DC-9 is something special. On it, you feel the difference pride makes.

Like on all Continental flights, you feel at ease. Comfortable. Confident. Almost at home. These feelings come from the pride Continental people have in their jobs, in themselves, in their airline. Take our new bird to Dallas or one of the many other cities it flies from. Just ask your travel agent or Continental Airlines to reserve a seat for you on the new DC-9 Golden Jet. Once you've tried it, we're sure you'll travel it again and again.

DC-9 service was inaugurated April 10, 1966, in the cities mentioned above. With deliveries of DC-9's, the Viscounts were phased out of service. In 1967 Continental was granted a new route from Seattle and Portland to Houston and New Orleans via Wichita, Tulsa, and Oklahoma City. Service was inaugurated June 13, 1967.

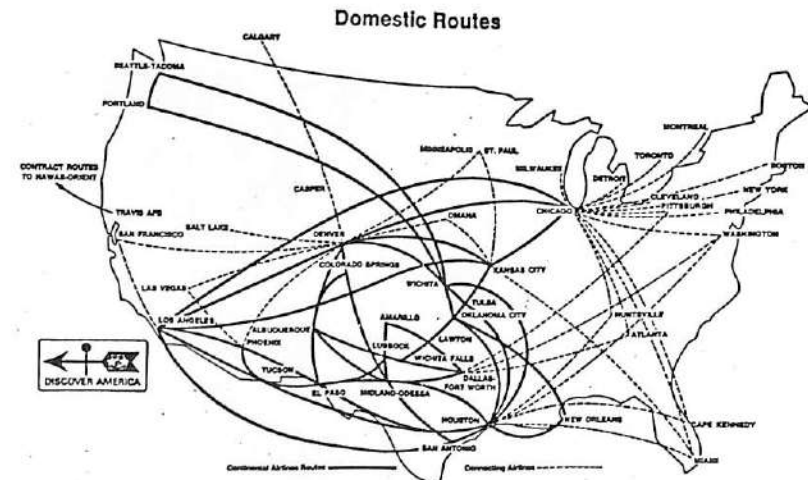
# Continental Airlines timetable



Official flag of the Continental States of America

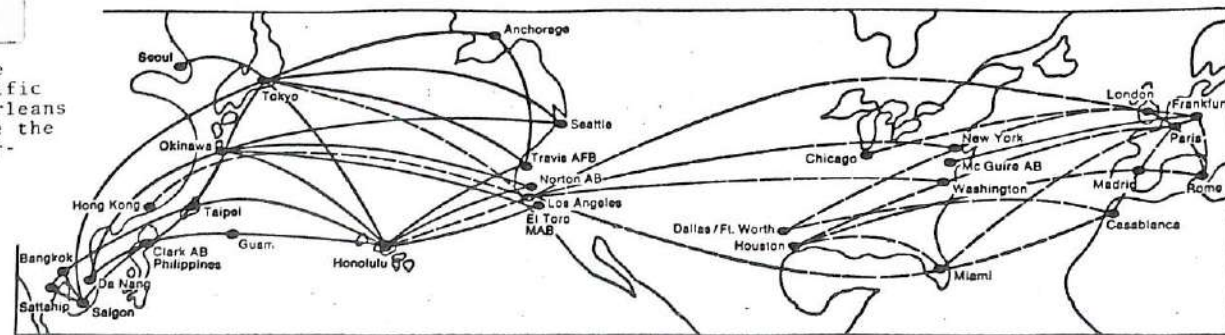
system timetable effective June 13, 1967

June 13, 1967, timetable contained inaugural Pacific Northwest-Houston/New Orleans schedules. At this time the Continental/United interchange was terminated.



Left and below: Domestic, intercontinental military contract, and charter routes of Continental Airlines, Inc., as of Summer 1967.

### Intercontinental Contract & Charter Routes



Continental Overseas Contract Routes

Continental Charter Capability Routes

## CONTINENTAL - AIR MICRONESIA CENTRAL PACIFIC AND WESTERN PACIFIC - SYSTEM SCHEDULE EAST AND SOUTHBOUND

LT - Local Time GT - Greenwich Mean Time

FLIGHT NUMBER	EQUIPMENT	LOCAL DAY	ORIG.	640	642	680	631	620	654	644	664	633	682	646	624	635	652	666	686
				DC-6AB	DC-6AB	SA-16	DC-6AB	B-727	B-727	DC-6AB	B-727	DC-6AB	SA-16	DC-6AB	B-727	DC-6AB	B-727	B-727	SA-16
				SUN.	SUN.	MON.	MON.	MON.	TUE.	TUE.	WED.	WED.	WED.	THU.	THU.	FRI.	FRI.	SAT.	SAT.
OKINAWA	B-727	LT	GT						1130	0230									
SAIPAN	B-727	LT	GT						1520	0520									
SAIPAN	B-727	LT	GT	1100	0100	1630	0630		1645	0645	1550	0550							
ROTA	B-727	LT	GT	1130	0130				1715	0715	1620	0620							
GUAM	B-727	LT	GT	1215	0215	1715	0715		1815	0815	1715	0715							
GUAM	B-727	LT	GT						0900	2300									
YAP	B-727	LT	GT						1035	0035									
KOROR	B-727	LT	GT						1105	0105									
TRUK	B-727	LT	GT						1515	0315									
PONAPE	B-727	LT	GT						1545	0345									
PONAPE	B-727	LT	GT						1630	0430									
KWAJALEIN	B-727	LT	GT						1700	0500									
KWAJALEIN	B-727	LT	GT						1700	0500									
MAJURO	B-727	LT	GT						2150	0750									
MAJURO	B-727	LT	GT						2220	0820									
Int'l Date Line	B-727	LT	GT						0005	1005									
JOHNSTON IS.	B-727	LT	GT																
JOHNSTON IS.	B-727	LT	GT																

NOTE: All days of operation shown are in Local Time. Kwajalein observes same day as Honolulu on local option—GMT minus 12:00. Majuro observes same day as Guam—GMT plus 12:00.

# CONTINENTAL AIRLINES

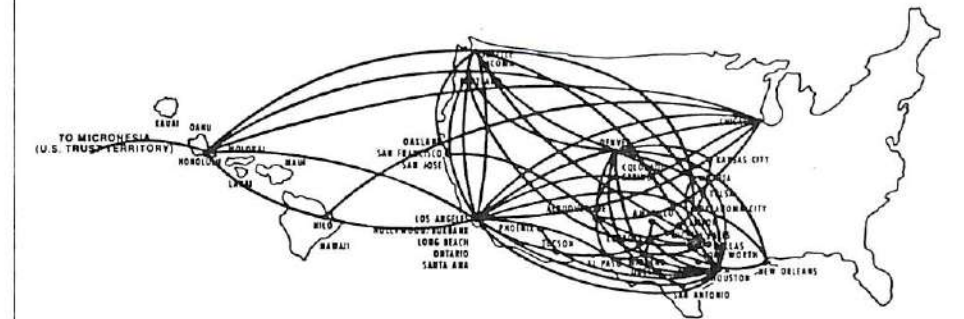


THE ALL FANJET AIRLINE SYSTEM TIMETABLE EFFECTIVE APRIL 28, 1968

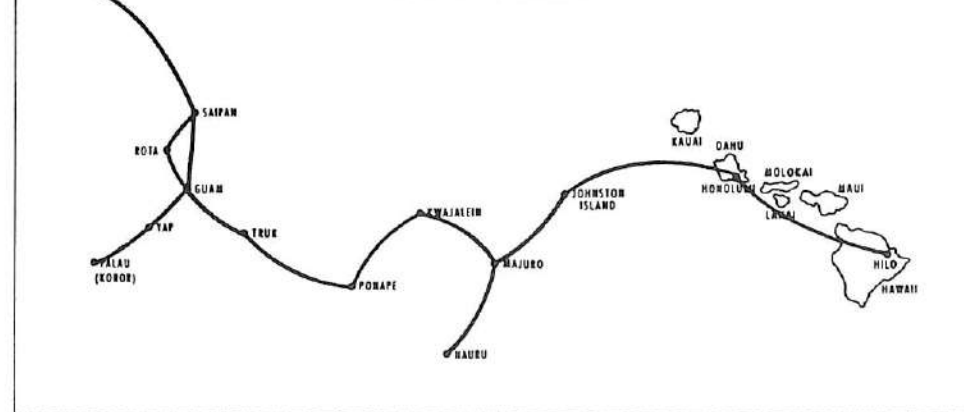
By the end of 1967 Continental was not only all pure jet, but an all fan-jet airline as well, with the sales of remaining piston and Viscount equipment, as well as turbojet 707-124's.

Continental also introduced a new color scheme and the "Spreading Contrails Logo" replacing the old thunderbird used since the 1940's. New scheme was designed by Saul Bass, known for his movie credits in motion pictures as North by Northwest, It's a Mad Mad Mad Mad World, West Side Story, and, most notably, Around the World in 80 Days.

### Continental Mainland/Hawaii Service



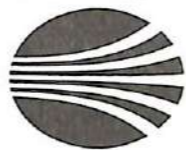
### Continental/Air Micronesia Central & Western Pacific Service



Routes - 1969-70. Map shows routes granted by the CAB in the Reopened Southern Tier Case (Dallas-Los Angeles), Service to Albuquerque Case (San Francisco-Albuquerque-Chicago), Reopened Pacific Northwest/Southwest Case (service to Denver and Dallas from the Pacific Northwest), the Transpacific Case (service to Hawaii nonstop from Chicago, Kansas City, Denver, Phoenix, Seattle, Portland, and Los Angeles), and the Pacific Northwest-California Investigation (service from Seattle and Portland to San Jose and Los Angeles).

FLIGHT NUMBER SERVICE AIRCRAFT	403	25	425	155	183	127	191	67	431	95	39	143	131	429	167	195	79
F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K	F/Y/K
Golden Boeing	Golden Boeing	Golden Boeing	Golden DC-9	Golden DC-9	Golden DC-9	Golden DC-9	Golden DC-9	Golden Boeing	Golden Boeing	Golden Boeing	Golden Boeing	Golden DC-9	Golden DC-9	Golden Boeing	Golden DC-9	Golden DC-9	Golden Boeing
FREQUENCY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LV CHICAGO (O'HARE) CST Lv	K 3 00										S 4 40	D 4 25					
AA KANSAS CITY CST Aa												C 4 30 E					
LV KANSAS CITY CST Lv																	
LV NEW ORLEANS CST Lv		Q 12 20															
AA HOUSTON CST Aa		1 20															
LV HOUSTON CST Lv		C 1 45 C															
AA TULSA CST Aa		3 00															
LV TULSA CST Lv																	
AA OKLAHOMA CITY CST Aa		2 57															
LV OKLAHOMA CITY CST Lv		3 17															
AA WICHITA CST Aa		3 55															
LV WICHITA CST Lv		K 4 15															
AA LAWTON-FT. SILL CST Aa																	
LV LAWTON-FT. SILL CST Lv																	
AA WICHITA FALLS CST Aa																	
LV WICHITA FALLS CST Lv																	
LV DALLAS-FORT WORTH CST Lv	G 1 50																
AA SAN ANTONIO CST Aa																	
LV SAN ANTONIO CST Lv		C 3 47															
AA AUSTIN CST Aa		C 4 00															
LV AUSTIN CST Lv																	
AA AMARILLO CST Aa																	
LV AMARILLO CST Lv																	
AA LUBBOCK CST Aa																	
LV LUBBOCK CST Lv																	
AA MIDLAND-ODESSA CST Aa																	
LV MIDLAND-ODESSA CST Lv		K 5 05															
AA LUBBOCK CST Aa																	
LV LUBBOCK CST Lv																	
AA AMARILLO CST Aa																	
LV AMARILLO CST Lv																	
AA EL PASO MST Aa																	
LV ALBUQUERQUE MST Lv																	
AA ALBUQUERQUE MST Aa																	
LV ALBUQUERQUE MST Lv																	
AA COLORADO SPGS. MST Aa																	
LV COLORADO SPGS. MST Lv																	
AA DENVER MST Aa		4 15	4 24	5 30													
LV DENVER MST Lv		D 4 45	D 4 55														
AA COLORADO SPGS. MST Aa																	
LV COLORADO SPGS. MST Lv																	
AA ALBUQUERQUE MST Aa																	
LV ALBUQUERQUE MST Lv																	
AA EL PASO MST Aa																	
LV EL PASO MST Lv																	
AA TUCSON MST Aa																	
LV TUCSON MST Lv																	
AA PHOENIX MST Aa																	
LV PHOENIX MST Lv																	
AA ONTARIO ONT ARPT. PST Aa																	
LV ONTARIO ONT ARPT. PST Lv																	
AA LONG BEACH LAX INTL. PST Aa																	
LV LONG BEACH LAX INTL. PST Lv																	
AA LOS ANGELES LAX INTL. PST Aa																	
LV LOS ANGELES LAX INTL. PST Lv																	
AA SAN FRANCISCO-OAKLAND PST Aa																	
LV SAN FRANCISCO-OAKLAND PST Lv																	
AA PORTLAND PST Aa																	
LV PORTLAND PST Lv																	
AA SEATTLE-TACOMA PST Aa																	
LV SEATTLE-TACOMA PST Lv																	
AA PORTLAND PST Aa		3 35															
LV PORTLAND PST Lv		8 20															
AA SEATTLE-TACOMA PST Aa		4 00															
LV SEATTLE-TACOMA PST Lv		4 35															
AA PORTLAND PST Aa																	
LV PORTLAND PST Lv																	

CONTINENTAL AIRLINES



SYSTEM QUICK REFERENCE



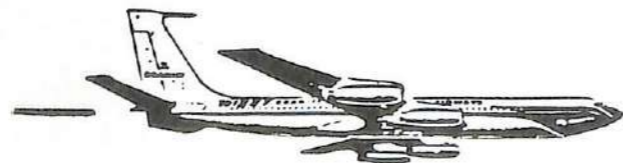
The Proud Bird with the Golden Tail

TIMETABLE EFFECTIVE DECEMBER 1, 1970

Left: General Schedule from Fall 1969 shows a sample of mainland services at the time. Above: Boeing 747-124 service was inaugurated June 26, 1970, between Chicago, Los Angeles, and Honolulu.

In 1970 the Continental fleet comprised thirteen 707-320C's, eight 720-024B's, one 727-24C, nineteen 727-200's, nineteen DC-9's, and three 747-124's, with one 747-124 on order as well as eight DC-10's for 1972-73 delivery.

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.



# WINGS & THINGS

by RICHARD KORAN

## AVIATION IS A TOUGH BUSINESS

The first flight by Tony Jannus across Tampa Bay 80 years ago was a harbinger for commercial airlines.

The St. Petersburg-Tampa Airboat Line's last trip three months later also carried a message for the future: Aviation is a tough business with plenty of chances for failure.

Despite the industry's financial woes, aviation heavyweights honored on 26 MAR during the annual celebration of the Airboat line, wouldn't discourage people from joining the business.

"The problem with people being out of jobs is not because they're in the aviation business," said Alan Boyd, chairman emeritus of Airbus Industrie, the European airliner manufacturing consortium. "It is because the economy is down." Boyd received the 1994 Tony Jannus Award for his contributions to commercial aviation. The Florida native became the first U.S. secretary of transportation in 1967 and previously chaired the Civil Aeronautics Board (CAB)\*.

"If I were 21 and knew what I know today, I would still be in it," said George Bean, the head of the Hillsborough County Aviation Authority and one of the two winners of the Fansler Award. "It's an exciting business. It's got a great future."

Bean and Edward C. Hoffman, founder of the Florida Aviation Historical Society, both won the Fansler Award, which recognizes Tampa Bay residents who have contributed to commercial aviation. They were honored in ceremonies at the Flight One Museum and the St. Petersburg Yacht Club.

Earning the Tony Jannus Award could be called an induction into the Commercial Aviation Hall of Fame. The list of winners is a virtual "Who's Who" of the past 30 years in the industry.

The first Tony Jannus Award was presented to Senator A.S. Mike Monroney in 1964. Since then, such luminaries as Donald W. Douglas Jr. and Capt. Edward V. Rickenbacker have been honored.

With the 50th Anniversary of D-Day just behind us, we should also note that Boyd was present over the beaches and the inroads as the war pushed forward that day. He flew 26 combat missions and received the Air Medal with five oak-leaf clusters. The 1994 Tony Jannus Award was presented to him by the 1993 winner, Herb Kelleher of Southwest Airlines.

\*\*\*\*\*

Remember Mackey Airlines? It was founded by famous stunt pilot Col. Joseph C. Mackey, who was known for his famous barrel rolls on take-off. Born in Columbus, Ohio, on 23 APR 1909, he

\* (Tampa Tribune, 26 MAR 94)



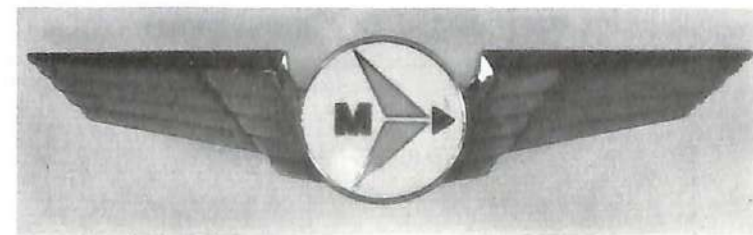
ALAN S. BOYD (center) and Arthenia Joyner of the Hillsborough County Aviation Authority (right) are listening to a gesturing Ed Hoffman (left) at the Flight One museum.

operated Mackey Flying Service in that state from 1930 to 1938. At age 24 he became the Assistant Aero Director of the State of Ohio. During World War 2 he helped form the North Atlantic airplane ferry service. He saw action in the European, African-Middle East and the Asia-Pacific Theaters and won two battle stars and a Presidential Unit Citation. By 1945 he was known as Mr. Nine Lives. After the war he moved to Ft. Lauderdale and formed Mackey Airlines in 1946, a non-scheduled carrier from Florida to the Bahamas, Cuba and Jamaica. By 1953 Mackey was flying scheduled services and by 1965 was employing 217 people and operating nine aircraft (DC-4 & DC-6). During 1965 Mackey listed assets at \$3.5 million and realized a net profit of \$166,389 for the year.

On 22 NOV 66 Eastern Air Lines acquired Mackey

### MACKEY AIRLINES

Remember Mackey Airlines? Col. Joseph Mackey was noted for his famous barrel rolls on takeoff. After World War 2 he formed Mackey Airlines at Ft. Lauderdale in 1946 and later had assets of \$3 million. Col. Mackey also founded Mackey International Air Commuter, serving 15 cities in Florida and the Bahamas.



## AIRLINES International - D/FW Airline Memorabilia Show & Sale

Saturday, April 8, 1995  
9:00 am - 5:00 pm  
Dealer set-up at 7:00 am

Holiday Inn - DFW Airport NORTH  
4441 Hwy. 114 at Esters Road  
Between DFW airport & Belt Line Road  
Irving, Texas

- 24-hour airport-hotel shuttle
- 7600 square feet of show area, about 150 dealer tables
- \$45.00 / night sleeping rooms, up to 4 people per room (+ tax)
- Friday - Sunday airline employee rate at Holiday Inn (with ID)
- Slide Shows Friday night 5:00 pm - midnight
- Hotel-catered food & beverages in display area
- Door prizes

in a stock transfer of one share for every nine shares of Mackey. The merger cost Eastern an estimated \$19 million and Joe Mackey agreed not to operate competitive service into the Bahamas for five years. But three years later, he formed Mackey International Air Commuter, servicing 15 cities in Florida and the Bahamas.

Col. Mackey denied he pulled a "fast one" on Eastern. Actually, he was talked into operating the services by Eastern, which was losing big money flying his old routes with jets. In 1978 Mackey International went bankrupt and it was bought by William Cousins. By 1980 Cousins had the airline in the black, but it still folded on 29 OCT 81\*.

\*\*\*\*\*

By the way, General James Howard was at the St. Petersburg luncheon along with his "shadow", aide-de-camp Edward C. Kelley. I had brought my print of Gen. Howard's "Moment of Glory" when he downed six enemy aircraft while protecting the 401st Bombardment Group. Gen. Howard autographed the print that I had carried all the way from Michigan. The autographing took place after the luncheon when most of us were milling around talking to some of the folks who were having a quiet time before leaving.

I opted, too, to help the general, like any Lieutenant-Colonel should, to get his jacket on. He turned to me and said "I can still do it myself."

The ol' guy is still a spunky fellow.

\*\*\*\*\*

In 1928 QANTAS began a unique, romantic, yet extraordinary practical venture with John Flynn and the Australian Inland Mission to provide an airplane and pilot for an experimental Flying Doctor Service based at Cloncurry in Queensland. The aircraft was available as early as 1924, when QANTAS imported its first DH-50. But the ingenious, foot-pedal operated generating set that powered a radio to link outlying stations (ranches) with Cloncurry, took another three years to develop.

On 27 MAR 28 an agreement was signed under which QANTAS, in return for the provision for an ambulance aircraft and pilot, was guaranteed 25,000 flying miles at two shillings a mile under a one-year contract. The rate was paid by the Civil Aviation Authority and QANTAS agreed to a rebate of tenpence for every unflown mile.

The first flying doctor pilot was Arthur Affleck, the first flying doctor Dr. St. Vincent Welch and the first aircraft was the DH-50A, G-AUER "Victory". (It original name had been "Hermes", but it was renamed when it wet into service with the FDS).

The FDS was by far the most-risky of all QANTAS flying operations. Station owners were all sent instructions on "How to Make Your Own Landing Ground" and on "How to Receive an Aeroplane".

An ever-present dilemma for Affleck (and, from 1931, pilot Eric Donaldson) was to balance flight safety and medical need. The clear realization that safety was paramount often meant refusal to fly, under pressure from doctor and

\*(Florida Aviation Historical Society News, May 94.)

patient, when the risk was judged too great.

In its first year QANTAS flew 17,479 miles (28,129 km) for the service and there were no accidents\*.

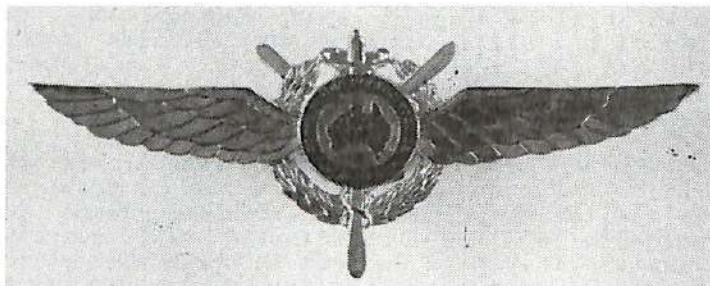
Reverend Doctor John Flynn was 70 when he died in MAY 51. A wave of mourning swept over Australia. He had established the world-famous Royal Flying Doctor Service and pioneered the pedal wireless communication system, thereby beating the great loneliness of the Australian outback

\* From THE DEFEAT OF DISTANCE: QANTAS 1919-1939, by John Gunn, University of Queensland Press, St. Lucia, Queensland, Australia, 1985:



QANTAS

Qantas purchased their first true airliner, a DH-50, in 1924 and two years later this type became the first aircraft type to be built under licence in Australia. The original QANTAS machine, G-AUER (shown) was later allocated to the Royal Flying Doctor Service of Australia.



ROYAL FLYING DOCTOR SERVICE

of Australia wing is overall gold with blue highlight of the continent, along with a blue band with gold letters. Produced by the firm of A.J. Parker of Brisbane. The tone of this wing makes it quite dark.



FLYING DOCTOR SERVICE

This is an older set of wings made of gold bullion for the wings and intertwined silver letters FDS on a red silk pad. The Caduceus is vertical and made in silver metal thread. Many years ago I acquired it from Frank Racine, who has since passed on... and I feel this wing came from Oscar Stonberg a long time ago.

and casting a mantle of safety over two-thirds of the vast continent. To commemorate the memory of this knight of the lonely ways, 630 pedal radios went off the air for two minutes silence during the burial service at Alice Springs.

After serving the inland stations scattered over the outback for nearly 30 years, Flynn was awarded the Order of the British Empire (OBE).

\*\*\*\*\*



TALAIR

Talair pilot wing at the time of the airline's demise on 25 MAY, as far as I know. The wing is silver with blue letters on a yellow field with a white border. I received this wing in 1983.

For our next topic, I'll let Charlie Dolan set up the scenario, since he was the one who first brought it up for the good of the society.

"I saw a purported TALAIR (Papua-New Guinea) cap badge for sale at the Washington, DC, mini-convention and at AI'93 at Crystal City," said Charlie. "It had the same design and colors as the wing I have had in my display for years.

"Rather than purchase it, I went to my source and received an interesting response. It seems the TALAIR cap badge only exists to defraud. 'Caveat emptor' and if you did not, demand your money back."

Charlie had written a letter on 26 APR 93 seeking the hat badge and was told by John C. Thomas, Flight Administration Manager, Chief Pilot's Office, of Talair, 'Whilst Territory Airline, the forerunner of Talair, did use pilot caps with our emblem, these have disappeared years ago. Perhaps what you saw at the convention was one of those and it would be very rare indeed.

'I will keep your letter on file and advise if ever I locate our emblem, but (I) would not be very hopeful of this.

'Regards, John C. Thomas, etc.' "

Back in 1983 I had written to Allan Wardill, chief pilot, and he responded as follows:

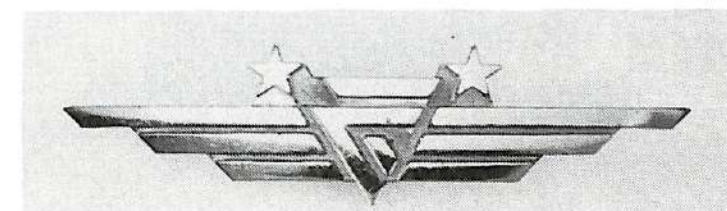
"I have pleasure in enclosing a set of Talair pilot and cabin attendant wings to add to your collection. Our uniform does not include a cap, so I am unable to assist you with a cap/hat badge."

There is a sad postscript to this. Joe Wolf Jr. told me (Dick Koran) Talair ceased operations at 2359 hours local time on 25 MAY 94 because of continued losses, reported at US\$1 million a month since February. The Talair fleet of Twin Otters and Bandeirantes was to be flown to North Queensland for storage and sale. A recently-announced US\$27 million order for two EMB-145 Amazon jets will be transferred to Flight West Airlines of Australia. Talair, once the world's largest commuter airline, had been run by Sir Dennis Buchanan since 1952.



MANDATED AIRLINES

was based in Papua. I have owned this beautiful gold wing for many years. The airline has long since ceased to operate and, in fact, was bought out many years ago by Ansett Airlines of Papua/New Guinea in 1973. The center is light-blue enamel with the letters MAL in gold. The crown is also in gold.



MIDWAY

I came across these silver Midway wings at a local military show. I have a set of gold ones, but these are silver... I also have the F/A wing. Any ideas about the time period? I was on the telephone and the new Midway is looking on my behalf.



CHALK'S

"We fly only from sun-up to sunset, since there is no way to light the watery runways," says Bob Peloquin, operations director and one of the airline's 10 pilots. The wing is in gold with a white background and the airline name in dark blue.

EDWARD C. HOFFMAN

was the co-recipient of this year's Percival Fansler Award. Ed is one of the founders and the president of the Florida Aviation Historical Society. He began his aviation career with National Airlines in 1935. In 1967 he and a group of aviation enthusiasts began the research and construction of an exact replica of the Benoist model 14, number 43, flown by Tony Jannus in 1914. On 01 JAN 84, Ed Hoffman flew the replica from St. Petersburg to Peter O. Knight Seaport in Tampa to commemorate the 70th anniversary of the first scheduled airline flight.

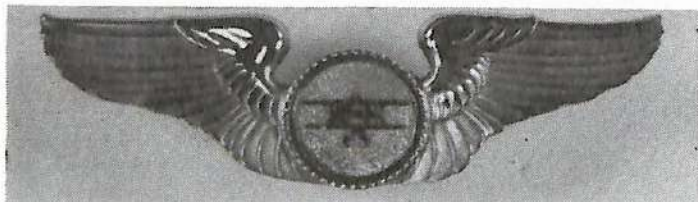


SILVER CITY

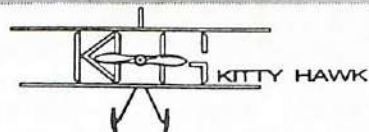
Captain's wing is silver with the same enamelling as the badge, on a fine wing pattern. On this wing the griffin is sitting down.

SILVER CITY  
Hat badge worn by Wing Commander

Kennard, the founder of Silver City Airways, the world's first car ferry air service that crossed the English Channel. The route was from Lydd in England to Le Touquet in France. The airline was founded just after World War 2 and lasted until merging with Channel Air Bridge in 1962. The badge is silver with the darker shade being a deep blue enamel, whereas the "waves" in the upper right and lower left, are light blue enamels. A standing silver griffin surmounts the badge. Look closely and you'll notice the dark outline forms the letter "S".



KITTY HAWK AIR CARGO is a cargo airline based at Dallas-Fort Worth in Texas. It has a fleet of Convair CV-600 and 640 and one DC-9-15F. This wing is all-gold with a frontal view of a single-engine biplane in relief in the center (right).



AIR GABON

Air Gabon (1977) has undertaken international route expansion. The carrier was established in 1951 as Compagnie Aérienne Gabonaise and was known as Transgabon between 1968 and 1974. It currently flies international services from Africa to Paris, the USA and other destinations. It came into O'Hare not too long ago, but has not been seen there lately. The wing has an overall gold finish.

CALAIR

of Germany was founded in 1965 as Transportflug to fly passenger and cargo charter services and inclusive tour flights from Frankfurt. In NOV 70 the name Calair Transportflug was adopted, or Calair Flug for short. The badge is gold with dark-blue "CALAIR" at the top. In the center the "C" at right is deep blue and then, to the left, a medium blue and a light-blue enamelling.



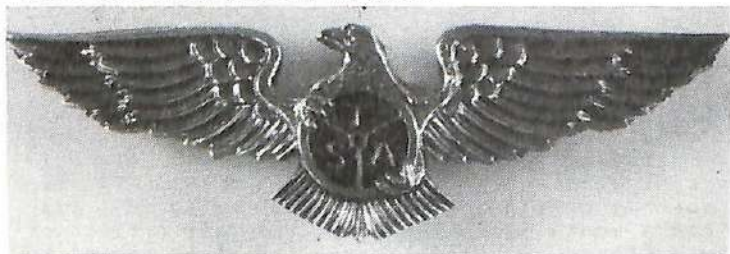
KIWI INTERNATIONAL

This wing of Kiwi International used to cost \$50,000! Yes, that was the going rate to sit in the left seat of a Kiwi 727. The wing has a dull-gold finish with a very nice center - an almost turquoise on the left, white "Kiwi" and deep purple on the right.



SOUTH AFRICAN

South African Airways. The captain gave me this wing when I got into the cockpit. He was flying a 747-400 and said to use the wing in the column. Said he would be proud to have it "fly" in the CAPTAIN'S LOG. It is in gold with a center that is black at the top, then graduating to black and gold lines toward the bottom of the shield (not visible in the photo). The orange ball has a springbok in gold.



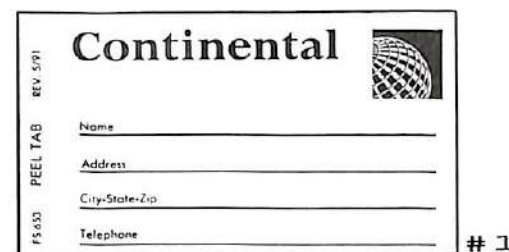
TRANSAIR (SWEDEN)

This Transair (Sweden) jacket wing is in silver with a red center and silver "TSA". It was actually used by the airline's ground service personnel. During the Congo crisis in Africa in 1960-61 it was also used as a pilot wing badge.

## STICKER CHATTER

by DON THOMAS

# NEW ISSUES FROM EUROPE ABOUND



# 1

Continental Airlines never issued much of interest in the line of stickers after 1960. What you now get at Continental ticket counters is their blue on white BIL (#1), showing their new logo.

PETER RENTZSCH of Germany sent in the Eurowings label (#2). It has a red and white logo, white name and white-red-white cheatlines along the bottom. The background color is blue. Eurowings is a new airline, formed out of NFD and RFD, he says.

Peter also sent in two labels from Sun Express in Turkey. These were already shown in the CAPTAIN'S LOG of DEC 93, p.217.

From FRANK LITCHTANSKI come some BILs from Scandinavia. The SAS BIL (#3) shows a line up of cheering people and says SAS is the official carrier for the Lillehammer '94 winter Olympics.

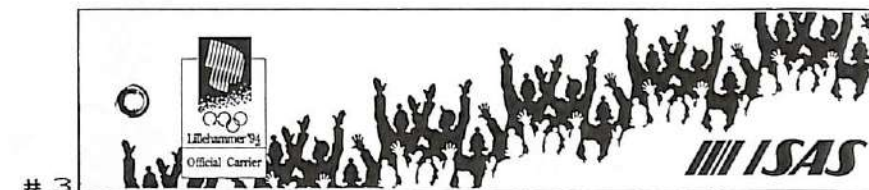
The Braathens' BIL (#4), has light blue text above the dark blue airline name and the Norwegian flag with a blue cross outlined in white on red. The label has a white background.

The Icelandair BIL (#5) has a light-blue background with white (name) blue (logo), blue-white-red-white-blue cheatlines in the bottom right corner and a dark-blue triangle to the "southeast" of these.

Frank also sent in a Braathens' SAFE label showing their 737-400. This was already illustrated in the CAPTAIN'S LOG



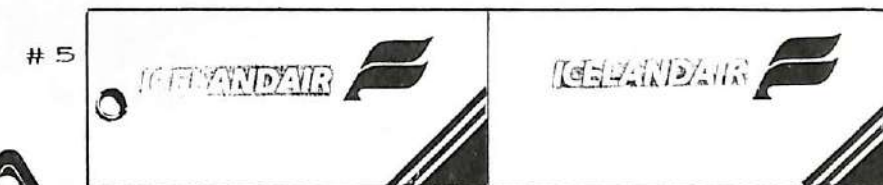
# 2



# 3



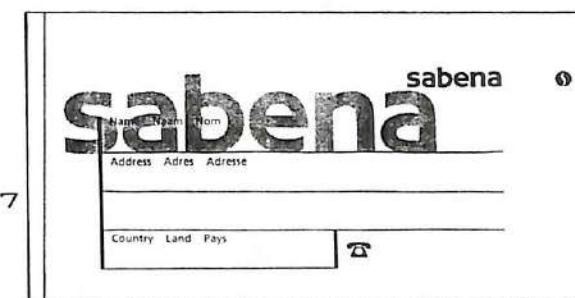
# 4



# 5



# 6



# 7

of JUN 91, p.101.

The Sabena business class BIL (#6) is in white and silver on blue. The name-and-address BIL (#7) is light blue and blue on white.

DAVID WILLIAMSON of Canada

lists many new Airbus labels. He sent in photocopies of the Jesair A310 (#8) and of Alyemda A310, Inter European A320, Kuwait Airways A300-600R, Saarland Airlines A320, Shourouk Air A320, State of Qatar A340-200, Uzbekistan A310 and Airbus Industrie A340. I wish I knew how to obtain some of these, as many are spectacularly beautiful and are bound to be popular with collectors. (Saarland is a state in Germany, Qatar is in the Middle East and Shourouk Air is an airline in Egypt.)

PAT McCOLLAM sent in some interesting BILs. The one from Vietnam Airlines (#9) is in light blue on white and appears to come in strips of four, although the strip I received had only three. Instructions are on the back in English and Vietnamese. Part of the English text is missing, apparently because one BIL has been torn off.

AOM French Airlines uses this BIL (#10) with brownish red on white. AOM have recently started service from Paris to Los Angeles.

Eva Air is a Taiwanese airline and its BIL (#11) comes in white-on-green (left 1/3) and green-on-white (right 2/3), separated by an orange bar.

DAVID CHERKIS of L.A. as usual has a lot of new items for us. As well as the previously-mentioned Braathens 737-400, Dave sent in a 737-500 label from the same airline (#12). The airplane is in the airline's regular livery of white top and red cheatline, all against a hard-blue sky. He also sent in a Swissair MD-11 label, but this was already illustrated in the CAPTAIN'S LOG of SEP 93, p.149.

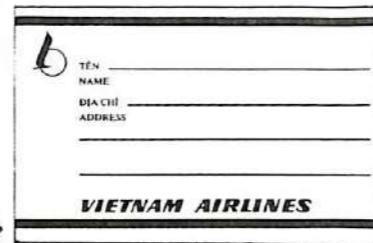
Canada 3000 (#13) is a charter airline which flies many Canadians to Florida for the winter. The colors are red with a gold "shadow" for the airline name and maple leaf logo, and black bottom text, all on a white background.

Midway Airlines (#14) flies the Fokker 100 into Chicago's Midway Airport. Its label is in dark blue and yellow on white.

An Air Dolomiti label sent in by Dave was already illustrated in the CAPTAIN'S LOG of JUN 93, p.81).



# 8



# 9

<p><b>OF GOVERNMENT IMPOSED TAXES AND FEES</b></p> <p>This ticket may include taxes and fees imposed on air transportation by authorities. These taxes and fees, which are a significant portion of the cost of air travel, are included in the fare, or shown in the "TAX" box(es) of this ticket. You may be required to pay taxes or fees not already included in the fare.</p>	<p><b>BÍ CHỮ VỀ CÁC KHOẢN THUẾ VÀ LỆ PHÍ DO CHÍNH PHỦ QUI ĐỊNH</b></p> <p>Giá của vé này có thể gồm cả các khoản thuế và lệ phí do các cơ quan nhà nước qui định đối với việc vận chuyển hàng không. Các khoản thuế và lệ phí này, là khoản có thể chiếm một phần khá lớn của chi phí đi lại bằng đường hàng không, có thể đã được bao gồm trong giá vé hoặc được ghi riêng trong ô "TAX" của chiếc vé này. Quý khách còn có thể phải trả các khoản thuế hay lệ phí chưa được thu.</p>
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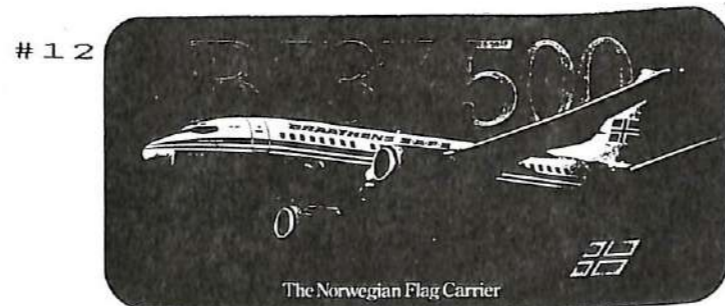
# 10



# 11



# 14



# 12



# 13

From JERRY ELMAS came this photocopy of a new Turkish A340 label (#15). The fuselage is white and the tail red. Jerry also contributed a THY showing a "funny face" 737. It was already illustrated in the CAPTAIN'S LOG of JUN 93, p.80.

The Cargolux label (#16) shows the world superimposed on the airline's familiar logo of three stacked boxes "flying" above the mountains of the Balkans, as well as the open nose of one of their 747F freighters. Other than the red world, all colors are in shades of blue.

GRAHAM ALLIANCE sent in a photocopy of this Tuninter label showing their ATR 72 (#17). Tuninter is a small domestic airline in Tunisia, North Africa. Colors on the label are blue and white.

He also sent in a photocopy of a large Air 2000 label from Britain. It was illustrated in the CAPTAIN'S LOG of DEC 82, p.232.

The Atlantsflug HF / Atlantic Island Air label (#18) was contributed by BILL DEMAREST. It has black text and a logo in blue, yellow and red, all on white.

JOOP GERRITSMAN picked up four items during his recent trip to Holland. #19 shows the current Martinair Holland BIL. It comes in red-on-white and is double sided. The reverse reads "Home Address" where it reads "Address Abroad" on the side shown.

The next item is a Martinair Holland baggage tracking tag (#20) put on the handles of luggage at Toronto International Airport (YYZ). All printing is in black on green. To the right are (on white) a printed tag serial number and a handwritten "sector number" for the particular flight.

The next items shows the current KLM BIL (#21) in white on blue, and a small round sticker (#22) used to seal the plastic pouches in which KLM distributes its on-board cutlery. It advertises the link-up between KLM and Northwest Airlines. The same logo is also painted on all KLM aircraft Joop saw on his trip. However, the sticker is all in (KLM) light blue on white, while the logos painted on the aircraft show the KLM part in light and dark blue and the Northwest name and logo in red. The sticker measures only 1.25" in diameter (3.2 cm).



# 15



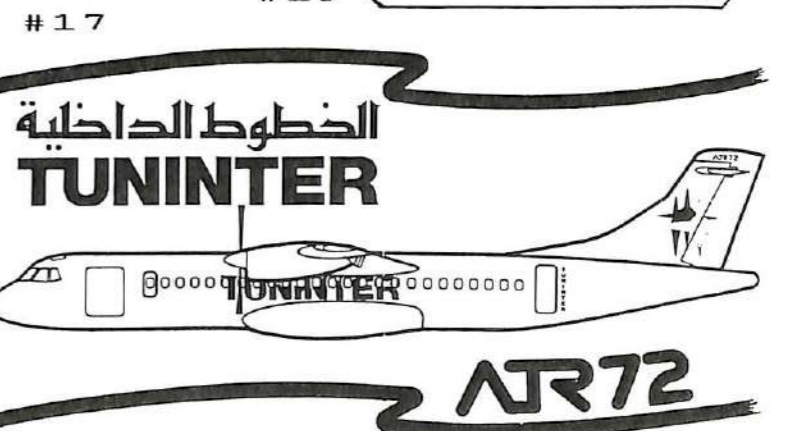
# 16



# 18



# 19



# 17



# 22

MP No 117581  
SEC. No. 193

# 20



# 21

# THE PHOTO CORNER

by JOOP GERRITSM

ALL PHOTOS TAKEN  
ON 14 JUL 94

## A DAY AT AMS

During my vacation in Holland this summer, I was able to get away one day all by myself, without any family and friends, and I decided to spend it at Schiphol Airport, Amsterdam to do some airliner photography.

I am showing you hereby some of the results. I have purposefully selected photos of airline/aircraft combinations not seen in North America. Therefore no KLM, Northwest and Singapore 747, Alia Royal Jordan L-1011, United 767 etc.

Instead, this Photo Corner shows photos of a few of the short- and medium-haul aircraft that ply the airways of Europe. I hope you will like them.

Schiphol is great for taking pictures, because it has an observation deck that runs nearly the entire length of the terminal. From here, you can photo-



KLM FOKKER 100, PH-KLH, Msn 11272 "CHRISTIAAN HUYGENS"



ALITALIA McDONNELL DOUGLAS MD-82, I-DANW, Msn 53206/2034



AEROFLOT TUPOLEV T-154M, RA-85647, Msn 785



TAROM AIRBUS A310-325(ET), YR-LCA, Msn 636 "TRANSILVANIA"



KLM AIRBUS A310-203, PH-AGA, Msn 241 "REMBRANDT"

graph 80-90% of all movements, with charter and commuter traffic being the main exceptions. A zoom lens of at least 70-200 mm is a MUST and 70-300 mm would even be better. And be prepared to do an awful lot of walking up and down the length of the deck.

There are also public parking areas alongside runways 06/24 and 01L/19R. These were built especially for spotters and photographers, but you must have private transportation to get there (which I did not have this time), or you will have to make a very long hike by foot.

While on the subject, I would very much like to expand the Photo Corner from an occasional column to at least two or even three pages in every issue of the CAPTAIN'S LOG. To do this, I need your help. If I were the only one providing the photos, you'll be seeing an endless stream of pictures taken at Toronto and Buffalo, the two main airports closest to me. Remember, I am not looking only

for photos taken at MIA, LAX or any of the other high-profile airports around the world. And neither do I accept only photos of "heavies" such as the MD-11, L-1011 and 747. Regional and even local airports offer some great opportunities to take photos of commuter and charter aircraft.

If you too would like to see a greater variety of photos in the Photo Corner, please help us by sending me your favorite shots from your favorite airport. Or perhaps shots of your favorite type of airliner, or of the fleet of your favorite airline. Explain in a few sentences why you made that particular selection and tell me where and as close as possible when the photos were taken.

## BIRDS OF A FEATHER



TURKISH AIRLINES 737-42J, TC-JEA, Msn 27143/2457 "KUSADASI"



OLYMPIC AIRWAYS 737-284 ADV, SX-BCH, Msn 22339/692 "TRITON" IN OLD COLORS (LEFT) AND 737-484, SX-BKB, Msn 25314/2124 "OLYNTOS" IN NEW COLORS (Right).



TAROM 737-38J, YR-BGB, Msn 27180/2529 "BUCURESTI" (WITH KLM PH-BDT & TRANSAVIA PH-TVH).



TRANSAVIA 737-222, PH-TVH, Msn 19955/210.



KLM 737-406, PH-BDT, Msn 24530/1772 "GERRIT DE VEER".

(NOTE DIFFERENCE IN NOSE CONES BETWEEN TWO KLM AIRCRAFT). KLM 737-406, PH-BTA, Msn 25412/2161 "FERNAO MAGELHAES".

# JUNIOR CREW INSIGNIA

by STAN BAUMWALD

The column this time is shorter than usual, with only three new wings to show you.

At the Airliners show in Atlanta I made a trade with BILL LOVE and obtained this junior wing from LTE. It is of the same type as the wing from LTU of Germany. The Spanish charter airline LTE (E for España) is a subsidiary of LTU. That makes for five wings of exactly the same style from this airline with changes only in the letters. This is a pinback and is in gold on a black background with a red center and silver text.

Mentioned, but not illustrated in the previous issue of the CAPTAIN'S LOG, was this Executive Jet Aviation wing. EJA operates from Columbus, Ohio and flies twin-engine executive jets on behalf of large corporations and on charter services. There is always a question of whether EJA and similar companies fit in the "airline" category or should come under "miscellaneous."

My good friend PEDRO MUNIZ sent me this LAP wing. LAP is Lineas Aereas Paraguayas (Air Paraguay) and was the flag carrier of that country.

The wing comes in a kit which is given to children. The kit is called "Flying Circus." In addition to the wing, there are several items for children to amuse themselves with. The puffy vinyl wing is made in China, says the clear envelope in which it comes. The colors are gold with blue letters and a red border.

(Sadly, LAP suspended operations on 08 MAR 94 due to financial problems. The government wants to privatize the airline and has offered shares for sale, says Antonio Luis Sapienza, who wrote about LAP in our JUN 93 issue - JG)

Pedro also told me Carnival Airlines has issued this junior wing. Carnival is based in Miami and used to fly only to the Caribbean on charters for Carnival Cruise Lines, but lately the airline has started scheduled services between Florida and various parts of the U.S. This puffy vinyl wing is also made in China. It is grey in color with the logo in red, white and blue.

Remember the request for information about the BOAC Junior Jet Club by Joop Gerritsma in the previous issue? By coincidence I obtained a Junior Jet Club kit at the Atlanta show. The envelope contains a log book (not dated) and the wing, which I called BAW-4 in my junior wing book. On the outside of the envelope it says:

"Welcome to the J.J.C.! The club was formed on 26th March 1957 and has more than 300,000 members. Inside this envelope you will find your J.J.C badge, Log Book and Enrollment Card." Then there are instructions on how to enroll.

Does anybody else have any information about the other aspects of the club, such as the member magazine "Fleetwings?"

That is it for this time.  
Happy Collecting and until the next issue.

## A new wing from LTE



All illustrations (except the BOAC JJC wing) were made by Herman Van Dyk and are his property. Reproductions are not permitted without his permission.

28

# AIRLINE MODELING

by GERRY COLE

## GOOD NEWS: a KLM 747-400 from Revell

Let's get right into what is new because as this is being written, some good news continues to come forth for the airline modeler.

### Kits:

Revell Europe has announced their 1/144 scale 747-400 kit will be released in KLM markings this year. Reviews of the kit in the English-language modeling press have noted problems with warping of the fuselage parts and in assembly of the lower fuselage under the wing. There is also a large gap to fill between the wingflaps and the fuselage. The inner ends of the wing wheel well also needs adjustment to assure proper fitting of the wing halves. On the other hand, the Revell 1/144 scale Airbus A300/A340 kit draws nothing but favorable comments. (If only someone would do a Virgin Atlantic decal!)

Speaking of Revell kits, the ACE version of the Revell Boeing 767-300ER kit was actually available from AA/ATP as this was written, but it will almost certainly be gone when you read this. The kit features Asiana and Lauda Air decals printed by ACE in Korea. Obviously, you would have been buying this kit for the Asiana decals, as they were in perfect register on my sample. AA/ATP's Clint Groves notes the decals may be brittle, so a coat of clear before application might be a good idea. The white titles are not very opaque, so two sets of titles plus some extra stripes would be needed. There, now you're not so sorry you missed getting the kit, right?

Sasquatch Models has a 1/144 scale kit of the Dornier 328



AIRBUS A320 IN 1/144 SCALE

(ALL PHOTOS BY TONY SCHNEIDER)

available at \$14 and a completely-new-tooled 1/144 scale MD-90-30 kit for \$16 US. Both include AHS windshield and cabin window details. They also have a resin conversion for the Boeing 720 fuselage (using 707 parts) for \$9. Look for Horizon Air decals for the 328 as well as the Dash-8 from Sasquatch in the future.

By the way, Sasquatch now carries the Pal Flight line of decals as well as quite a few out-of-print Flight Design items. Send Sasquatch \$1 for their latest catalogue at P.O. Box 68735, Portland, OR 97267.

As mentioned here previously, AA/ATP has acquired the remaining stocks of master kit 737s and 757s in 1/144 scale. The kits have been split into part-sets, such as the 757 fuselage, 737-300 fuselage, various engine sets, landing gear sets and United old colors decals. The prices for these sets are very reasonable. Contact AA/ATP for more details and prices.

AIRBUS A310 IN 1/144 SCALE



29

A burglary at Welsh Models in the U.K. has set back some of their projects. The 1/144 scale JU-52 is apparently available as this is written, with the DC-7C next, followed by an MD-90 and MD-87. The planned MD-11 has been delayed a year.

### New Decals:

Rare-Cal, distributed by CBS Models, have produced decals in both 1/144 and 1/200 scale for a Frontier 737 in the green and yellow-gold livery and for a North Central DC-9 in the teal and dark-blue "Herman" livery. Both schemes appear to be similar to the old Microscale sheets that were available only in 1/144 scale. All four decals sell for \$3 (US) each, and window decals are included.

The biggest news, especially for all you Dallas Cowboy football fans out there, is Rare-Cal's Braniff Ultra Blue decal for the Cowboys' 727-200 with the football helmet motif on the tail and the team name under the cockpit windows. Also included in this super set are titles for the Braniff Inter-





AIRBUS A330 IN 1/144 SCALE

national (Braniff III) 1992 scheme, as well as title and stripe decals to use on a Braniff DC-8-62 conversion from the 1967-82 era. If that were not enough, how about titles for a Braniff III DC-9 from 1991 and stripes and titles for the Braniff II 737-300 from 1989! How much for all these light-blue decals in one package? At \$7 (US), they should sell even outside of Texas. My sincere thanks to Mr. E.J. Weldon for the samples.

AA/ATP will be doing 1/144 scale decals for the Alaska new colors 737 series and for the MD-80. Clint Groves has sold the artwork for his 1/200 scale Alaska, Continental and FedEx decal projects to Aerocolours.

**Photos from our modelers:**

Tony Schneider of Louisville, KY, sends photos of three of his latest projects. The Delta A310-300 comes from the Revell 1/144 scale kit, with the engine fan sections sanded to the "less flat in the middle" shape required for the Pan Am and Delta aircraft. Fortunately,

THE WINGLET AND ENGINE MOUNTS OF THE AIRBUS A330 DISCUSSED IN THE COLUMN, ARE THE SAME AS THOSE OF THE A340 SHOWN HERE. (GERRITSMAN PHOTO)



Tony found the nacelle wall thickness sufficient to do the conversion with little more than elbow grease. Flight Path decals were used with ATP A300 windows.

The second photo shows a Northwest A320 from an early-release Revell 1/144 scale kit. Fotocut etched brass strakes were added inboard of the nacelles, and winglets built from scrap styrene. (The later release of the kit includes winglets.) Decals came from Flight Design with ATP A300 windows.

Photo number three shows Tony's Airbus A330 from the Revell 1/144 scale kit. He used the kit decals (all of them) for the house colors and he was impressed by the large number of stencil markings on the real aircraft. The oversized antennas were replaced with brass ones from the Fotocut range. Again, ATP A300 windows were used for the silver frames, with Kristal Kleer for the "glass".

**Departure Lounge:**

I recently had a ramp tour of a Midwest Express DC-9, arranged through our Colorado Airliners International group here in Denver. It was a great opportunity to take detail photos. It is amazing just how much stencilling there is on a modern commercial airliner. You don't really see it until you get close to the aircraft, say five to ten feet away, but it is there waiting to be modeled. Revel Europe is to be praised for including these stencils in their kits, but generic markings for MD/Douglas and Boeing aircraft would make excellent aftermarket products for the serious airline modeler.

Please keep those model photos coming. I am running out again and I need you input to keep this column illustrated.

**AIRLINE DINNERWARE**

by RICHARD W. LUCKIN

As aviation historians, most all of us have a common problem, and that is having enough storage or room to display our treasured collections. For us china collectors it is even more of a problem because many of us are not satisfied collecting just one piece of china but often end up collecting a whole place setting from each airline we are interested in.

For those just starting to collect airline china there may be an answer! What about zeroing in on just one piece, or perhaps should I say, a set? No, not a set of china, but sets of salt and pepper shakers.

Nearly every airline uses these salt and pepper sets in either first or business class. And, to add interest to the display, they come in many shapes, sizes, materials and yes, colors too! By different materials I mean plastic, glass or ceramic.

Who makes these little collectibles? Since most of the pieces shown in this column will be ceramic, I will concentrate on those manufacturers.

First, there is Royal Doulton and also Wedgwood in England, as well as Noritake in Japan. It is safe to say these three manufacturers dominate the market supplying the world's airlines with salt and pepper sets.

The other positive aspect of collecting these "little" sets is that most all airline china patterns are represented with salt and pepper shaker sets. True, some of the smaller or less-healthy carriers have not invested in ceramic sets because the generic glass ones are certainly much less expensive to purchase and frankly, glass ones do the job.

How does one go about acquiring the sets? The most-obvious way is to spend a lot of money and fly either first or business class every time you travel and ask (or beg) the flight attendant for a set as a souvenir of your flight.

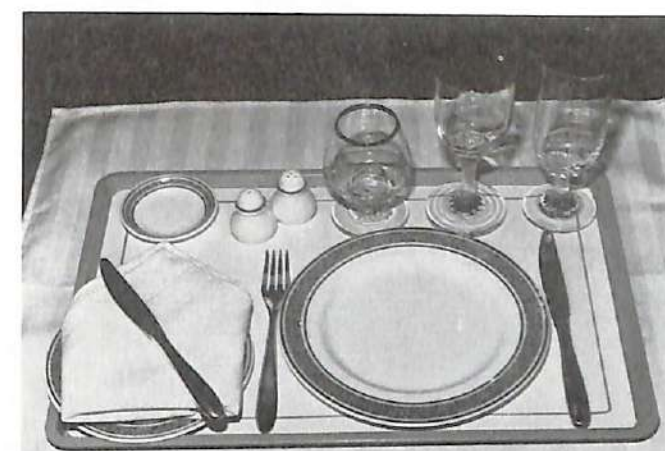
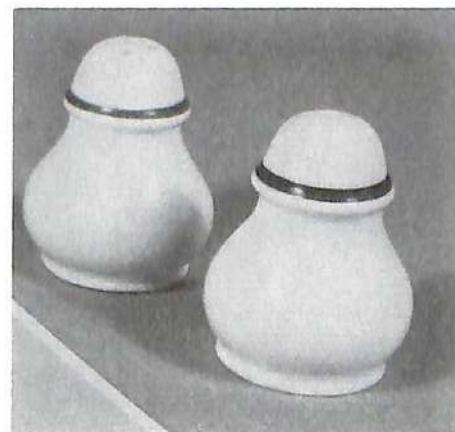
**SALT & PEPPER SHAKERS solve the space problem**



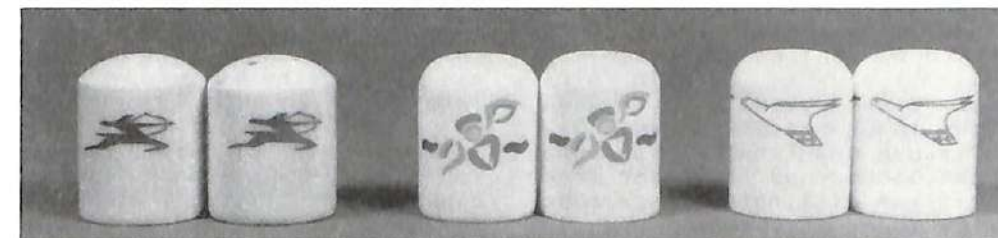
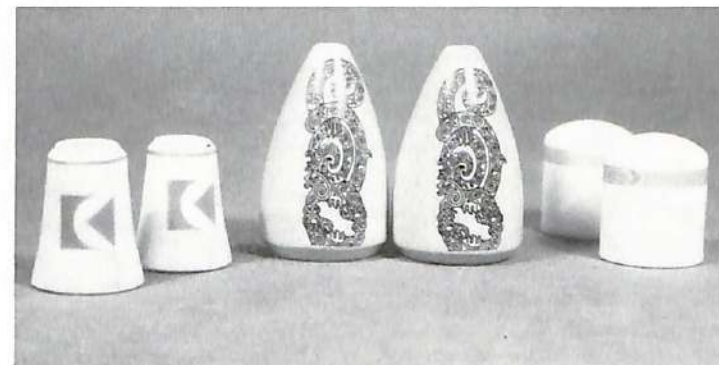
I know you are saying "get real Dick", that is certainly not a practical way of acquiring the sets. The only other advice I can give you is to check out the flea markets, antiques stores or malls. Best yet, make an effort to attend an airline show in your part of the country. They do show up. You just gotta look for 'em.

Speaking of Royal Doulton a few paragraphs ago, I'll start off with a picture of a lady decorating a shaker (with a fine brush) at Royal Doulton's china plant in Stoke-on-Trent, England (#1). The piece she is decorating will be used on British Airways first class service.

Photo #2 shows a pair of salt and pepper shakers on a set-up tray, prepared here by SAS Service Partners in Chicago. Photo #3 is a close up of the set. Sorry to say these shakers are not marked British Airways.

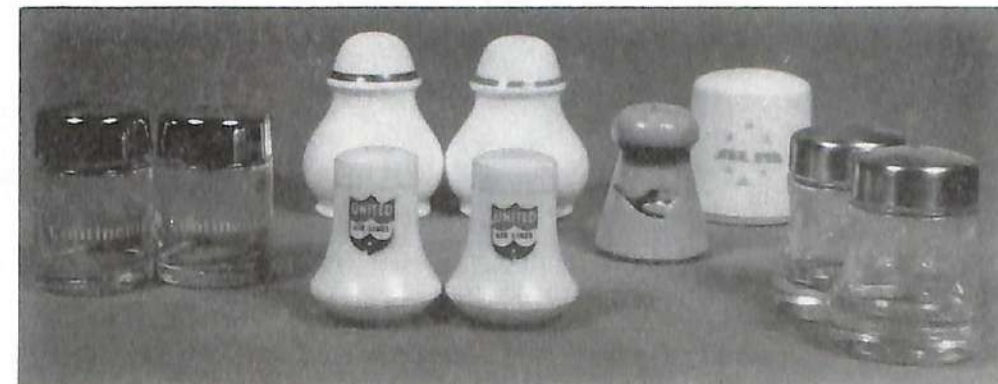


Speaking of various shapes, photo #4 shows, (left to right) CP Air, Air New Zealand and Canadian Airlines International. Both CP Air and Canadian were made by Noritake, while the cone-shaped ANZ set was produced by Crown Lynn of New Zealand.



The next three sets (photo #5) are all made by Wedgwood. They are, from left to right, from Air India, Air Outre Mer and Air Zimbabwe.

Photo #6 shows a variety of sets, some old and some new. To the left are Continental's new glass shakers with the airline name etched in on the glass.





A Noritake China Company sales photo (#7) shows in the left foreground the business class set used by Malaysian Airlines System. This is a multi-colored design with the airline's logo integrated into the design. The same design is also shown on the plate and on the cup-and-saucer set.

Three Wedgwood sets are featured in photo #8. The first one is from Air Botswana, the center set is from England's Air 2000 which started flights from Manchester in 1987. The third set is from Air Lanka, the national carrier of Sri

the left and center sets were made by Noritake, the Concorde set was produced by both Royal Doulton and Wedgwood china companies.

The three sets in Photo 11 are from Air Aruba, Lufthansa and Air Mauritius. The left and right sets were produced by Wedgwood, but the center set doesn't have any manufacturer marks.

American Airlines uses glass sets for their service (#12) and United Air Lines (#13) displays its current shaker in a recent advertisement in a news



The plastic ones in the center foreground were used by United Air Lines, while the set to the right was used by fallen flag Pan American. These are both marked PAA on the bottom. In the back are the British Airways first class set (also shown in photos #1, 2 and 3), Lufthansa and finally, in the right background, a shaker from Antillean Airlines. It was made by Bauscher of Germany.

Lanka.

Larry Paul shares this next set (photo #9) with us. It was used on British Airways. The coat of arms is in gold and the set was made by Ridgway of England.

Photo #10 pictures Cathay Pacific, Malaysian (first class) and British Airways' first Concorde while

magazine.

I am sure you have seen enough salt and pepper sets! What is on for the next time? How about new Virgin Air, Turkish and Air India patterns. And yes, there will be a few more salt and pepper sets.

Until next time.  
Happy collecting!



OVERSEAS NATIONAL DC-8-21, N1976P, s/n 45435 IN CONFEDERATE COLORS FOR THE U.S. BICENTENNIAL IN 1978. THIS CARD'S A PLAIN BACK.

There was very little activity from the world's airline postcard publishers in the beginning of the year. The airlines themselves were also quiet. But it picked up a bit during the spring.

Among the new issues are a very good-looking South African Airways set showing all their aircraft in the latest colors. In the U.S.A. United Air Lines has a 747-400 card available on the onboard stationary kits.

All Nippon Airways of Japan has issued a series of cards of their 747-400 in their "whale" color scheme.

### Golden oldies

This month's GOLDEN OLDIES section focuses on defunct U.S. charter airlines and travel clubs. Over the years, these non-scheduled airlines have produced a number of postcards which usually have lasted longer than the airlines themselves. I hope you'll enjoy my selection.

By the time you read this, I have been on a 10-day trip to Brazil, Argentina and Uruguay, and on a week-long vacation cruise to the Virgin Islands and St. Maarten. If I have picked up any new cards, I'll show them in future issues of the CAPTAIN'S LOG.

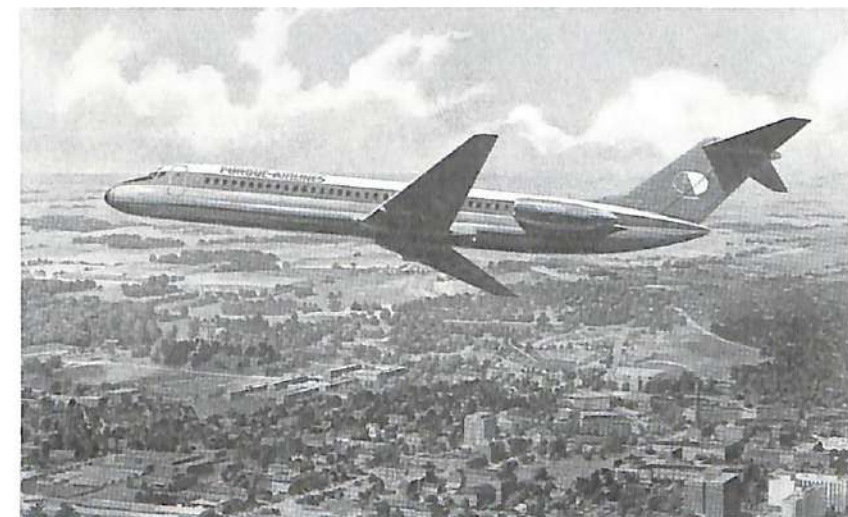
Pictured is Aeronauts International's Boeing 707 Jet. In the background is the Eiffel Tower, Paris.

For More Information, Call Mary Tymes, (216) 228-9220  
AERONAUTS INTERNATIONAL  
11719R Detroit Avenue, Cleveland, Ohio 44107

## POST CARD CORNER

by WILLIAM DEMAREST

# CHARTER WINGS OF YESTERYEAR

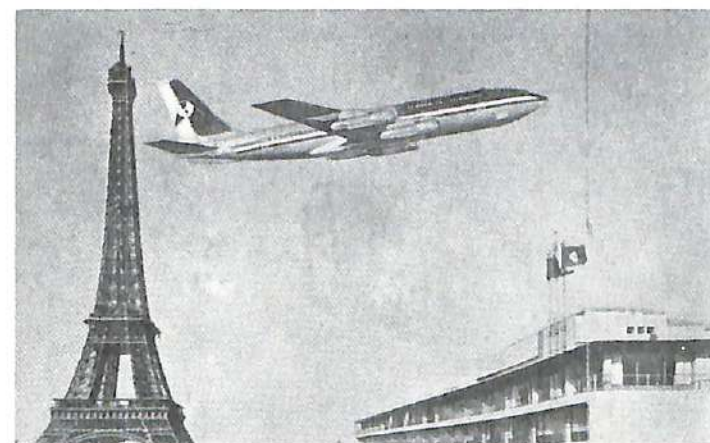


Purdue Airlines, A U.S. Certified Supplemental air carrier, now operating the Douglas DC-9 fanjet. The twin jet carries 104 passengers in quiet comfort at 550 M.P.H.

Airliners International '94 in Atlanta has also entered the history books by the time this appears in print. I have been attending these annual events for more than 15 years and every show gets bigger and better! I always welcome the opportunity to renew friendships with fellow collectors and to add new postcards to my collection.

Until the next issue.  
Happy collecting.

Two of American Eagle Airlines Fleet of Boeing 707-321B Intercontinental Fan Jets parked on the ramp at Frankfurt Flughafen





125-passenger Boeing 727 Fan Jet

**AMERICAN FLYERS AIRLINE**

A CERTIFICATED U.S. SUPPLEMENTAL AIR CARRIER  
Serving charter groups throughout the U.S.A., Canada, Caribbean, Mexico and Europe



**NEW ISSUES = NEW ISSUES = NEW INSSUES**

**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

Air Dolomiti DHC-8 IF FR w/green backgr  
Air 2000 B757-200 IF FR w border and logo  
Air 2000 A320 IF FR with border and logo  
Air 2000 A320 IF FR

All Nippon B747-400 TO FL from above,  
whale color scheme R  
Ansett New Zealand BAe146-300 IF FL  
from below

British Midland B737-400 IF FR  
British Midland B737-400 IF FL  
British Midland DC9-10 GR FR  
British Midland DHC-7 GR FL

Canada 3000 B757-200 IF FR OV in sunset  
German Touristic Airways B757-200 GR FL  
Greenlandair DHC-7 IF FL OV LN above  
snow drif ts

Greenlandair DHC-7 IF LN & S-61N GR FL  
w/control tower OV  
Greenlandair S-61N IF FL OV above land  
Greenlandair Bell 212 GR FL OV at village  
South African Airways B747-300 IF FL  
slight bank R

B747-400 IF FR from below R  
A300 IF FL TO R from below  
A320 IF FL R  
B747SP IF FR R  
Junkers JU.52/3M IF FL R

B737-200 IF FR R above clouds  
B747-200B IF LN FL R

United Airlines B747-400 IF FL NC above  
clouds R

With special thanks to: Graham Alliance, David  
Cherkis, John Horvath, Dr. Barrie James,  
Josef Schmitt, Jr  
Aer Lingus A340 IF FR  
Adria A320 IF FL above mountain  
Air Inter A330 IF FR above coastline

Air Inter A300 GR FR with flag man  
Air Inter A320 GR FL viewed from front  
All Nippon B747-400 IF FL CO whale colors  
Carnival Air Lines A300 IF FL OV  
Crossair BAe146 IF FL NC  
SAS B737-500 IF FR LN CO  
SAS F28 GR FL CO  
Sabena A310 GR FR NC viewed from tail

With special thanks to: David Cherkis,  
Ben Sutherland

**ALL NIPPON AIRWAYS - Marine Jumbo, Marine Jumbo Junior**  
A series of 10 Postcards of ANA's B747 and B767 in the Whale  
color scheme. All CO size. Special thanks to: Dr Barrie James

B767-300 GR FR nose view with tug  
B767-300 IF FL TO side view  
B767-300 GR FL close up over wing view  
B747-400 IF FL from below  
B747-400 GR FL in front of field with flowers  
B747-400 IF FL TO from above  
B747-400 GR FL close up over wing view  
B747-400 IF FL LN with tail missing from photo  
B747-400 GR FL 3/4 front view  
B747-400 GR FR in front of terminal.

**AIR HOBBY**

12 - Topair Beech 1900C  
13 - Topair Beech Super King Air  
14 - CSA ATR-72

**AVIMAGE**

3, rue Jules Verne  
92800 Puteaux  
FRANCE

208 - African Safari DC10-30  
209 - South African Airways DC4  
210 - Lao Aviation B737-291  
211 - Australian A300B4  
212 - Continental B727-224  
213 - Onur Air A320-211  
214 - Air Dolomiti DHC-8  
215 - Air France A340  
216 - Royal Airlines L-1011  
217 - TransCarga L-188F  
218 - Euralair B737-222  
219 - Susquehanna Airlines DH-114 Riley  
220 - Tower Air B747-121 Heron

221 - South African Airways DC3C  
222 - UTA B747-483  
223 - Finnair A300B4  
224 - Royal Air Maroc B747-2B6B

**CARL J. McQUAIDE AVIATION POST CARD SERIES**

11 - Cardiff/Wales Airport: Eurocypria A320  
12 - Manchester Airport: British Airways Trident  
13 - Manchester Airport: British Airways ATP

14 - Newcastle Airport  
15 - Birmingham International Airport

**COLLECTION VILAIN**

G-43 Air France F28-1000  
G-44 Dan Air London B727-100  
G-45 SAISA C46  
G-46 Air France Breguet  
G-47 Nomads CV990  
G-48 Nordair DC8-61  
G-49 Catair Caravelle 6R  
G-50 Southeast L-188C

**DENNIS PRINT & PUBLISHING**

C079694L - Monarch Airlines A320

EDITIONS P.I.  
8, 10, Avenue Henri-Barbusse  
92400 Ivry-Sur-Seine  
FRANCE

823 - Croatia Airlines B737  
824 - Air Kenya DC3  
825 - Air France DC10-30  
826 - British Midland B737-3Q8  
827 - Sabena B737-229C  
828 - Aeroflot IL-18  
829 - META TU-154M  
830 - Ilouchine IL-96M  
831 - Lufthansa City Line ATR-42  
832 - EAS B727-200  
833 - Air Liberte A310-300  
834 - TAT/British Airways Fokker 100

**FRED HEMS POSTCARDS**

P.O. Box 4  
Feltham, TW14 9JH  
ENGLAND

FH-20 Tajik Air B747SP  
FH-21 META TU-154M  
FH-22 British Airways B747-400

**POSTCARD**

Vasatkova 1033  
198 00 Praha 9  
CZECH REPUBLIC

34 - Dragonair L-1011  
35 - Dragonair A320  
36 - All Nippon B747-481D Whale  
37 - Airtours B757-200 scheme  
38 - Air Ukraine IL-18V  
39 - Sultan Air A300B4  
40 - LATAVIO TU-134B  
41 - META TU-154M

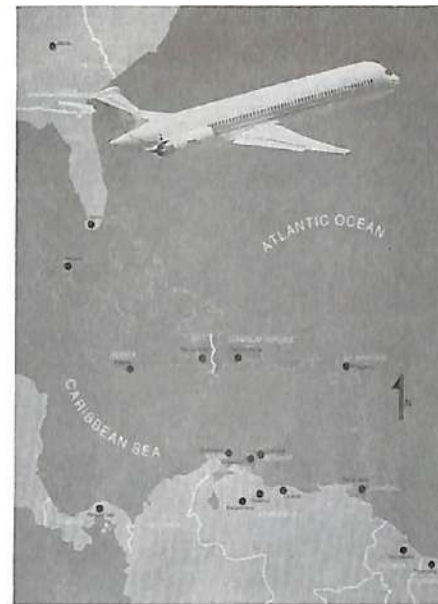
**HENRY TENBY**

Buffalo Airways DC4 IF FL  
NWT Air B737-200 IF FL  
NWT Air L-188 Electra GR FL  
Air Tindi King Air IF FL  
Air Tindi DHC-6 Twin Otter IF FL  
Great Slave Helicopters AS350-A Star IF FR

This set of beautiful postcards is available  
by sending \$10 USD to:  
Henry Tenby, NWT Air,  
Postal Service 9000, Yellowknife,  
NT X1A 2R3,  
Canada. Postage included.

**MANCHE POST CARD - Serie Historica**

M59 - Panair do Brasil DC8-33  
M60 - TransBrasil BAC1-11-520  
M61 - TNT-SAVA B727-27C  
M62 - TransBrasil B737-4Y0  
M63 - TransBrasil BAC1-11-500



**MD-80/82**

On its long routes ALM operates two MD-80's and one MD-82. These two-engine jetliners offer the perfect combination of comfort and convenience for the regional traveller. Ample carry-on luggage space is convenient for the modern traveller. As one of McDonnell Douglas' finest aircraft, the MD-80 seats 146 passengers in a pleasant, airconditioned atmosphere.



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Tel.: 599 - 9 - 338 888 / Fax: 599 - 9 - 338 300

**NEW ISSUES**

**NEW ISSUES**

Misc Brazilian Publisher  
(Reprints of airline issued postcards)

Varig CV990 IF FL LN  
Varig L188 GR FR  
Varig B707-320C IF FR  
Varig B707-441 GR FL w/crew  
Varig HS748 IF FL

**O.K.C.**

A075 - Georgia Air IL-62  
A076 - Aero Tumi AN-72  
A077 - Belair YAK-40  
A078 - Aeroflot TU-154M  
A079 - Baltija TU-134B  
A080 - Trans Avia Export IL-76MD  
A081 - CSA IL-62M  
A082 - Belavia TU-154B  
A083 - Air Koryo IL-18D  
A084 - LAT Charter TU-134B  
A085 - Lietuva YAK-40  
A086 - DHL/EXIN L-410

**P.V. POSTCARDS**

001 - United African DC8-63  
002 - Air Afrique DC10-30  
003 - Air Wing B707-436  
004 - Zambia Airways B707-320C  
005 - Air Terrex B727-230  
006 - MEA CV990  
007 - Aer Turas CL-44  
008 - TAROM A310-325

**PETER RENTZCH POSTCARDS**

06/93a - Atlas Air B747-2D3B

06/93c - META YAK-42D  
07/93a - Uzbekistan Airways A310  
07/93c - Sultan Air AN-24  
09/93c - Chartair B737-4Y0  
10/93a - Alyemda A310  
10/93b - United European A320-231  
10/93c - Kampuchea Airlines B737-247  
08/93a - KAZ-Air TU-134A  
09/93a - Rajair Fokker 50  
11/93a - Moscow Airways IL-62M  
12/93a - Airtours International A320  
01-02/93b - META TU-154M

**SKYLINER CARDS**

124 - Air UK F27-200  
125 - Mexicana Fokker 100 XA-SGE  
126 - Transwede Fokker 100  
127 - Palair Macedonian Fokker 100  
128 - Avianca Fokker 50

**SKYLINER GRAPHICS**

(All postcards in this series are artist renditions.)  
7 - KLM Royal Dutch L-049 Constellation  
8 - KLM Royal Dutch DC7-C  
9 - Martinair Holland L-188C Electra  
10 - KLM Royal Dutch L-049 Constellation  
11 - KLM Royal Dutch CV240  
12 - KLM Royal Dutch Viscount 803

**THE AVIATION HOBBY SHOP**

4 Horton Parade  
West Drayton, Middlesex  
ENGLAND

AHS-164 All Nippon B747-481B Whale scheme

AHS-165 Malaysian Airlines B747-4H6  
AHS-166 Qantas B747-438  
AHS-167 Cathay Pacific B747-400

**TISKARNA**

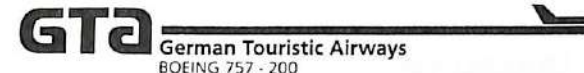
Petr Simera  
Satrova 664/9  
142 00 Praha  
CZECH REPUBLIC

01/94/117 - North Adria Aviation Let-410  
01/94/118 - Air Koryo IL-18D  
01/94/119 - Tuninter ATR-72  
02/94/120 - Ambassador Airways B757-236  
02/94/121 - Air Antilles BN-2A Islander  
02/94/122 - Air Sport BN-2A Islander  
02/94/123 - Impulse Beech 1900D  
02/94/124 - EastWest BAe146-300



CANADA 3000 operates a new fleet of state-of-the-art Boeing 757 aircraft, powered by the latest Rolls Royce RB211 535E4 engines, the most reliable efficient aircraft in the sky today.

CANADA 3000 exploite une flotte d'avions Boeing 757 ultra-modernes, propulsés par les plus récents moteurs Rolls-Royce RB211 535E4, les appareils les plus fiables et efficaces qui sillonnent les cieux de nos jours.



BOEING 747B-300  
Cruise speed 897km/h Length 70.4m Wingspan 59.64m Height 19.58m  
Kruissnelheid 897km/h Lengte 70.4m Vlerkspan 59.64m Hoogte 19.58m



**NEW ISSUES = NEW ISSUES = NEW ISSUES**

02/94/125 - Butler Airlines Cessna 402  
 02/94/126 - Hazelton Airlines SD-360  
 02/94/127 - Kendell Airlines SA227 Metro  
 02/94/128 - Gum Air Nomad  
 02/94/129 - Waterwings Airways Nomad  
 02/94/130 - Dick Langs Desert Air Safaris  
 DC3  
 02/94/131 - Seulawah Air Service DZC3  
 02/94/132 - VOTEC DC3  
 02/94/133 - Pacific Express (Polynesian  
 Airlines) B737-3S3 QC  
 03/94/134 - TABA C-46D  
 04/94/135 - TEA A300B1  
 04/94/136 - ??  
 04/94/137 - Aerosur Let-410  
 04/94/138 - Air Forum Skyvan

NEW ISSUES = NEW ISSUES = NEW INSSUES



Sikorsky S-61N Helikopter



**Boeing 747-400**

Fuselage Length: 231' 10" (70.66 m)  
 Wingspan: 211' 5" (64.44 m)  
 Maximum Gross Takeoff Weight: 800,000 Lbs. (362,870 kg)  
 Range: 8,290 statute miles (13,380 km)

Able to fly a third of the way around the world without stopping, a United Airlines' 747-400 can accommodate over 400 passengers in a cabin that contains the greatest passenger interior volume of any commercial airliner.

**Carnival Air Lines**

1815 Griffin Road, Dania, Florida 33004

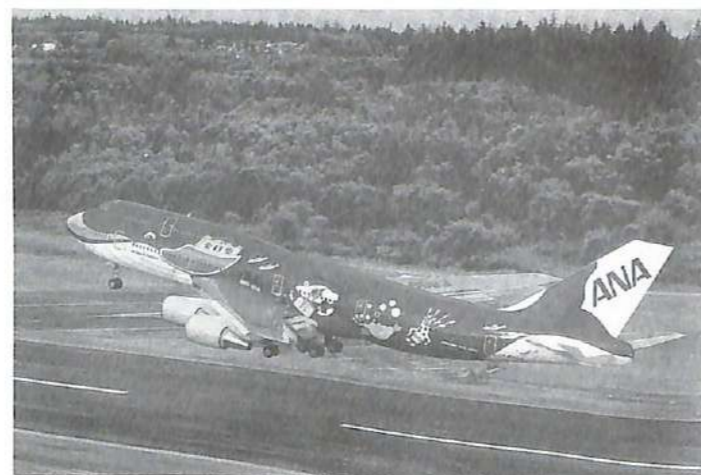
Carnival Air Lines A-300. Carnival introduced the aircraft in the Miami-Los Angeles market April 1994. The spacious, comfortable widebody A-300 makes transcontinental flying a breeze.



ボーイング 747-400  
 マリン シャンボ (実機)



ANA



NEW ISSUES = NEW ISSUES = NEW ISSUES

**WHAT IS IT?**

by KEN TAYLOR

**WINGS AND BADGES  
 of PWA, WARDAIR**

We continue our series about wings and badges of Canadian airlines of the past with Pacific Western Airlines (PWA) and Wardair.

monton, Alberta at the National Convention of the Military Collectors Club of Canada in Winnipeg, Manitoba, in AUG 69. I have no date of introduction of this second type of PWA badge but they were replaced in 1973. An ailing PWA was bought by the government of the province of Alberta in 1973 for Can. \$35 million. After much anguish and tearing of hair, PWA headquarters were moved from Vancouver in British Columbia, to Calgary, Alberta. The airline soon flourished and new badges were required.

uniforms and, of course, new wings and badges, shown here.

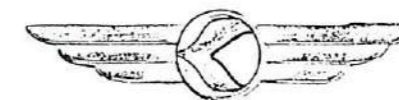
The cap badge has a logo consisting of a red enamel wedge on a white enamel disc of gold-color metal. The pilot's jacket wing shows the same logo. The wing is 2.5 in (6.35 cm) wide and the F/A jacket wing, a close copy of the pilot wing, is 2.25 in (5.72 cm) in width.

These badges were used until APR 87, when the new Canadian Airlines International was formed, following the takeover of CP Air by PWA.

To pursue this series a bit further, I show you the badges of Wardair Canada. There are two types of cap badge for Wardair.



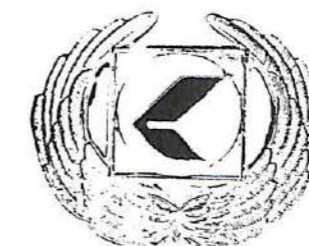
PWA cap badge and jacket wing introduced in the 1950s. These samples were collected from the company in 1966.



This jacket wing of PWA of Calgary, Alberta, represents the third pattern of PWA wings. Unfortunately I have been unable to obtain a photo of a cap badge.



These PWA badges were displayed by Ian Campbell of Ed-



In the late 1970s PWA went for a new image, a new paint scheme for its aircraft, new



This badge shows a red enamel name "Wardair Canada" as an overlay on a gold maple leaf with the words Wardair Canada as an overlay. The name is in gold-color metal. The badge was collected in 1966.

The next Wardair cap badge is of red enamel on a gold-color maple leaf. The name "Wardair Canada" is in gold. I don't know when this badge was introduced, but it was in use when Canadian Airlines took



over the assets of Wardair in JAN 89.



This cap badge is similar to the first type of Wardair cap badge, but it is of blue enamel. The name "Wardair Canada" is in gold. Its use and date of use are unknown to me.



Wardair jacket wings remained unchanged for the entire 35-year life of the company.

This pilot's jacket wing is the same wing F/As wore on their jacket breast.

#### Next issue

In the next issue I'll show the cap badges and wings of U.S. third-level carriers from the 1950s and 1960s. A great series with unexpected stuff.

#### Answer



#56

Dr. David Bradford is a physician and a collector of airsickness bags. He writes #56 is the logo of Norwegian Railways. The item therefore is not an airsickness bag, but a railsickness bag.

#### New Questions:



#111

#111. Aero Spacelines. Are they the same company that rebuilt Stratocruisers into Guppies and Super Guppies? When was this badge issued. It seems to be a badge worn on a coverall. True or false?

#112



#112. ARTHUR SAUGET asks "What is it?"  
How about it, Wim, can you identify it?"

#113. IGORS KRIVCOVS #113 of Baltic International Airlines, Riga, Latvia, through Ed Young, asks "What is it?"



The item is rather small, 0.6 in (1.5 cm) tall. The shield is blue, star white, circle red, letters AFEX and the number 10 in gold, all with gold trim. It resembles the U.S. Air Corps wing markings, post-WW1 to mid-WW2.

WIM VERLUER sent me a long letter with many questions. He ran an identification series, much like "What is it?", in the journal of the American Society of Military Insignia Collectors way back in the 1960s. Wim has offered some

suggestions to further identify several of our past questions.

#114. He also sent in this item: 2-1/8 in (5.4 cm) wide and 2-3/8 in (6 cm) high. It is black enamel, with letters "DL" and Zeppelin-type airship in white, on yellow metal.



#114

I may suggest DEUTSCHE LUFTSCHIFF REEDEREI (German Airship Co.). Was this badge worn by a ground crew member in the U.S.A.? Does anyone recognize it?



#115

#115. A cloth wing with the word "PEERLESS" and letters "PL" below it in a circle.



#116

#116. This wing appeared in the SEP 90 issue, but has still not been identified. Again, "What is it?"



#117

#117. The last item this time is a Frontier wing with four stars. "What is it?"

Please send answers to my address as shown on the inside front cover.

Thank you and until the next time.

## Kansai's offshore location addresses noise issue and facilitates round-the-clock operations

Japan's new gateway and first 24-hour airport, scheduled to open in September 1994 at a total cost of \$12.4 billion, is expected to handle 68,000 passengers per day.

FROM: "ICAO JOURNAL", JAN/FEB 94

### KANSAI INTERNATIONAL AIRPORT CO. (JAPAN)

THE Kansai International Airport, scheduled to open in September 1994, is the world's first offshore airport and Japan's first full-scale 24-hour airport.

In the last decade, growth in air traffic in Japan has accelerated rapidly. Kansai International Airport was conceived to relieve the burden on the country's two main international airports, the New Tokyo International Airport at Narita and the Osaka International Airport.

Construction of Kansai International began in January 1987. Situated on a man-made island in Osaka Bay, the airport will have no immediate neighbours, negating the problem of noise disturbance. A 3,500-metre (11,480-foot) long runway will have a capacity for 160,000 take-offs and landings per year, and the terminal will be able to accommodate a flow of 30.7 million passengers annually.

The airport is scheduled to open in September 1994 at a total cost of U.S. \$12.4 billion, making it one of the largest projects ever undertaken in Japan. To create a truly international airport, Kansai International Airport Company has welcomed multinational participation in financing, design, construction and the provision of equipment for the airport.

#### 24-hour airport

Kansai International Airport Company adopted the concept of an offshore airport at the beginning of the project planning stage in order to avoid the aircraft noise problems experienced at the existing Osaka International Airport.

In 1992, the number of air passengers in Japan exceeded 100 million, with 69.7 million travelling on domestic routes and 34.5 million on international routes, and these numbers are continuing to climb. Cargo traffic at Japan's airports totalled 2.2 million tonnes; 670,000 tonnes on domestic

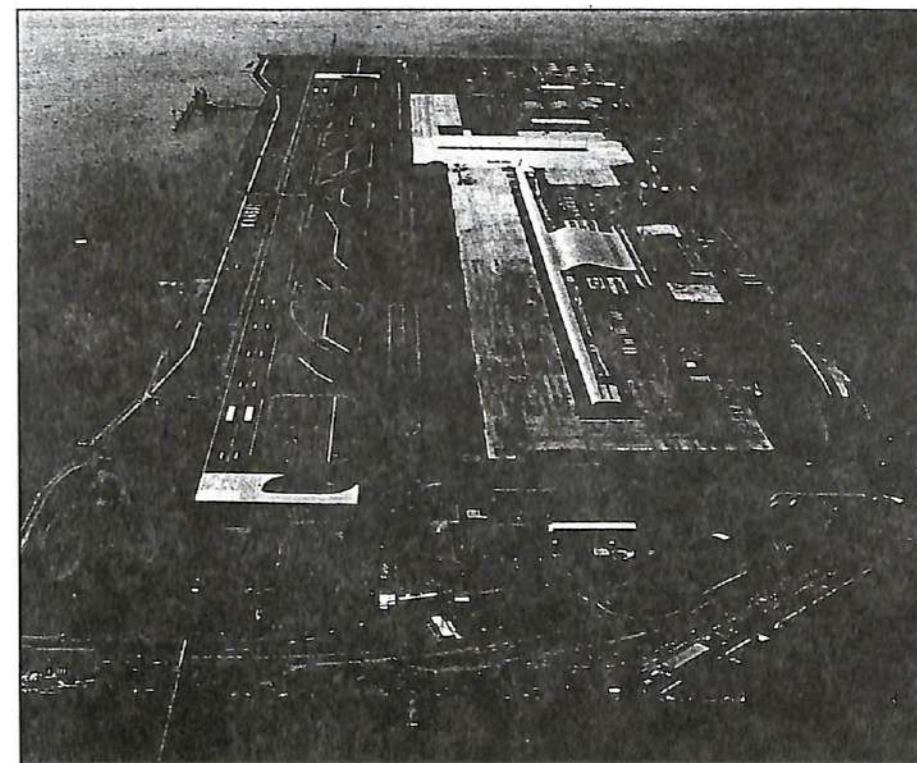
routes and 1.5 million tonnes on international routes. The expansion of international cargo traffic has been particularly dramatic since 1985. Although approximately 90 per cent of this traffic currently travels through Narita and Osaka airports, restrictions on night-time take-offs and landings and local opposition to further expansion of these facilities intensified the necessity for a new 24-hour international airport. When completed, Kansai International Airport will be one of Japan's largest airports in terms of passenger and cargo volumes, and its only continuously operating air transport facility.

Current projections indicate that Kansai International will be able to process 68,000 passengers per day and 1.4 million tonnes of cargo per year. The airport will serve as the new gateway to and from Japan.

Japan's Ministry of Transport has been negotiating with many countries over the flight rights to Kansai International, and aviation agreements have been concluded with many nations. These include countries that have found it difficult to establish flights to Japan because airports there have been unable to handle the increasing volume of air traffic. In addition to the key role Kansai International will play within Japan, it will also function as a transportation hub to and from the entire world.

#### Passenger terminal building

The central section of the airport's passenger terminal building consists of four floors and one basement level, and is 300 metres in length and 150 metres wide. Extending 680 metres from each end of the main structure are twin, three-story wings.



Situated on a man-made island in Osaka Bay, the Kansai International Airport will have no immediate neighbours, negating the problem of noise disturbance. The 3,500-metre long runway will have a capacity for 160,000 take-offs and landings per year.



Construction of Kansai International's passenger terminal is scheduled to be completed in June 1994. One of the airport's most important facilities will be an 11-story complex that will house a hotel and various other amenities. Construction of the control tower (visible at lower left) was completed in November 1992.

The domestic and international terminals will be located on alternate floors of the central building in order to minimize travel distances for transiting passengers, and to facilitate departure check-in. The international departure area will be located on the fourth floor, the domestic arrival and departure areas on the second floor, and the international arrival area on the first floor. An innovative design for the flow of vehicular traffic, and a direct railway service to both the arrival and the departure areas, will make Kansai International the most accessible airport in Japan. The pas-

senger building's outstanding feature is its unique "wing shuttle" automated guideway transit system, which carries international passengers to boarding gates quickly.

The highly efficient design of the airport's passenger movement systems will make connecting times at Kansai International the lowest in Japan. A newly developed fully automated baggage handling system based on advanced computer technology also contributes to this substantial reduction in connecting times.

Tokyo Narita Airport currently handles the majority of passengers transferring between domestic and international routes, but arriving international passengers must travel by road or rail to Tokyo Haneda Airport in order to board flights for domestic destinations. This inconvenience will not be encountered at Kansai International, where domestic and international services will be offered on a 24-hour basis.

Construction of Kansai International's passenger terminal began in April 1991

Potential traffic volume at Kansai International			
	INTERNATIONAL	DOMESTIC	TOTAL
Passengers	19.9 million	10.8 million	30.7 million
Cargo (tonnes)	1.17 million	0.22 million	1.39 million
Aircraft movements (per day)	356	98	454

and will be completed in June 1994.

One of the airport's most important facilities will be an 11-story complex that will house a hotel with 400 rooms, a shopping centre, a restaurant area, shops and various other amenities.

Construction of the runway and apron was nearing completion in December 1993. The construction of the domestic and international cargo terminals is also proceeding according to schedule; when completed, the terminals are expected to play an important role as the hub of cargo transportation systems for the entire Kansai region.

The airport's offshore location will make access by water as convenient as by road or rail. Kansai International's ferry terminal is currently under construction and other related facilities, including a railway station and a multilevel car park, are also nearing completion.

The airport's strategic location in relation to metropolitan Osaka and the surrounding region is best symbolized by the 3.75-kilometre long bridge that connects the airport with the mainland. Nearly completed, the double-layer structure consists of a six-lane road on the upper deck and a two-way rail line on the lower deck. Highway links to destinations throughout the region such as Osaka, Kobe and Kyoto, are also under development. In order to ensure that the airport is easily accessible by train, railway services will include direct special express runs from downtown Osaka and from the Shin-Osaka and Kyoto rail stations — major "bullet train" stops en route to the airport.

Kansai International has become the catalyst behind the major changes taking place in the transportation infrastructure of the Kansai region. As the opening of the airport draws near, new sea routes are being developed, including high-speed boats and jet hydrofoil services to Kobe and other cities in the surrounding area.

The construction of city air terminals in Osaka, Kyoto and Kobe will further improve access to Kansai International, making it the first international airport in Japan to provide three remote location check-in facilities.

Cargo transportation facilities, including air cargo city terminal facilities in Osaka and Kobe, are also being developed throughout the region. With 24-hour access to the new airport, these facilities will greatly improve existing transportation facilities for such items as cut flowers and fresh produce, and are expected to revolutionize the cargo distribution system in Japan. □



Above: Convair Liner at Municipal airport, Albuquerque, NM. Nonairline produced card, but very nice. From WAHS postcard collection.

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

by  
Paul F. Collins

It is now mid-September and Airliners Int'l 94 is behind us, but not forgotten. For those of you that were not able to attend, you missed a really big show! John Joiner and his crew did a super job in getting it all together in Atlanta. Thanks John, it was a great time and I hope everyone went away with a full bag of goodies. We now can turn our attention to AI 95 in Phoenix and start saving our money to head west next year. The committee in Phoenix has made some big plans and even I'm looking forward to taking some tours they have on the drawing board--and I have never taken any tours before!

I would like to set the minds of our foreign members at ease with the following explanation with regards to the dates appearing on the various issues of the LOG. While the last issue of the LOG was cover dated March 1994, the issue was actually mailed to all members starting with July 23 and continuing until the following July 30, 1994. When I stuff the envelopes with the LOG copies, I do the US bulk mail first, some 1100 copies. Second to be mailed are the Canadians followed by foreign Air Mail people. Fourth and last to go are the some 100 European members. Your LOGs are forwarded to Fred Hems, by air freight, and he in turn mails your copies from England. Within a weeks time all issues of the LOG are mailed, by one method or another. I do not know of any better system to use to get the magazines out to all of you. If anyone has any suggestions, please forward and it will be considered. If you have any questions on the above, please write and I will try to give you a more detailed explanation.

Some of you may be wondering why you did not receive a membership update with the last issue of the LOG. Here's what happened. On June 23, the hard drive on the Apple computer went out and I could not bring up any material at all. I had not backed the hard drive up for some time so I was

out a lot of information. To just mail out the last issue I had to make up a mailing list from all the membership forms that I had received for the past year along with information on the old back up discs and on a membership list that I had run off in early June. Between the three sources, I was able to construct what I hoped was a list of all current members of the Society. At the time of the mailing of the LOG on July 23, I only had a list of names and addresses, and no collection information.

I would like to thank all those that sent in an updated membership form. I still do not have all this information in the Apple, but I am working on it. This brings us to the point if a membership roster will be printed for 1994 or not. As stated in the last issue of the LOG, when we did a survey of the membership several years ago, a surprisingly large number of you stated that you really did not care about the membership roster. The roster is a very high-priced luxury that we really can no longer afford. With the some 40 pages plus updates, say an additional 20 pages, we are printing the equivalent to a fifth magazine, which the budget really doesn't allow.

I would like to offer the following. I should have the complete membership roster updated in another couple of weeks. So as not to place a burden on the entire membership, there will be a surcharge of \$5.00 for members that wish to receive a roster. The fee will be \$3.00 for the printing and \$2.00 for mailing charges. Those that would like to have a copy of the roster must notify me that they wish to participate in this program and forward a check or money order for \$5.00. New membership forms will have a place where new members can check to indicate if they would like to receive the roster. Rosters will be printed every other year, with quarterly updates.

What is outlined above is the only fair way to continue with the roster so as not to burden all members of the Society for something they do not need or want. If there are better ideas or suggestions on how to handle this problem, please write or call Society headquarters with your thoughts on this subject.

At the convention business meeting on Friday evening of the meeting, a number of topics were brought to the floor for discussion. A number of the items voted on at the California convention several years ago on how to run a convention were changed or modified. These changes and modifications will be printed in the next issue of the LOG or will be available to anyone that would like a copy before the next issue. Will be helpful to anyone wishing to bid on the 1997 AI convention. If you wish to bid on the 1997 convention you must arrange with the 1995 committee to provide you time at the next business meeting to make your presentation. If you have any questions on how to go about hosting a convention or making your presentation, please feel free to contact Society headquarters. We will be happy to help you in any way we can.

The 1996 AI will be held in Bloomington, MN at the Radisson South. Dates will be July 16 thru July 21, and be hosted by Paul and Pat Collins. This will be our 20th anniversary convention, so start making plans now to attend. We are making some great plans so you will have a fantastic time. More as time goes on.

continued on page 42  
bottom right

SHOWTIME!

For those hosting mini-conventions, the CAPTAIN'S LOG will maintain a listing of such shows at no charge to the host/promotor. Please send in your information as soon as you have set your show date. We will do our best to get your show listed in the first available issue of the LOG. NOTE: Always check with show host before traveling to make sure show is still going to be held.

- Oct 29, 1994 Miami, FL at Sheraton Riverhouse Linda and Don Levine, 305-935-2992
- Nov 5, 1994 St Louis, MO at Holiday Inn Airport N Art Weiss 816-455-7164
- Nov 12, 1994 San Francisco, CA at Grosvenor Airport Inn Tom or Sue Dragges 415-574-8111
- Nov 19, 1994 Houston, TX Holiday Inn Intercontinental Duane Young 504-892-3297
- Jan 20, 1995 Long Beach, CA Elks Lodge Long Beach Airport Phil Martin 310-434-6701 --Also Jan 21--
- Mar 4, 1995 San Diego, CA Clarion Hotel, Bay View Fred Chan 410-381-4626
- Apr 1, 1995 San Francisco, CA Grosvenor Airport Inn Tom / Sue Dragges, 415-574-8111
- Airliners Int'l 95 July 18-22 1995 Phoenix, AZ Camelback Inn, Scottsdale, AZ Alan B Merkle 602-993-8276 107 E St John Rd. Phoenix AZ 85022
- Sep 9, 1995 Newark, NJ Holiday Inn Jetport Bill Gawchik 914-965-3010
- Airliners Int'l 96 July 15-21 1996 Bloomington, MN Radisson South Paul & Pat Collins 13739 Picarsa Jacksonville, FL 32225 904-221-1446

The following are transportation/toy shows

- Nov 6, 1994 Gaithersburg, MD Montgomery Co Fairgrounds. Charles Miller 703-536-7164 (Trans. Show)
- Nov 19, 1994 Tenafly, NJ The Clinton Inn G R Webster 203-629-5270 (Toy show)

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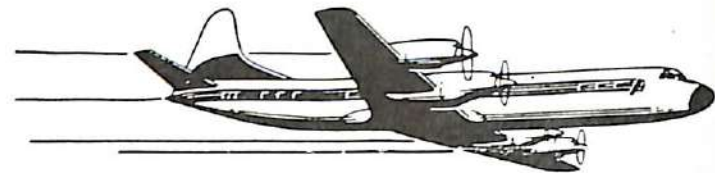
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continued from page 41

The reduced number of pages in this issue of the LOG is due to the some 60% renewal return at the time Joop started working on this issue. I believe that the percentage has gone up somewhat, but we are still not at 100%. Hopefully by the next issue we will be able to go back to our 60 page format. Until next time--happy collecting!

*Paul*

**CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS**

NOTICE NOTICE NOTICE NOTICE NOTICE

**AIRLINERS INTERNATIONAL 94 LEFTOVERS AVAILABLE**

John Joiner, 52 Jefferson Parkway, Apt D, Newnam, GA 30263 has a few items left for sale. Tote bags-empty \$6.00 plus \$2.00 P&H; tote bags-full \$15.00 plus \$3.50 P&H. AI 94 pins \$2.00 plus .50 P&H; AI 94 label \$1.50 each .29 stamp; AI 94 T-shirt with logo on front and 3 Delta aircraft on back \$15.00 (Med-Lrg-XLrg) plus \$2.00 P&H (XXLrg \$17.00 plus \$2.00 P&H). Double postage rate for shipments outside U.S. Make all checks and money orders to John Joiner. This material will not last long, so order as soon as possible.

**FOR THE GOOD OF THE SOCIETY**

**A "Thank You" From Some Great Folks!**

Mary Jayne and John Rowe wish to thank each and every person who stopped by our tables at the "Big Atlanta Convention." We enjoyed sharing a smile and laugh with each of you. Someone once wrote, "There are only two types of people, friends you have met and friends you have yet to meet." We echo this thought and sincerely enjoyed and appreciated all of our friends, both old and new who shared their time and friendship with us. Thank you for being so kind.

**In Memory Of A Friend On His Last Flight**

Thoughts on the passing of a good friend, Schnozz Mayer, and a friend to all aviation buffs. Written by Frank Woldorf.

As I sit and try to find the words to describe the passing of a friend, especially to all of us fortunate enough to have met this gentleman, this is what comes to mind. The words of many of the speakers at his funeral have stuck in my mind. One stated, "Evergreen lost its most valued jewel," another "those in the aviation field have lost a close friend," and another from Evergreen, "we lost a a good friend and family member." I know what they were feeling. I also remembered all the different aircraft types that flew over the cemetery service in a beautiful final salute to a dear friend.

The many airline photographers and collectors who visited the Evergreen Air Center in Marana, AZ had the privilege of meeting Schnozz Mayer. He would gladly setup tours for them and would also be the one conducting the tour. Schnozz never met a stranger. I met him years ago when I first started coming out to Arizona to visit the airline boneyard. I returned many times and spoke to him numerous times via the telephone over the years. Schnozz was the one that convinced me to display my memorabilia collection at the first Evergreen Air Show.

After your tour of the Air Park was over, Schnozz would invite you into his office for a soft drink and spend time talking and getting to know you, and in turn, you learned a lot about him. His office was impressive, containing many of the gifts that were sent to him by admirers from all over the world. He was very proud of his treasures and liked to display them and talk about them as well.

When my family would come with me to Arizona, Schnozz would invite them to come to the Air Park and we would meet him after hours at the base cantina. My children would have a soda and my wife and I would join him in a refreshing bottle of his favorite brew, a nice cold Budweiser.

Schnozz retired about a year ago from Evergreen, but he would return ever so often to check on things. The last time I saw him and his wife Sylvia, was at the Phoenix Air Races in March of 1994.

As the sun was setting over our home, which is now in Arizona, my family members were talking about some of the great times we had with Schnozz over the years. In memory, we lifted our glasses of Bud and looking toward that beautiful sunset, toasted our good friend with a "this one is for you Schnozz!"

Take care old friend until we meet at the big airport in the sky.

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

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

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

Flight in the Cockpit: "Boeing 727" Produced by Just Planes Videos, PO Box 285214, Boston, MA 02128-5214. \$19.95 (See Special Offer Card enclosed with this issue of LOG.)

Not being an airline employee and having the privilege to ride the jumpseat in the cockpit of an airliner, I always wondered what was going on "up there" from the time the aircraft was pushed back until we landed at our destination. I wonder no more! This video gives you a very good idea of what happens once the crew is aboard and starts all those "checks!" After the walk around is finished, the real work for the flying crew begins.

We are flying from Ft Lauderdale to Newark aboard a Carnival Air Lines Boeing 727. Our crew is headed by Captain Fix, a flight officer and a flight engineer. You get to hear all the items that must be checked as the crew prepares to get the flight underway. I was surprised at the number of items that must be looked at before the plane is even pushed back from the gate. As the video continues, you will get to see and hear all the checks that the crew must do on the ground as well as in the air. While some of this might be boring to those that fly for a living, for the rest of us it is a side of our hobby that we don't get to see and I found interesting as the flight continued on to our destination. A night landing is more impressive from the cockpit than it is from a side window!

The video runs about 55 minutes and while there are some spots that move slow, it will be a good addition to your airline library because it shows something that most of your other tapes do not--just what is going on up-front during your trip on any type commercial jetliner. The price is right also.

Review by Paul Collins Tape provided by Just Planes Videos.



The post card above was used in the last issue of the LOG to illustrate the Club Lounge of the DC-7B. Very nice.

The post card below depicts one of two lounges aboard a Continental 747. Described on the reverse as, "a fun place to relax, eat fresh-popped popcorn, drink cold beer or cocktails and meet friendly people." We have come a long way!



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Story on Airliners Int'l 94 will be presented in the next issue of the CAPTAIN'S LOG--with photos!

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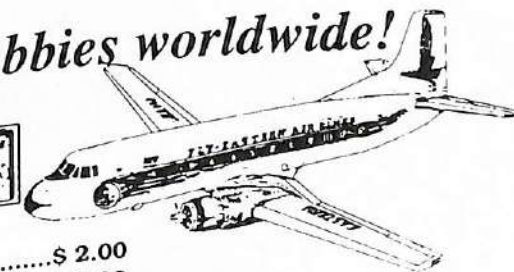


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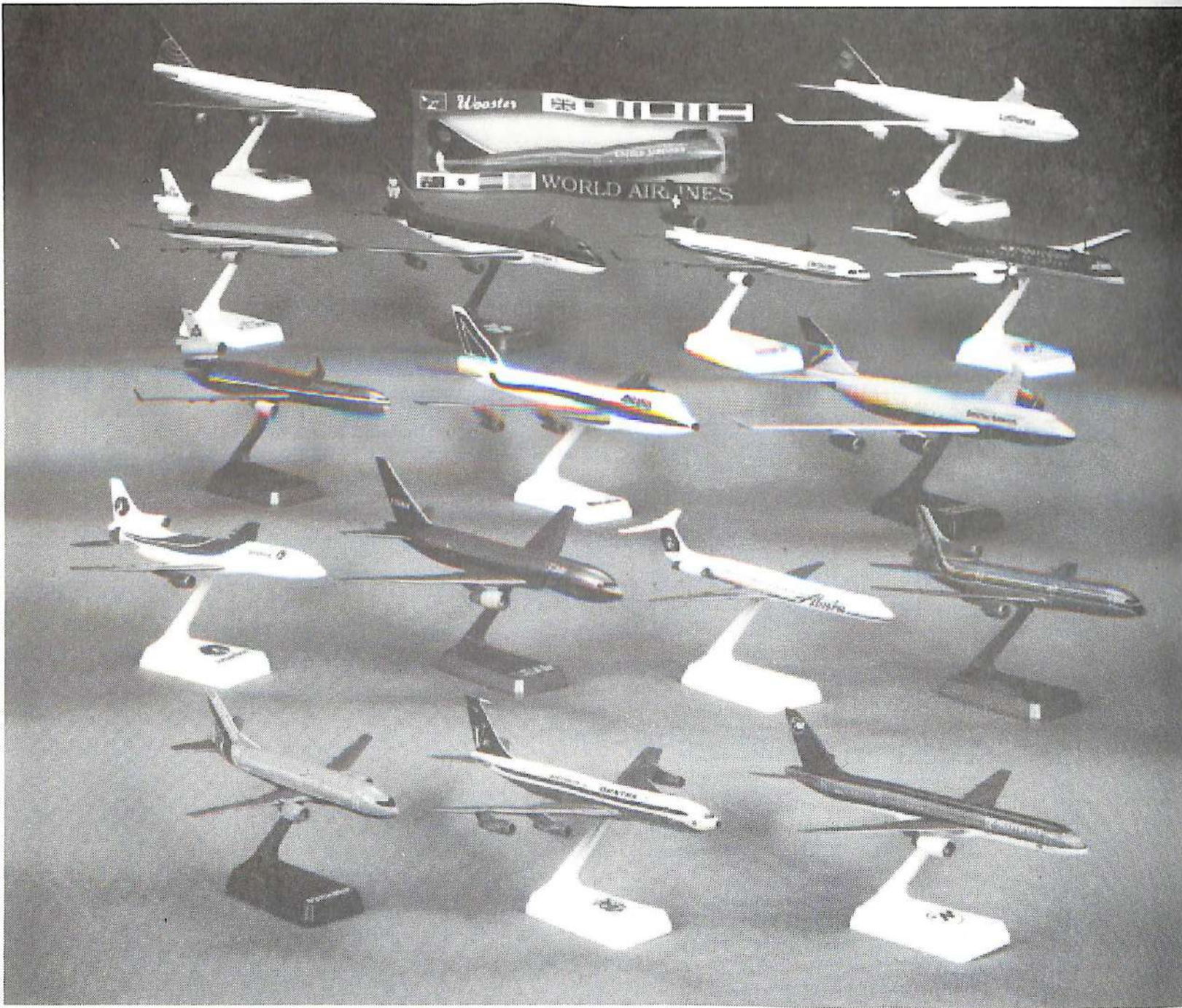
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