



# CAPTAIN'S LOG



Why is this Hawaiian wing  
not a "HAWAIIAN" wing?

See page 32



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Postcard GOLDEN OLDIES:  
The Vickers Viscount

Imperial Airways/BA is 75

MARANA: Silent Airliners

Southwest, Pacific and  
West Coast schedules





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

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

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

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

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

Thank you

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**CONTINENTAL AIRLINES**  
First in the West with Jet Power Flights



The Viscount II shown climbing to cruising altitude over Colorado is the largest, fastest and most luxurious version of the famous Vickers Viscounts. Celebrated for incredibly smooth flight at cruising speeds of 365 miles per hour, Viscount II is powered by four Rolls-Royce gas-turbine engines. Continental's Viscount IIs offer famous "Gold Carpet" service, gourmet meals, huge picture windows. Air-conditioning and latest radar. Continental is first in North America with Viscount IIs.

**Viscount Golden Oldie**

(Right) Continental Airlines ordered 15 Viscount V.812 in DEC 55. Called the "Jet Power Viscount II" by the airline, the first went on the Chicago-Denver-Kansas City-Los Angeles and the Chicago-Denver-Los Angeles "Red Carpet" first class services on 28 MAY 58. The remaining 11 of the fleet were sold to Channel Airways of Britain in 1966, when they were replaced by 12 DC-9-10C.



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**FRONT COVER PHOTOS:**  
(Top) Golden Oldie postcard of Lineas Aereas the Nicaragua Viscount V786D. LANICA took delivery of two Viscounts in JAN/FEB 58. AN-AKQ, Msn 334, "Ruben Dario" (shown) was the second. They operated between Managua and Miami, but were sold just over a year later.

(Bottom) C-Class flying boats of Imperial Airways "were sleek, all-metal, four-engined monoplanes" (p.23/24). G-ADHL, Msn S.795 "Canopus" at Southampton.  
(Short Brothers photograph)

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## TAKE-OFF TALK

Well, here it is: another issue of the CAPTAIN'S LOG. I am sorry for the delay, but the demands of my regular job, my family, and getting a severe case of the flu for an entire week just before the deadline, did not help.

I am very pleased to report that I have received several letters from readers in the past couple of months. Three of these are included in this issue (p.40/41). The others will follow in the Spring 1995 issue. With YOUR help, I'd like to make "YOUR LETTERS" a regular feature in each issue.

With the AI 95 convention in Phoenix only months away. I'd like to draw your attention to the feature about Marana by JOE WOLF. Like Mohave in California, Marana is a storage facility for airliners that are obsolete, those for which there is no work and those whose owners have gone bankrupt or have merged with a more-powerful airline. The AI committee is organizing a tour to Marana during the AI.

Another feature in this issue of the CAPTAIN'S LOG is about ABCO Trading Corporation. Our Dinnerware Editor, RICHARD LUCKIN, serves up the history and current activities of ABCO. The firm is a major supplier of airline china, but is not well known to the general public.

GEORGE CEARLEY Jr. has dipped

### POSTPONED

Much to my regret I must postpone the readership survey that I promised two issues ago. As said above, I have been extremely busy and I just ran out of time. The review of 75 years of Fokker airliners from 1919 to 1994 is also postponed and for the same reason. Postponed doesn't mean forgotten. They will follow soon.

THE YEAR WAS 1973 AND EASTERN AIR LINES WAS STILL FLYING. THIS DC-8-63PF, N8759, Msn. 46058/433, WAS PHOTOGRAPHED AT FRANKFURT, GERMANY ON 28 JUL. SHE WAS DELIVERED TO EASTERN ON 24 FEB 69 AND WAS SOLD TO UTA OF

FRANCE ON 05 FEB 74, OPERATING WITH ARROW AIR THE AIRCRAFT CRASHED DURING TAKEOFF FROM GANDER, NEWFOUNDLAND CANADA ON 12 DEC 85 ON A RETURN FLIGHT FROM THE MIDDLE EAST AND GERMANY WITH U.S. SERVICEMEN. 256 WERE KILLED.

into his inexhaustible collection of airline schedules and recalls the fortunes of Southwest Airways/Pacific Air Lines, West Coast Airlines and Empire Air Lines (of the California variety). All once operated along the west coast of the U.S. and merged in 1968 to become Air West (which became Hughes Air West the following year, when Howard Hughes took control after he had relinquished control over TWA.

Sticker Editor DON THOMAS also ties in with the Local Service picture and shows 1960s items from Bonanza, West Coast and Empire (the New York State version, not the one from California!). Don is also into something new: collecting the small labels found on fruit and vegetables in many supermarkets. It is not going to be a regular feature in the CAPTAIN'S LOG, but I included some samples, just this once. You label collectors may want to read what Don says about a quantity of American Airlines Hindenburg labels that are coming onto the market.

DICK KORAN acquired a copy of The Times of London with an interesting resume of the history of Imperial Airways/British Airways. He shares with us the part dealing with the pre-WW2 Imperial Airways.

BILL DEMAREST looked in his collection of airline postcards and found a great selection of Vickers Viscounts in it. I am

sure he does have more than the 11 shown in this issue, but that is all I had space for.

Our Junior Crew Insignia Editor, Stan Baumwald, found a Hawaiian Airlines kiddie wing that was not issued by Hawaiian Airlines. He doesn't yet know who did, but whoever it was, he or she had all of us fooled.

KEN TAYLOR shows us several Local Service airline wings, and he has received several answers to questions in previous issues. Of course, Ken adds some new questions to keep us on our toes.

AL TASCA is also starting a questions section, under the name "Please Help." Seeing the success Ken has with his "answer and question" column, Al wonders if the readers can help him solve the puzzles in his collection.

A book review closes this issue, and I'd like to draw your attention to a small book with an unusual title: "The Vital Guide to Commercial Aircraft and Airliners." Published in England (where else?), I have had it for only a couple of months, but am finding it of extreme value in quickly locating some primary details when I don't have the time to dig through the big and bulky reference works.

*Loop.*

Because of the tremendous response and deluge of material, **ButterPat World** will be delayed until 1995.

We're sorry for the delay, but feel it will be worth the wait considering all the new patterns that will be included.

**ButterPat World** will feature over 600 patterns of **Air • Rail • Ship** ceramic Butter Pats.

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## REPORT FROM THE FIELD

# MARANA: Home for silent airliners

By JOE WOLF

For nearly 20 years, Pinal Air Park in Marana, Arizona has served as a storage lot for obsolete or not needed commercial airliners. Located a few miles north of Tucson and often hosting more than 100 aircraft at a time, it gained fame among enthusiasts in the early 1980s after it became home to large numbers of 707s, DC-8s, 727-100s and other elderly jetliners awaiting conversion to freighters, re-engineing or scrapping. Ever since reading JET Thompson's article about Marana in the Winter 1983 issue of the CAPTAIN'S LOG, I had wanted to see it for myself. On 21 APR 93, nearly 10 years after that issue arrived in my mailbox, my dream finally became a reality.

Approaching Phoenix on Interstate 10, I got my first glimpse of Marana when I saw a few aircraft tails the size of specks, shimmering far away in the blazing desert heat. As I drew closer, the enormous size of the complex gradually became apparent, with lines of aircraft stretching seemingly to the peaks of Saguaro National Monument in the distance. But only after gaining entrance to the park could its true scale be grasped, as I was literally surrounded by rows of aircraft stretching in all directions.

The first stop on my tour after leaving the parking area was the south side of the aircraft storage "outfield", where more than 15 widebodies were lined up, wingtip to wingtip, in two long rows. They included an A300 in full Eastern markings, six L-1011 bearing partial Air Canada and TWA colors, a few Lufthansa DC-10-30s with the yellow tail logos painted out, and several nondescript all-white 747s, some with their tails already removed. Mixed in with the L-1011s were four brand-new all-white 757s bearing cryptic AWW (for Ansett World Wide) titles.

Next was the unlikely sight of a long line of ex-Chalks seaplanes resting among the tumbleweeds, several hundred miles from the nearest water. Nearby, looking like the eyes of two buried monsters barely peeking out from the hard desert floor, were the upper lobes and cockpit window frames of two 747s, all that remained after the aircraft had been parted out earlier in the year.

Beyond the widebodies was a row of four DC-8s, down from the dozens of Eights stored at the field in the 1980s. At the end of the row sat the original DC-8, last registered XA-DOE, in its 11th year of exile after its final operator, Aeromexico, had returned it to F.B.Ayer. I still remember its faded Aeromexico cheatline as it was generally looking much the worse for wear. It was sad to see this grand old lady gradually falling apart instead of resting in a museum, where she belonged. Alongside, in contrast, were



Air Canada L-1011 C-FTNF, Msn. 1047, was basking in the Arizona sunshine during the author's 1993 visit to Marana. Nestled in its shadow were two ex-Chalk's seaplanes and beyond those a row of Evergreen 727-100. = All photos by the author.



Retirement had not been kind to ex-McKay DC-8 N804E, Msn 45411. She was originally delivered to Delta in OCT 59. The aircraft it appeared to be missing almost all of its saleable parts, in contrast to her appearance on p.34 of the Winter 1983 issue of the CAPTAIN'S LOG. To the left is the nose of a Bouraq Airlines of Indonesia.



Douglas' last stand: This row of four DC-8s were all that remained of the dozens that were stored at Marana in the early 1980s. Held up by jacks and missing many parts, most have not survived since this picture was taken.



Immaculate 737-130s of Ansett New Zealand. They are (from left) ZK-NEC, NEB and NEA and were the 5th, 4th and 2nd -100s built (for Lufthansa). They went to storage at Marana in APR 91.



GERITISHA FILES

three immaculate Ansett New Zealand 737-130s, looking almost factory new despite their age, with a few faint traces of Ansett's old "Southern Cross" tail design peeking through a sprayed-on coat of navy paint. ZK-NEA, one of the three (all were originally delivered new to Lufthansa) was the second 737 built, and the first production aircraft (the first aircraft was a Boeing-owned prototype that was subsequently sold to NASA). ZK-NEA had been purchased by the Museum of Flight for preservation. Probably the most-unusual sight, however, was ex-APSA Convair 990 N990AC. Celebrating its 20th anniversary at Marana when I visited, it was clear this grand dame of the desert would never fly again. It was missing most of its starboard wing and had several room air conditioners bolted to the fuselage in an apparent conversion to an apartment!

Marana does not, however, function solely as a hospice for aircraft that are terminally ill. It also is a major maintenance facility and among the guests during my visit were several 727-100s belonging to Evergreen, a Saudia 747 and one of the two 747s used to transport the space shuttle. Parked next to the maintenance facility was Air France 747-428 F-OGTG, delivered new in JAN 93, which was being stored briefly at Marana prior to its entry into service. Alongside were several aircraft which had recently arrived for storage, including a Lufthansa 747-230, Avianca 727-200, two more Air Canada L-1011s, Pan Am 747-123 "Clipper Beacon Light", a Midway DC-9-30 and several US Air F-28-1000s.

Security is tight at Pinal Air Park. Anyone without a prior appointment will be turned away at the entrance gate, and all visitors must have an escort while on the grounds. Evergreen has always been generous about accommodating enthusiasts, though, providing hour-long tours in company buses, with unlimited stops for photography, to those who make arrangements in advance. Evergreen also maintains a small museum on the grounds, with the collection including a B-17, T-6, P-51, United Air Lines DC-3, a beautifully-restored American Airways Stinson 6000B and several warbirds.

Visitors driving down from Phoenix who wish to have a picnic lunch en route, should stop at the Casa Grande Indian Ruins National Monument, 15 miles from Interstate 10 on Arizona Highway 87, which has full picnic facilities. Those with some spare time before or after Airlines International '95 might wish to spend a few days visiting the other attractions in and near Tucson, which include Davis Monthan Air Force Base (tours are offered two days a week call in advance for details), several other aircraft modification/repair facilities along the southern perimeter of Tucson Airport itself, and the starkly beautiful Tucson Mountain Park and Saguaro National Monument.

Editor's note: The AI '95 committee is offering a wide range of tours, including Marana, Davis Monthan AFB and several of the other facilities Joe Wolf mentions in his article. For full details, see the registration form that was distributed with the previous issue of the CAPTAIN'S LOG.

Beautifully-restored Stinson 6000B in American Airways colors is part of the small Evergreen Museum at Marana. In the background is a restored DC-3 in United Air Lines colors. A T-6 Texan sits in the foreground.



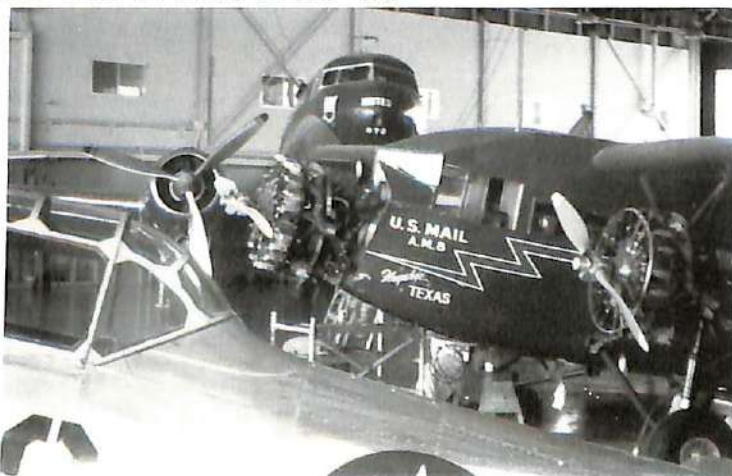
At first look, Convair CV-990, N990AC, formerly OB-R-728 of APSA, seemed to have weathered the years well, compared to the photo on p.33 of the Winter 1983 CAPTAIN'S LOG. But a closer inspection showed it had lost its starboard engines and most of the starboard wing. Two room air conditioners bolted to the sides of the forward fuselage, just ahead of the door, don't help the aerodynamics either.



One of the last aircraft bearing Pan Am's livery when photographed in 1993 "Clipper Beacon Light" (N9674, Msn. 20326) sits with engines and cockpit sealed against the desert sand. A 747-123, the aircraft was originally delivered to American Airlines in MAY 71 and was sold to Pan Am in DEC 83.



NASA shuttle transporter 747-SR46 N911NA, Msn. 20781, rests at Marana between flights and for maintenance. She was delivered to Japan Air Lines in SEP 73 as the first 747 SR (for Short Range) version for short but high-volume routes. She went to NASA in OCT 88.



OAK

LAX

ACY ORL

THE PHOTO CORNER

MUE

SSI

by JOOP GERRITSMAN

CGI

PHL

Due to a lack of space and time, I can bring you only an abbreviated edition of the Photo Corner. Therefore, the less talk, the more space for photos:

Right: ANTONOV DESIGN BUREAU AN-124, UR-82009, at OAKLAND, CA, NOV 94. PHOTO MIKE ADKINS, TUCSON, AZ.

Below: HAWAIIAN HELIJET 4S3508, N889AT, at WAINEA, HI, 28 MAY 93. PHOTO by ALAN T. TATTERSALL.

Below right: SCENIC AIRWAYS DHC-6/300 "VISTALINER" N238SA (Msn. 389) at ACY. PHOTO WILLIAM T. SHULL.



Above: HENSON AIRLINES (USAir) DASH 7/102, N901HA (Msn. 042) at PHL, 10 OCT 94. PHOTO by WILLIAM T. SHULL of LANSDOWNE, PA.

Above: CAPE CENTRAL AIRWAYS BEECH M-18, N26035 (Msn. BA 754), at CAPE GIRARDEAU, MO on 04 AUG 90. PHOTO by ALAN T. TATTERSALL of JACKSONVILLE, FL.

Right: AIR BRIDGE CARRIERS L-188C, N360WS (Msn. 1112) at BRUNSWICK, GA, 07 SEP 91. PHOTO by ALAN T. TATTERSALL.

Below: OFFICIAL VARIG WORLD CHAMPION SOCCER TEAM DC-10-30 PP-VMD (Msn. 46916/202) AT LOS ANGELES. PHOTO by DAVID CHERKIS of LOS ANGELES.

Below right: COMAIR EMB-110 BANDEIRANTE, N78CZ (Msn. 110358), at ORLANDO, FL. PHOTO by ALAN T. TATTERSALL.



# AROUND THE WORLD of Airline Schedules



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George W. Cearley, Jr.

The schedule column in this issue of the Captain's Log includes a pictorial survey of timetables of Southwest Airways, Pacific Air Lines, West Coast Airlines, and Empire Air Lines.



Southwest Airways																	
DAYLIGHT SAVING TIME																	
LOS ANGELES - SAN FRANCISCO - SACRAMENTO VALLEY - MEDFORD																	
NORTHBOUND — Down							SOUTHBOUND — Up										
8	6	4	112	3	2	1	SOUTHERN DIVISION										
Daily	Daily	Daily	Sun Only	3 Daily	2 Daily	1 Daily	Ar	Lv	Ar	Lv	Ar	Lv	Ar	Lv	Ar	Lv	
8:30	5:00	2:20	9:45	8:45	8:45	8:45	Lv LOS ANGELES (Municipal Airport)	Ar BURBANK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO
6:44	3:24	10:09	10:09	9:10	9:34	9:34	12:20	11:02	2:35	5:45	8:05	8:50	9:37	9:37	9:37	9:37	9:37
7:10	3:48	10:31	10:31	9:32	9:56	9:56	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
7:34	4:12	10:53	10:53	9:54	10:18	10:18	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
8:00	4:36	11:15	11:15	10:16	10:40	10:40	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
8:24	5:00	11:37	11:37	10:38	11:02	11:02	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
8:48	5:24	11:59	11:59	10:59	11:23	11:23	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
9:12	5:48	12:21	12:21	11:22	11:46	11:46	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
9:36	6:12	12:43	12:43	11:44	12:08	12:08	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO
10:00	6:36	13:05	13:05	12:06	12:30	12:30	Lv BUREAK (Lockheed Air Term.)	Lv Oxnard	Ar SANTA BARBARA	Lv SANTA MARIA	Lv SAN LUIS OBISPO	Lv COALINGA	Lv MONTEREY	Lv SANTA CRUZ-WATSONVILLE	Ar SAN JOSE-SAN CLARA (Mot. Fd.)	Ar SAN FRANCISCO	Ar SAN FRANCISCO

SACRAMENTO VALLEY DIVISION																
21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv SAN FRANCISCO	Lv OAKLAND	Lv VALLEJO-NAPA	Lv SACRAMENTO	Lv MARYSVILLE-YUBA CITY	Lv CHICO	Lv RED BLUFF	Lv REDDING	Lv DUNSMUIR-MT. SHASTA (X)	Lv YREKA	Lv MEDFORD	Lv SAN FRANCISCO	Lv OAKLAND	Lv VALLEJO-NAPA	Lv SACRAMENTO	Lv MARYSVILLE-YUBA CITY	Lv CHICO
6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30
7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00
7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30
8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00
8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30
10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00

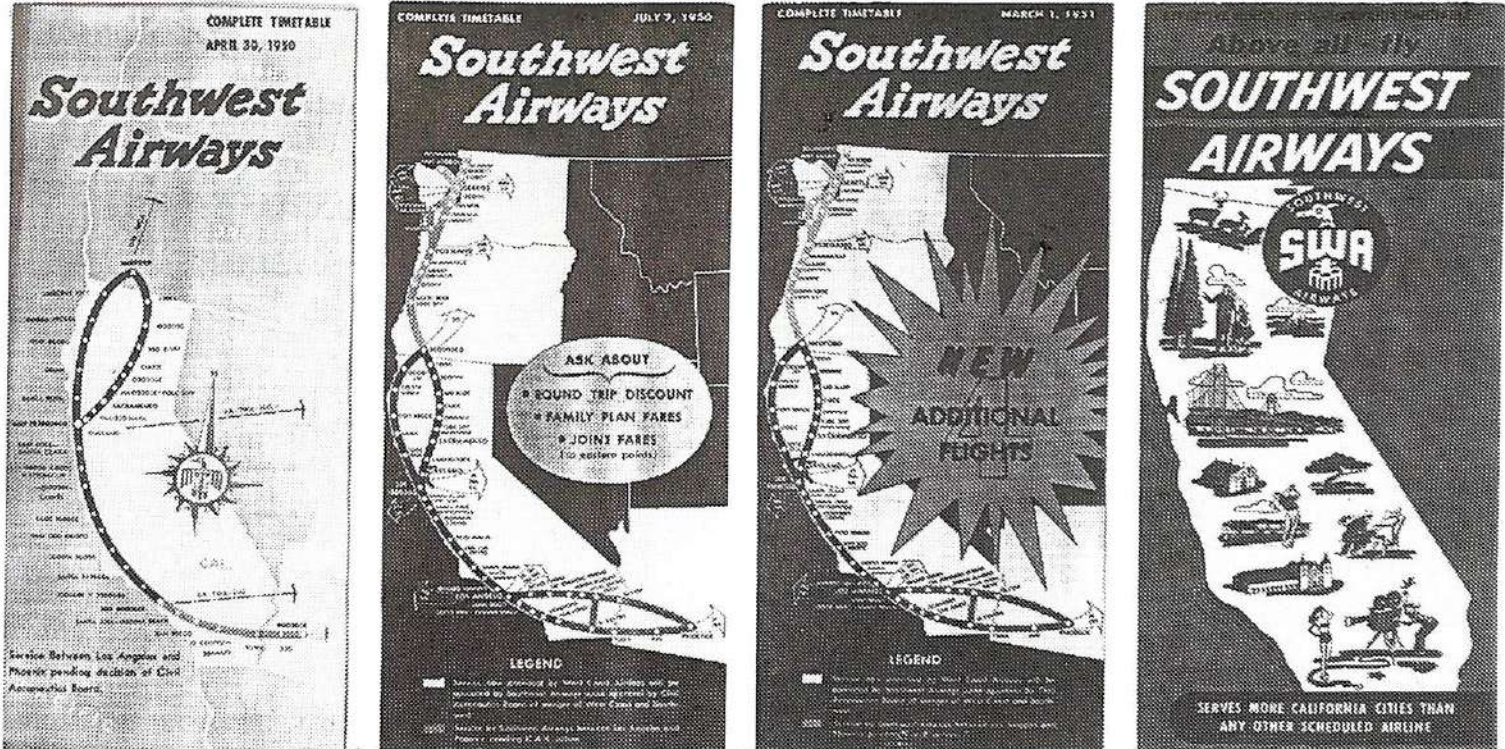
NORTH COAST DIVISION																
31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv SAN FRANCISCO	Lv OAKLAND	Lv SANTA ROSA	Lv UKIAH	Lv FORT BRAGG-MENDOCINO	Lv EUREKA-ARCATA	Lv CRESCENT CITY	Lv MEDFORD	Lv SAN FRANCISCO	Lv OAKLAND	Lv SANTA ROSA	Lv UKIAH	Lv FORT BRAGG-MENDOCINO	Lv EUREKA-ARCATA	Lv CRESCENT CITY	Lv MEDFORD	Lv SAN FRANCISCO
6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45
7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15
7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15

Ar - Arrive, Lv - Leave  
 \* - Flight 24 and 25 do not operate after September 15  
 Service Commenced Sept. 2, 1946  
 \* - See Temp. del. 'd  
 \* - Equip. - 24 Pass.  
 Douglas DC-3's  
 SCHEDULES SHOW THE TIMES at which planes may be expected to arrive at or depart from stations, and to connect with other planes, but SOUTHWEST AIRWAYS will not be responsible for consequences arising from delays or from errors in the printed schedule. The times shown are subject to change without notice.

Bonanza Air Lines, Inc., and West Coast Airlines, Inc., were merged spring 1968 into Pacific Air Lines, Inc., which was the surviving corporation. Pacific then simultaneously changed its name to Air West, Inc., and acquired the route certificates of Bonanza and West Coast.

In November 1946, the Pacific Air Lines predecessor, Southwest Airways, inaugurated flights between Los Angeles and San Francisco via Oxnard, Santa Barbara, Santa Maria, San Luis Obispo, Coalinga, Monterey, and Santa Cruz/Watsonville, using DC-3 equipment.

By Fall 1947, routes had been extended through Northern California and to Medford, Oregon. One route was operated to Medford from San Francisco via Vallejo, Sacramento, Marysville, Chico, Red Bluff, Redding, Dunsmuir, and Yreka; and another route from San Francisco to Medford via Oakland, Santa Rosa, Ukiah, Fort Bragg, Eureka, and Crescent City.



April 7, 1950, schedule at left and July 7, 1950, timetable, second left, show proposed route from Los Angeles to Phoenix via intermediate points. July 7, 1950, and March 1, 1951, timetables both feature a proposed merger of Southwest and West Coast. Neither the Arizona route nor merger with West Coast was approved by the CAB. Schedule at far right features California tourist destinations.

**Above all Convenience!**  
Southwest Airways Flights are synchronized with your busy day

**GOOD MORNING!**  
You've had a restful night in your own bed—breakfast at home, too. A glance at your Southwest Airways schedule will show convenient morning flights between convenient California cities and Medford, Oregon.

**GOOD NIGHT!**  
Read your morning paper in the comfort of a Southwest airplane—and before you realize it, you're at your destination, ready to relax. Southwest Airways' last Martin 202's have delivered you at the right time to enjoy the day's most valuable hours.

See your return trip, your Southwest Airways schedule will show the afternoon or early evening flight synchronized with your plans. In a few hours you've done work, used the weekend hours for you. You have completed a business cycle to ONE day—the Southwest way!

**NOW!! MARTIN 202'S SERVICE TO ALL**

MARTIN 202'S SERVICE TO ALL  
LOS ANGELES - SAN FRANCISCO - SACRAMENTO - MEDFORD  
LOS ANGELES - SAN FRANCISCO - OAKLAND - SANTA ROSA - UKIAH - FORT BRAGG - MENDOCINO - EUREKA - ARCATA - CRESCENT CITY - MEDFORD

**Above all fly SOUTHWEST AIRWAYS**

SAVES MORE CALIFORNIA CITIES THAN ANY OTHER SCHEDULED AIRLINE

**SOUTHWEST AIRWAYS**  
The PACIFIC AIR LINE

**SAVE WITH COACH FARES**

SAVES MORE CALIFORNIA CITIES THAN ANY OTHER SCHEDULED AIRLINE

Southwest Airways inaugurated flights with Martin 202's beginning April 26, 1953. As of June 1st that year, the Martins were serving on the following Southwest Airways routes: 1) San Francisco-Santa Rosa-Monterey-Paso Robles-Santa Barbara-Los Angeles; and 2) Medford-Crescent City-Eureka-Santa Rosa-Oakland-San Francisco. The Martin 202's were sold in 1960 and replaced by Martin 404's.

In September 1955 Southwest Airways Co. became the first airline to be awarded a permanent certificate by the CAB. 1956 schedule at right shows the beginning of the transition to the new name, Pacific, completed in 1958.

EFFEKTIVE APRIL 1, 1957 - COMPLETE TIMETABLE

# SOUTHWEST AIRWAYS

The PACIFIC AIR LINE

**NEW MID-DAY SERVICE!**

LOS ANGELES-BURBANK SACRAMENTO SAN JOSE SAN FRANCISCO

**NEW DIRECT SERVICE!**

PORTLAND, OREGON SEASIDE, OREGON

# SOUTHWEST AIRWAYS

The PACIFIC AIR LINE

**NEW Daily Service to LAS VEGAS**

FIRST CLASS AND COACH FARES

**NOW! service to LAS VEGAS**

HOTEL SAL SAGEV

FIRST CLASS AND COACH FARES ALL EXPENSE TOURS

**SOUTHWEST AIRWAYS**

The PACIFIC AIR LINE

# PACIFIC AIR LINES

Formerly SOUTHWEST AIRWAYS

EFFECTIVE DATE AUGUST 3, 1959

17th YEAR OF SCHEDULED SERVICE

Service to **Portland** starts **September 1st**

OCTOBER 28

PACIFIC AIR LINES will inaugurate service to GEN. WILLIAM J. FOX FIELD at Lancaster, Calif.—in the heart of the Nation's space aircraft and missile test center.

Effective date April 24, 1960

# PACIFIC AIR LINES

18th Year of Scheduled Service

**NOW... lowest fare between Burbank and Las Vegas... \$12.50+ one way**

\*3-day excursion on round trip basis

In late 1957 Southwest inaugurated its first service to Las Vegas over the following routes: 1) San Francisco-San Jose-Bakersfield-Las Vegas; and 2) Burbank-Palmdale-Las Vegas.

Initial service to Portland, Oregon, was offered in September 1959, with the following flights: 1) Portland-Eureka-Oakland-San Francisco-San Jose-Monterey-Bakersfield-Las Vegas, F-17; and 2) Portland-Crescent City-Eureka-Ukiah-Santa Rosa-Oakland-San Francisco-San Jose-Monterey-Los Angeles, Martin 404. In late 1959 Pacific inaugurated flights at Lancaster, California.

# PACIFIC AIR LINES

Formerly SOUTHWEST AIRWAYS

**NON-STOP MARTINLINER COACH SERVICE**

**SAN JOSE-LOS ANGELES \$13.50 ONE WAY**

PLUS TAX

COMPLETE TIMETABLE EFFECTIVE APRIL 27, 1958

Now... ROLLS-ROYCE **JET-POWERED F-27's**

**RADAR Equipped**

**PACIFIC AIR LINES**

# PACIFIC AIR LINES

Formerly SOUTHWEST AIRWAYS

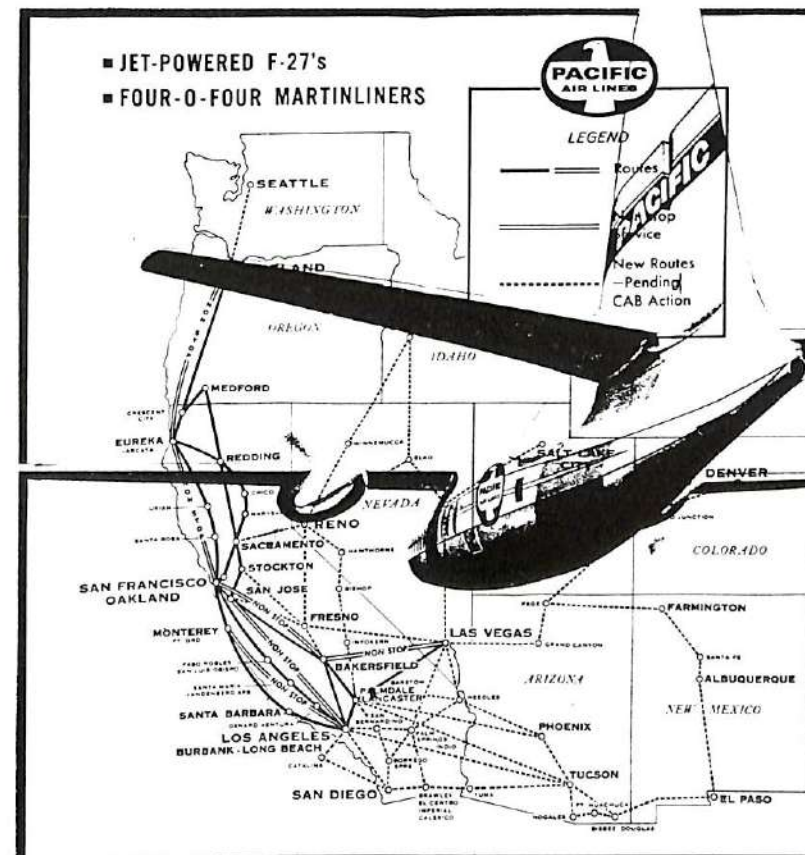
EFFECTIVE DATE JULY 1, 1959

17th YEAR OF SCHEDULED SERVICE

**NOW SERVING Catalina Island**

FLIGHTS FROM • LOS ANGELES • BURBANK • LONG BEACH

FREQUENT DAILY FLIGHTS



Effective Date April 30, 1961  
COMPLETE SYSTEM TIMETABLE

# PACIFIC AIR LINES

Now the only **NON-STOP** service between **SAN FRANCISCO and SANTA BARBARA** **LOS ANGELES and MONTEREY**

18th Year of Scheduled Service

Effective Date May 8, 1962  
COMPLETE SYSTEM TIMETABLE

# PACIFIC AIR LINES

Now! Service to **FRESNO and INYOKERN**

Soon! Service to **RENO, LONG BEACH and SAN DIEGO**

19th Year of Scheduled Service

In Spring 1958 Southwest Airways Co. officially changed its name to Pacific Air Lines, Inc. A year later Fairchild F-27 prop-jet service was inaugurated in April 1959 over the following routes: 1) San Francisco-Monterey-Santa Barbara-Los Angeles; 2) Eureka-Oakland-San Francisco-San Jose-Monterey-Bakersfield-Las Vegas; 3) Las Vegas-Palmdale-Burbank; and 4) Redding-Chico-Sacramento-San Francisco-Monterey-Santa Barbara-Los Angeles.

In Summer 1959, Pacific began offering DC-3 flights to Catalina Island from Los Angeles, Burbank, and Long Beach.

Left: Routes of Pacific Air Lines as of Fall 1960. Martin 404's replaced Martin 202's in 1960. In 1962 Pacific was awarded new service to Reno, Fresno, Inyokern, Long Beach, and San Diego as a result of a decision by the CAB in the Pacific Southwest Local Service Case.



Effective Date January 19, 1963  
COMPLETE SYSTEM TIMETABLE

# PACIFIC AIR LINES

WHAT'S QUICKET  
SEE ? INSIDE

20th Year of Scheduled Service

# PACIFIC AIR LINES

System Timetable Effective July 1, 1964

Pacific Air Lines now flies Boeing 727 jets to San Jose, Bakersfield, Fresno, Santa Barbara, Monterey, San Francisco and Los Angeles.

We fly to the nicest places.  
Ask your travel agent or Pacific Air Lines for a free brochure on our 16 Pacific Wonderland Holidays.  
(For details see the back page of this timetable.)

## PACIFIC AIR LINES TIMETABLE

EFFECTIVE APRIL 30, 1967

pacific air lines flight schedule

NOW AIR WEST

effective april 28, 1968

In addition to its new authority to San Diego and other cities in 1962, the CAB also granted some additional one-stop authority between most major terminals. In January 1963 Pacific introduced Quicket -- a write-your-own ticket. A new color scheme (shown at right) was introduced in 1963-1964.

In 1966 Pacific was granted new nonstop routes by the CAB between: 1) Burbank-Oakland; 2) Burbank-San Francisco; 3) Burbank-San Diego; and 4) Burbank-Sacramento.

From SAN JOSE

# 7

Round Trip Flights Every Business Day To San Francisco

...providing immediate connections with trunkline service. Now to many transcontinental and international points your trip can originate in San Jose at no additional fare!

The Beautiful New San Jose Airport

## Pacific Air Lines Timetable

Effective April 24, 1966

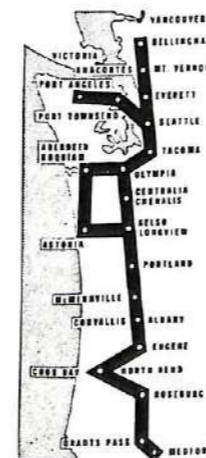
## Pacific Air Lines Timetable

New jet schedule inside  
Effective date September 1, 1966

In the early 1960's San Jose Airport was promoted to residents in the South Bay area, featuring ease of accessibility. F-27 in photo appears in updated color scheme. Lake Tahoe service was added in 1963.

Two leased Boeing 727's were placed in service in mid-summer 1966. Pure jet flights were initially offered in these markets: 1) San Francisco-San Jose-Los Angeles; 2) San Francisco-Fresno-Bakersfield-Los Angeles; 3) San Francisco-San Jose-Los Angeles; 4) San Francisco-Monterey-Santa Barbara-Los Angeles; and 5) San Jose-Los Angeles.

# WEST COAST AIRLINES



### GOVERNMENT CERTIFICATED

Now ticket your passengers direct to destination in western Oregon and Washington. Up to four convenient schedules to many cities never before served by air transportation.

Flying DC-3 Equipment On All Flights

#### SEATTLE—PORTLAND—VANCOUVER—MEDFORD

		SEATTLE		PORTLAND		VANCOUVER		MEDFORD	
		AM	PM	AM	PM	AM	PM	AM	PM
1	2	3	4	5	6	7	8	9	10
11:00	1:30	3:00	4:00	5:22	6:15	7:22	8:22	9:22	10:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22	9:22	10:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22	9:22	10:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22	9:22	10:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22	9:22	10:22

#### SEATTLE—PORT ANGELES—BELLINGHAM

		SEATTLE		PORT ANGELES		BELLINGHAM	
		AM	PM	AM	PM	AM	PM
1	2	3	4	5	6	7	8
11:00	1:30	3:00	4:00	5:22	6:15	7:22	8:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22
1:00	2:00	3:00	4:00	5:22	6:15	7:22	8:22

### AIR EXPRESS

\*

### AIR MAIL

\*

### PASSENGERS

11



**GENERAL OFFICES—Boise Idaho**  
 JOE LUX ..... President  
 T. E. ROBINSON ..... General Manager  
 ARVID R. NELSON ..... Sec.-Treasurer  
 GEORGE T. COOKE ..... Supt. Operations  
 GWIN HICKS ..... Gen. Traffic Mgr.

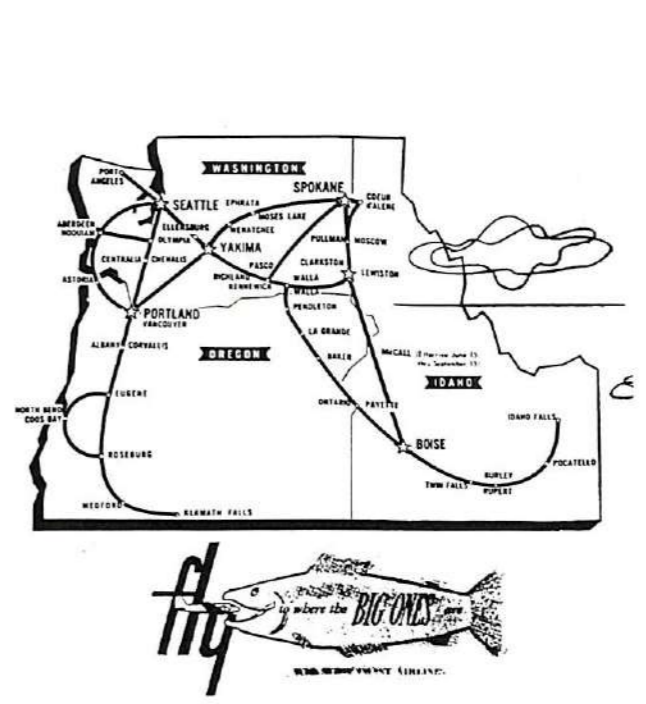
SKY STEP DOORS  
 WHISK-AWAY OPERATION  
 STEWARDS ON ALL PLANES

- ★ CERTIFICATED GOVT. APPROVED AIRLINE
- ★ AIRMAIL • AIR EXPRESS • PASSENGERS
- ★ MEMBER AIR TRAFFIC CONFERENCE
- ★ AIR TRAVEL CARDS ACCEPTED
- ★ 4 FLIGHTS DAILY, IDAHO, ORE., WASH.



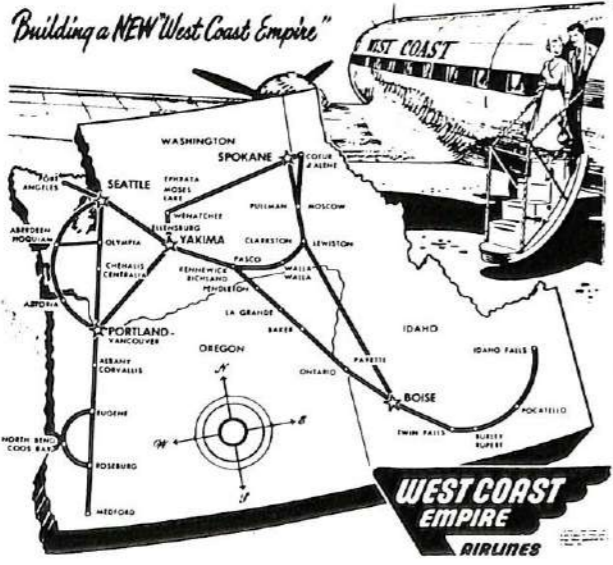
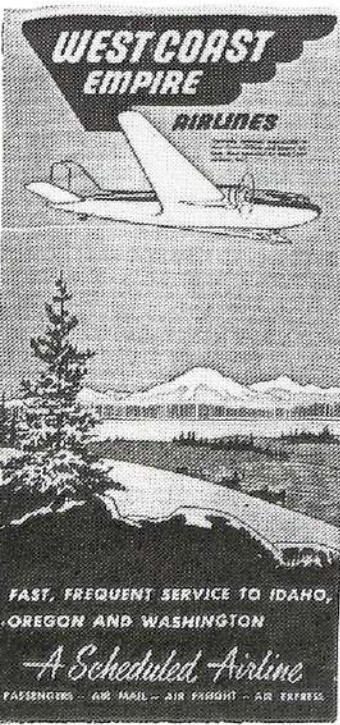
**NEW CUSTOM BUILT DC-3's**  
 Spacious 24 Passenger, Skystep Door,  
 Fast, Radar Safety Equipment  
 Stewards Aboard, Immediate Confirmation on Reservations

ALL FLIGHTS DAILY		ALL FLIGHTS DAILY	
Day	Time	Day	Time
8:15 AM	SPokane, Washington	1:30 PM	Boise, Idaho
8:34 AM	Coeur d'Alene, Idaho	1:51 PM	Boise, Idaho
8:57 AM	Coeur d'Alene, Idaho	2:14 PM	Boise, Idaho
9:12 AM	Pullman-Moscow, Idaho	2:39 PM	Boise, Idaho
9:15 AM	Pullman-Moscow, Idaho	2:42 PM	Boise, Idaho
9:52 AM	Lewiston-Clarkston, Idaho	3:20 PM	Boise, Idaho
9:53 AM	Lewiston-Clarkston, Idaho	3:21 PM	Boise, Idaho
10:06 AM	Walla Walla, Washington	3:34 PM	Boise, Idaho
10:16 AM	Walla Walla, Washington	3:44 PM	Boise, Idaho
10:35 AM	Fendleton, Oregon	4:03 PM	Boise, Idaho
10:39 AM	Fendleton, Oregon	4:07 PM	Boise, Idaho
10:41 AM	La Grande, Oregon	4:09 PM	Boise, Idaho
10:47 AM	La Grande, Oregon	4:15 PM	Boise, Idaho
10:52 AM	Baker, Oregon	4:20 PM	Boise, Idaho
10:53 AM	Baker, Oregon	4:21 PM	Boise, Idaho
10:55 AM	Ontario, Oregon	4:23 PM	Boise, Idaho
10:55 AM	Ontario, Oregon	4:23 PM	Boise, Idaho
11:00 AM	Boise, Idaho	4:28 PM	Boise, Idaho
11:00 AM	Boise, Idaho	4:28 PM	Boise, Idaho
11:00 AM	Boise, Idaho	4:28 PM	Boise, Idaho
11:00 AM	Boise, Idaho	4:28 PM	Boise, Idaho
11:00 AM	Boise, Idaho	4:28 PM	Boise, Idaho



West Coast schedules and routes from the middle 1950's. In 1955 West Coast received its permanent certificate by the CAB.

Empire Air Lines, which merged with West Coast in 1952, was founded as Zimmerly Air Lines and began operations in 1944 between Boise and Lewiston, with Cessnas. Boeing 247D's were acquired in 1945. In 1946 the airline (by then Empire) was awarded a local service certificate by the CAB and began flights in September that year in Idaho, Oregon, and Washington. DC-3's were added a year later. Schedule and routes at center and left effective Spring 1948; timetable and routes at right from September 24, 1950.



**EFFECTIVE MARCH 1, 1953**

SOUTH AND EASTBOUND		ALL FLIGHTS DAILY	
Day	Time	Day	Time
7:00 AM	Port Angeles	12:00 PM	Seattle
7:30 AM	Seattle	12:30 PM	Portland
8:00 AM	Seattle	1:00 PM	Medford
8:30 AM	Seattle	1:30 PM	Klamath Falls
9:00 AM	Seattle	2:00 PM	Portland
9:30 AM	Seattle	2:30 PM	Medford
10:00 AM	Seattle	3:00 PM	Klamath Falls
10:30 AM	Seattle	3:30 PM	Portland
11:00 AM	Seattle	4:00 PM	Medford
11:30 AM	Seattle	4:30 PM	Klamath Falls

**EFFECTIVE JULY 1, 1957**

Equipment—DC-3 Scandiners on All Flights ALL FLIGHTS OPERATE DAILY UNLESS OTHERWISE INDICATED

PORT ANGELES—SEATTLE—PORTLAND—MEDFORD—KLAMATH FALLS	
Day	Time
7:00 AM	Port Angeles
7:30 AM	Seattle
8:00 AM	Seattle
8:30 AM	Seattle
9:00 AM	Seattle
9:30 AM	Seattle
10:00 AM	Seattle
10:30 AM	Seattle
11:00 AM	Seattle
11:30 AM	Seattle

PORTLAND/SEATTLE—YAKIMA—SPOKANE—PASCO—LEWISTON—BOISE—IDAHO FALLS	
Day	Time
6:20 AM	Portland
6:40 AM	Portland
7:00 AM	Portland
7:20 AM	Portland
7:40 AM	Portland
8:00 AM	Portland
8:20 AM	Portland
8:40 AM	Portland
9:00 AM	Portland
9:20 AM	Portland
9:40 AM	Portland
10:00 AM	Portland
10:20 AM	Portland
10:40 AM	Portland
11:00 AM	Portland
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9:00 PM	Portland
9:20 PM	Portland
9:40 PM	Portland
10:00 PM	Portland
10:20 PM	Portland
10:40 PM	Portland
11:00 PM	Portland
11:20 PM	Portland
11:40 PM	Portland
12:00 AM	Portland



West Coast timetables from 1957 (left) and 1958 (right). On September 27, 1958, West Coast became the first local service airline to offer scheduled service with the Fairchild F-27.

In August 1952 Empire merged with West Coast. Timetable and routes (above) were effective in March 1953. All flights operated at that time with Douglas DC-3's.



FAST, FREQUENT SERVICE

TIMETABLE

EXPANDING IN THE PACIFIC WEST  
WASHINGTON, IDAHO, OREGON,  
CALIFORNIA AND NOW UTAH!

More  
Albany  
OGDEN  
LOGAN  
SALT  
LAKE  
CITY  
CHALK

**WEST COAST AIRLINES**  
Now Serving Logan, Ogden  
and Salt Lake City

EFFECTIVE SEPT. 1, 1959

FAST, FREQUENT SERVICE

PROP-JET SERVICE  
AT NO EXTRA FARE!

More  
Albany  
BELLINGHAM  
CITY  
REARY  
GREAT FALLS  
KAMISILLI  
KAMISILLI

**WEST COAST AIRLINES**  
Now Serving 62 Cities in  
the Great Pacific West

EFFECTIVE OCT. 25, 1959

FAST, FREQUENT SERVICE

PROP-JET SERVICE  
AT NO EXTRA FARE!

**COMING SOON!**  
Direct Service to  
**CALGARY**  
via  
**WEST COAST AIRLINES**  
May 27. \*

**WEST COAST AIRLINES**  
Now Serving 62 Cities in  
the Great Pacific West

EFFECTIVE APRIL 24, 1960

**WEST COAST AIRLINES**

INSTANT TIMETABLE

**WCA**

**West Coast Airlines**  
Instant Schedule • Effective April 28, 1963

FLIGHT NO.	CLASS OF SERVICE	AIRCRAFT	FREQUENCY	773	263	781	973
				A	A	A	F
				PROP	PROP	PROP	JET
				JET	PA	JET	DC-9
				Ex Su	Ex Su	Ex Su	Ex Su
Lv PULLMAN MOSCOW	MST	Lv	8 20				
Lv CALGARY		Lv					
Lv GREAT FALLS		Lv					
Lv KALISPELL		Lv					
Lv COEUR D'ALENE	PST	Lv					
Ar SPOKANE		Ar					
Lv SPOKANE		Lv	8 20			9 40	
Ar WALLA WALLA		Ar					
Lv WALLA WALLA		Lv					
Ar PASCO KENNEWICK RICHLAND		Ar					
Lv PASCO KENNEWICK RICHLAND		Lv				10 45	
Lv EPHRATA MOSES LAKE		Lv					
Lv WENATCHEE		Lv					
Ar YAKIMA		Ar					
Lv YAKIMA		Lv					
Lv PORT ANGELES		Lv					
Ar SEATTLE (Boeing Field)		Ar	8 57			11 20	11 15
Lv SEATTLE (Boeing Field)		Lv					
Lv TACOMA		Lv					
Ar OLYMPIA		Ar					
Lv ABERDEEN HOQUIAM		Lv					
Lv ASTORIA SEASIDE		Lv					
Ar PORTLAND		Ar					
Lv PORTLAND		Lv					
Lv SALEM		Lv					
Lv CORVALLIS ALBANY		Lv					
Ar EUGENE		Ar					
Lv EUGENE		Lv					
Ar BEND REDMOND		Ar					
Lv BEND REDMOND		Lv					
Ar NORTH BEND COOS BAY		Ar					
Lv NORTH BEND COOS BAY		Lv					
Ar ROSEBURG		Ar					
Ar MEDFORD		Ar					
Lv MEDFORD		Lv					
Ar KLAMATH FALLS		Ar					
Lv KLAMATH FALLS		Lv					
Lv LAKEVIEW		Lv					
Ar BURNS		Ar					
Ar BOISE	MST	Ar					
Ar SACRAMENTO	PST	Ar					
Lv SACRAMENTO		Lv					
Ar SAN FRANCISCO		Ar					

**WEST COAST AIRLINES**

TIMETABLE  
EFFECTIVE  
DECEMBER 1, 1966

Timetables from 1959-1960 illustrating early service with the Fairchild F-27. In the latter half of 1959, service was added at San Francisco, Salt Lake City, and into northern Montana. Flights to Calgary were introduced in Spring 1960.

New timetable cover designs (left and center left) from 1962 and 1963 respectively. In 1964 West Coast was granted nonstop Spokane-Seattle service. On September 26, 1966, West Coast inaugurated DC-9 jet service at Seattle, Spokane, San Francisco, Portland, Yakima, Walla Walla, and Eugene. In July of 1966 West Coast had introduced Piper Aztec Miniliner service to Roseburg, Eugene, Sun Valley, Burley, and Twin Falls.

EFFECTIVE SEPTEMBER 1, 1960

**WEST COAST AIRLINES**

NOW SERVING  
**SUN VALLEY**  
IDAHO

OVER 14 YEARS EXPERIENCE  
SERVING THE  
**PACIFIC WEST**  
CONNECTING OVER 60 CITIES

**WEST COAST AIRLINES**

Fly the Jet-Powered F-27  
**CROSS-STATE COMMUTER**  
SEATTLE-SPOKANE  
via  
Wenatchee  
Each Weekday Afternoon

OVER 14 YEARS EXPERIENCE  
SERVING THE  
**PACIFIC WEST**  
CONNECTING OVER 60 CITIES

EFFECTIVE JANUARY 3, 1961

**WEST COAST AIRLINES**  
SYSTEM TIME TABLE

SERVING MORE THAN SIXTY CITIES IN SIX  
GREAT WESTERN STATES AND CALGARY CANADA

FLIGHT SCHEDULE

**WCA**  
WEST COAST AIRLINES  
EFFECTIVE APRIL 28, 1963

NOW  
**MORE Prop-Jet SERVICE**

BETWEEN ... Portland, Pasco, Walla Walla, Spokane • Spokane, Boise, Salt Lake City • Seattle, Yakima, Pasco, Spokane • Seattle, Port Angeles, Bellingham

**WEST COAST AIRLINES**

**AIR WEST**

Flight Schedule  
Effective July 1, 1968

George Cearley currently has available the following books:

- 1) Atlanta Airport \$ 22.00
- 2) Boeing 707 & 720 19.00
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- 5) Eastern Air Lines 19.00

Prices include postage and handling charges for U.S. orders only. Inquire about prices for Canadian and overseas orders and regarding any other titles which may be available at the time of publication of this article.

Order from:  
George W. Cearley, Jr.  
P. O. Box 12312  
Dallas, TX 75225



Flights to Sun Valley, Idaho, were inaugurated late summer 1960, and later that fall a Seattle-Spokane service via Wenatchee was begun. Spring 1962 timetable at right features Space Needle at 1962 Seattle World's Fair.

Last West Coast timetable prior to merger of Bonanza and West Coast into Pacific Air Lines (which then changed its name to Air West).

First Air West timetable following the merger of Bonanza and West Coast into Pacific.

# POST CARD CORNER

## Vickers Viscount Golden Oldies

by WILLIAM DEMAREST

Despite continued financial losses in the airline industry, our friends in the public relations departments of those same airlines, as well as the commercial publishers of airliner postcards, continue to issue new cards. In the past four months, I have received a large number.

### Golden Oldies

This issue features various airline issues showing the Vickers Viscount propjet from Britain. Sadly, very few examples of the 444 built are still flying today. That is why I hope you'll like this small selection.

Once again, I am asking you to drop me a line or send me a photocopy of any new airline-issue postcards you find in your region of the world or on your travels. It is very difficult to keep track of everything all by myself.

Finally, I would like someone to take over the postcard column. I am starting graduate school at the University of Miami to obtain a Master's degree in International Business and I will be very busy for the next two years with school, work and business travel. I will continue with the column for as long as I can, but I don't know how long that will be and I do want to safeguard its future. Anyone who is interested, please write or call Joop or me. Thank you.

With best wishes from Miami.



PINGU fliegt Swissair



DALLAS LOVE FIELD

### EASTWEST AIRLINES

Bitte buchen Sie Ihren Flug bei:  
EASTWEST AIRLINES  
Bünderslebenstr. 100  
D-99092 Erfurt  
Tel.: 0361 210-550  
Fax.: 0361 210-5510

Passenger: 30/33  
Frachtwerk: Pratt & Whitney Canada  
PW-119B, 2x 2.100 PS (shp)  
Reisegeschwindigkeit: 620 km/h

**Dornier 328**  
The New Generation Regional Airliner



### THE QUEEN OF THE SKIES

Air India's magnificent new Boeing 747 DASH 400. Not just the largest, most sophisticated, ultra-long range commercial jetliner in the world but also the most advanced in passenger comfort and amenities.

KEY:  
DR - drawing NC - new clrs  
FL - facing left OV - oversize  
FR - facing right PB - plain  
GR - on ground \back  
HO - head on R - regular  
IF - in flight \size  
LN - landing TO - take off  
MO - model

### AIR HOBBY

- 15 - Air Vitkovice L-410
- 16 - SAS DC3
- 17 - CSA TU-154M
- 18 - Air Vitkovice L-410

### AVIATION CENTER POSTCARD

- 19 - Pan Am B727-235
- 20 - Pan Am B727-221
- 21 - Pan Am B707-321B

### AVIATION COLOR PHOTO

- S-025 Muse Air DC9-51

**AVIMAGE**  
3 Rue Jules Verne  
92800 Puteaux  
FRANCE

- 217 - Transcarga L-188F
- 218 - Euralair B737-200
- 219 - Susquehanna Airlines DH-114
- 220 - Tower Air B747-100
- 221 - South African Airways DC3
- 222 - UTA B747-400
- 223 - Finnair A300

With special thanks to Manuel de Alba, Bryan Cameron, Howard Grant and William T. Fain

# LUXAIR

Lignes aériennes luxembourgeoises

BOEING 737-400  
RAYON D'ACTION MAXIMAL 3 610 KM  
VITESSE MAXIMALE DE CROISIERE 806 KM/H  
ALTITUDE MAXIMALE DE CROISIERE 37 000 PIEDS

**Zambia Airways**  
Twice weekly DC10  
Overnight services between  
London and Lusaka  
A Pleasure in the Skies



### AIRBUS A 300

Constructeur: AIRBUS INDUSTRIE  
2 turboréacteurs - 314 places  
Vitesse de croisière: 930 km/h

- 224 - Royal Air Maroc B747-200
- 225 - Transavia B737-300
- 226 - Rich International L-1011
- 227 - Virgin Atlantic A340
- 228 - Command Airways ATR-42
- 229 - Air Vanatu B737-400
- 230 - Egyptair A320
- 231 - Kuwait Airways A320
- 232 - Air Transport Pyrenees Beech
- 233 - Vietnam Airlines A320 King Air
- 234 - All Nippon L-1011
- 235 - TAMPA DC8-71F
- 236 - Faucett L-1011

### COLLECTION VILAIN

- G-51 Finnair Caravelle 10B
- G-52 Brain & Brawn Argosy 101
- G-53 Air Martinique Caravelle 6R
- G-54 Aeromexico DC10-30
- G-55 Air Berlin B737-210
- G-56 Air Algerie DC8-63

- G-57 Egyptair DC8-62
- G-58 Lan-Chile B707-351C

### DENNIS PRINT & PUBLISHING

- C079698L - SAS B767-300
- C079699L - Delta L1011-250
- C079700L - EI AI B767-200ER

### FRED HEMS POSTCARDS

P.O. Box 4  
Feltham TW14 9JH  
England

### COLLECTION VILAIN

- FH-23 Aeronica B707
- FH-24 Azerbaijan Airlines B727-200

### J J POSTCARDS

- 284 - North American MD83
- 285 - Sabena B737-229C
- 286 - Palair Macedonian F28-4000

### CARL J. McQUAIDE AVIATION POSTCARDS

- 18 - East Midlands International Airport with British Midland DC
- 19 - Birmingham International Airport with Aer Lingus A330

287 - ALAK Airlines TU-154M  
 288 - Dragonair A320  
 289 - Olympic B737-284  
 290 - Sultan Air B737-367  
 291 - Uzbekistan Airways A310  
 292 - Avianova ATR-42-300  
 293 - Air France/Air Littoral CL600  
 Regional Jet  
 294 - Croatia Airlines ATR-42  
 295 - Vardar Bosnaair Yak-42D  
 296 - China Northwest Y7-100  
 297 - Pelita Air DHC-7  
 298 - Kampuchea Airlines TU-134A  
 299 - Australian Airlines B737-376  
 JOHN HINDE LTD  
 2GY 128 - Aurigny Trislander

2GY 129 - Air UK F27  
 2GY 130 - Jersey European F27  
 MANCHE POSTCARD  
 P.O. Box 1346  
 Sao Paulo  
 Brazil  
 M-85 SADIA Dart Herald  
 M-86 Cruzeiro B727-25  
 M-87 Clube Nautico DC3  
 M-88 Pantanal ATR-42  
 M-89 Varig 9737-2C3  
 M-90 Transbrasil B767-3Y0ER  
 M-91 Avianca B757-236  
 M-92 TAM Fokker 50  
 M-93 Fast Air DC8-71F

PETER RENTZSCH POSTCARDS  
 03/94a - Faucett L-1011  
 03/94b - VARSA B737-200  
 03/94c - Air Columbus B757-236  
 04/94a - Vnukovo Airlines IL-86  
 04/94b - Ural Avialii IL-18  
 04/94c - Daallo Airlines IL-18  
 05/94a - Americana Peru B727-23  
 05/94b - Imperial Air TU-134A  
 05/94c - Aero Tumi AN-32B  
 01/02 - 94a AeroRepublic  
 Colombia B727-46  
 01/02 - 94b SEC Colombia  
 Caravelle 10B3  
 01/02 - 94c L.A. Suramericanas  
 Caravelle 10B3

PLANE VIEWS  
 P.O. Box 1164  
 Clackamas, OR 97015  
 PV-066 Horizon Air DO-228  
 PV-067 Continental Express ATR-72  
 PLANECARDS UK  
 12 - Airworld A320  
 SKLINER CARDS  
 137 - Royal Swzai National Airways Fokker  
 138 - Midway Airlines Fokker 100 100  
 139 - Air West Fokker F27-200  
 140 - Royal Brunei Airlines Fokker 50

GOLDEN OLDIES  
 THE VICKERS VISCOUNT

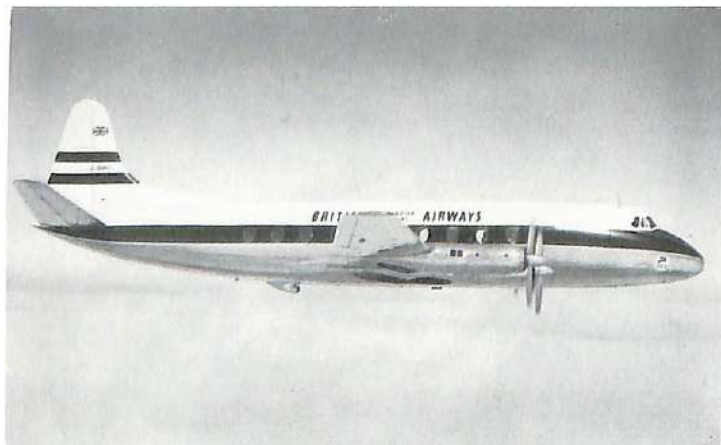


CAPITAL AIRLINES BEGAN SERVICE WITH THE BRITISH VICKERS VISCOUNT 26 JUL 55 WITH THREE WASHINGTON - CHICAGO FLIGHTS A DAY, TWO OF THESE NONSTOPS. THE VISCOUNTS REPLACED THE CONSTELLATION AND WERE AN IMMEDIATE SUCCESS. CAPITAL'S FIRST THREE VISCOUNTS WERE V744 MODELS (SHOWN), LEASED FROM THE MANUFACTURER FOR CREW TRAINING IN PREPARATION FOR DELIVERY OF 60 V745 MODELS. THEY SOON OPERATED ON THE ENTIRE NETWORK, AS FAR SOUTH AS MIAMI.



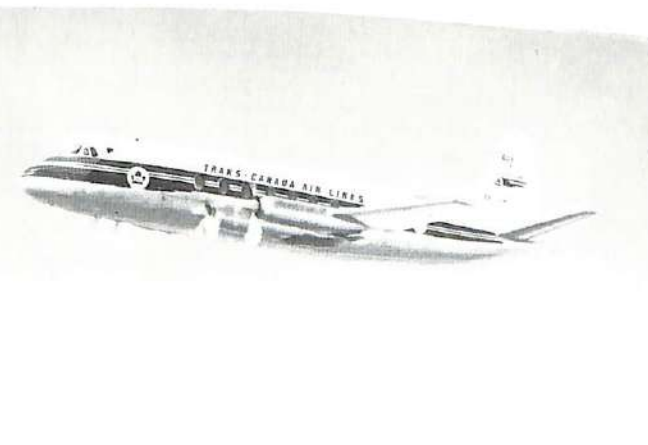
The Viscount is the world's first turbo-prop airliner. Four powerful Rolls-Royce engines give the Viscount swiftness with the highest degree of silence and smoothness.

VISCOUNT FUN FLIGHTS  
 THE NEW EXCITING WAY  
 TO FLORIDA  
**Capital**  
 AIRLINES



**BRITISH WEST INDIAN AIRWAYS VISCOUNT**  
 The Luxury propeller-turbine airliners that link the Caribbean year-round vacation wonderland—only hours away by B.W.I.A.

LEFT: BRITISH WEST INDIAN AIRWAYS OPERATED FOUR V.702 AND FOUR V.772 IN THE CARIBBEAN AND SOUTH AMERICA FROM SUMMER 1955. MANUFACTURER'S DEMONSTRATOR G-AMAV, Msn.3 SHOWN IN B.W.I.A. COLORS SEP 55.



RIGHT: TRANS-CANADA AIR LINES PAVED THE WAY IN NORTH AMERICA FOR THE VISCOUNT, BUYING 51 (15 V.724 MODELS =CF-TGW, Msn.70 SHOWN= AND 36 V.757) FOR ITS DOMESTIC AND U.S. SERVICES.



ABOVE: ARTIST'S IMPRESSION OF CUBANA V.755D OVER HAVANA HARBOR. CUBANA HAD THREE FROM MAY/JUN 56 FOR ITS SERVICES TO MIAMI AND MEXICO CITY. THREE V.818 WERE DELIVERED IN 1958/59.

RIGHT: NORTHEAST AIRLINES ORDERED 10 V.798D IN JUL 57. THESE WERE PART OF A BATCH OF 15 V.745D THAT HAD BEEN CANCELLED BY CAPITAL AIRLINES DUE TO ITS FINANCIAL TROUBLES. THE FIRST WAS DELIVERED TO NORTHEAST IN AUG 58.

BELOW: VISCOUNT OPERATIONS IN EAST AFRICA STARTED IN MAY 57 WITH THE DELIVERY OF THE FIRST OF FIVE V.748 TO CENTRAL AFRICAN AIRWAYS OF RHODESIA (NOW ZIMBABWE). BESIDES REGIONAL SERVICES, THEY ALSO OPERATED THE LONG-HAUL 'ZAMBESI' SERVICE FROM SALISBURY (NOW HARARE) TO LONDON, ENGLAND. THREE MORE V.700 SERIES WERE ACQUIRED IN LATER YEARS.



Swift, s-m-o-o-t-h Rolls Royce Viscounts are an important feature of Cubana Airlines' superb service. Cubana routes radiate from Havana—encompass destinations such as New York, Miami, Mexico City, Haiti, Nassau, Bermuda, the Azores, Portugal and Spain.

Los ultramodernos aviones Viscounts, veloces y sin vibraciones, son un factor importante del magnifico servicio de Cubana de Aviación. Las rutas de Cubana irradian de La Habana, abarcando los destinos de New York, Miami, Ciudad México, Haití, Nassau, Bermudas, Islas Azores, Portugal y España.

"During the first six months of 1959 Northeast Airlines Inc. increased its passenger miles by more than 35% and total revenues more than 41% over the comparable period for 1958, representing, it is believed, the greatest relative growth in traffic and revenues in the domestic air transport industry. A large portion of this growth was due to the success of Northeast in penetrating with jet-prop Viscount aircraft the high density markets between Boston, New York, Philadelphia and Washington."

Note from Atlas Corporation Mid Year Report :



One of a series of cards depicting the Vickers Viscount in various Airline colours.



Vickers-Armstrongs (Aircraft) Ltd Weybridge Surrey England  
 Printed in England

AER LINGUS VISCOUNT AIRLINER AT DUBLIN AIRPORT  
**AER LINGUS**  
 IRISH AIR LINES



AER LINGUS OF IRELAND BEGAN VISCOUNT SERVICES MAR 54 WITH FOUR V.707 ON ITS MAJOR EUROPEAN SERVICES. THEY REPLACED DC-3s. THE AIRLINE'S THIRD, EI-AFY, Msn.32 'BREANDAN/ST.BRENDAN' IS AT DUBLIN AIRPORT.

LUFTHANSA WAS LATER THAN MOST MAJOR EUROPEAN AIRLINES IN ADOPTING THE VISCOUNT. ITS FIRST, D-ANUN, Msn.338 (SHOWN) WAS DELIVERED IN OCT 58. LUFTHANSA BOUGHT 11 V.814 IN ORDERS OF SEVEN, THREE AND ONE.



LUFTHANSA **Viscount**

# STICKER CHATTER

by DON THOMAS

## WEST COAST was first with F-27

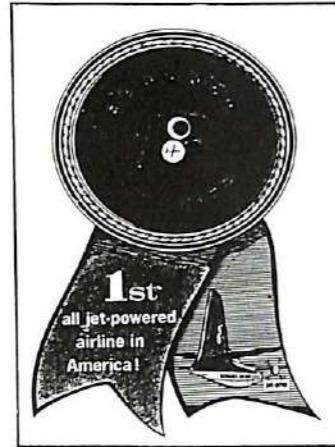
I begin this column with three Bonanza Airlines labels. Two are red and blue on white (#1 and #2) and the freight label (#3) has a red background with black-and-white logo and F-27 and DC-9.

The Empire/Piedmont label (#4) was issued when Empire merged with Piedmont on 01 MAY 86. The tails on the label are those of the Fokker F-28, which was in service with both airlines at the time.

West Coast Airlines had this sticker with a golden bird on a blue background (#5). Another WCA sticker (#6) boasts WCA was the first airline to fly the F-27 (on 27 SEP 58).

It is too bad I don't have my large label collection anymore. I used to be able to supply a complete run of labels for any airline.

I have sad news to report. FRED WELLMAN, president of AFA and a dedicated collector and student of labels, as well as of timetables, postcards, Lindberghiana, and of Amelia Earhart collectibles, died in late September after a long battle with cancer. Although I had written an obituary for his father, the pioneer collector Earl Wellman of Brookfield, Illinois, I never imagined that I would write one for his son. Fred took over the Jack Knight Air Log and AFA News after his father had passed on and he was active in the pending merger of the AFA and the American Air Mail Society. He drove many thousands of miles to attend postage stamp shows and airliner conventions and always had tables at our Airliners International conventions. He is survived by his wife Jean, a



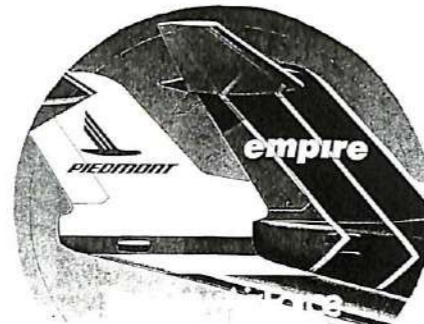
#1



#2



#3



#4



#5



#6

brother in Tampa, a sister in Alabama and his mother in Florida. He will be sorely missed by his friends.

A member in Chile (his signature is difficult to decipher) sent in a rare label made especially for a "Great Competition" sponsored by LAN Chile and LADECO (#7) for a sales competition against U.S. airlines. He also sent samples of the stickers that are used to accumulate frequent flyer mileage on LADECO (#8).



#7



#8



#8



#9

In the past year the rare American Airlines Hindenburg label (#9) has been offered frequently across the country, often in multiple lots. This invariably raised the question of where they came from, especially since many of these were definitely of a different printing than the standard rare label as known for the past 50 years. The ones in question are of a paler shade of red and are easily recognizable. A flyer from Walter F. Weisman, Jr. of Ohio, says he was employed in the reservations office of American Airlines in New York and immediately after the Hindenburg disaster (on 06 MAY 37 at Lakehurst, NY) he picked up a quantity of these labels. He suggests that when you affix these labels to your luggage, to cover them with a light coat of spray varnish for protection! For labels which have been selling for more than \$100 each as Zeppelin rarities, this is amazing advice which I do not recommend you follow. I understand that some of these labels being sold are undoubtedly genuine. Others are in question because of the different color. The owner says both types were mixed together, which seems improbable.



#10

ANNE MALM of the International Airline Stewardess Historic Museum of Sweden contributed this sticker from SAS Commuter. It shows a new Fokker 50 in white against a landscape background scene (#10). The SAS logo and colors are at the bottom.

KEITH A. GRIFFITHS of New Zealand sent in three types of NZ BILs which we have previously shown, and a new BIL from Ansett New Zealand (#11). It is in dark blue on white.

The many colors on this Royal Nepal Airlines 757 label (#12) makes it an attractive item. The colors are red, white, blue and gray (for the background).

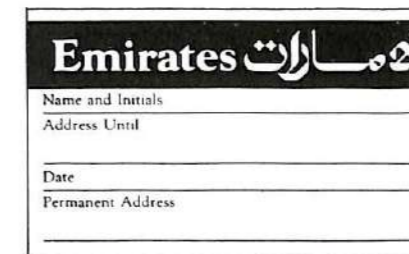
This 60th anniversary Widerøe label (#13) came from FRANK LICHTANSKI. It shows the airline's Dash 8 ready for take-off. Colors are black and green on gold, among others. The other labels Frank sent in are all labels from helicopter manufacturers, not airlines, so we do not catalog or illustrate them.



#13



#14



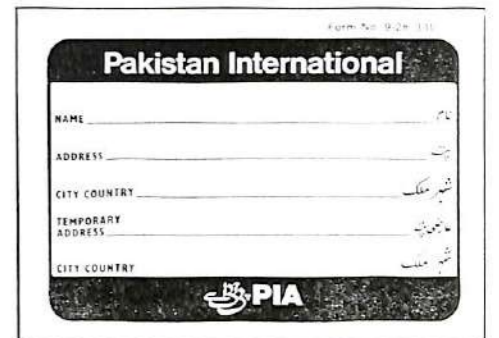
#17



#11



#12



#15



#16

Can't get into everything. The Air Transport Label Catalog is too big now.

Also from Frank came some new BILs from his recent trip to Europe. Widerøe (#14) and Pakistan International (#15) are green on white. Yemenia Yemen Airways (#16) comes in very dark blue on white (with a red crescent through the logo), Emirates (#17) is red on white,

Adria Airways of Yugoslavia (#18) in blue and green on white, Cathay Pacific (#19) in dark green on white and Virgin Atlantic (#20) in red and gray on white.

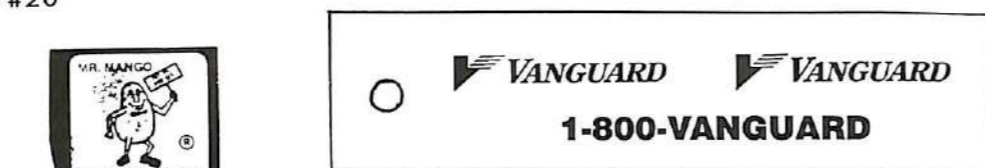
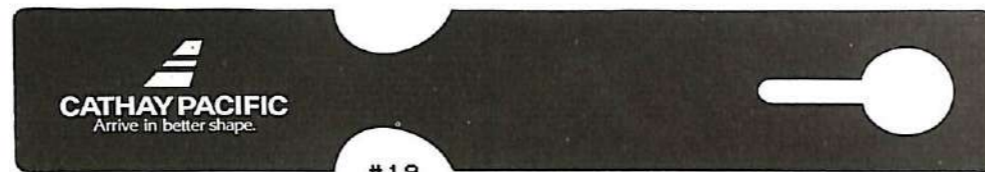
From TERRY ANDERSON of Independence, Missouri, came this BIL of Vanguard Airlines (#21). It is in black on white.

We are all collectors and as such many of us have the urge to collect anything that comes in a variety of shapes and colors, especially if it is inexpensive. How about produce labels? These little seals (#22) come on fruit and vegetables at your favorite supermarket. No, I am not going to add these little seals to my column on a regular basis. Just this once, to show you a different kind of collectible that is readily available.

Women do most of the food shopping, but when a man is single or for other reasons has to do some of it, he can't fail to notice these little seals. Bananas, for instance, have labels from Colombia, Costa Rica, Guatemala and soon under the Chiquita and several other brand names. As a packrat who is attracted to anything that is continuously collectible, I have been pasting them in a little book, but I don't know what to do with the book when it is filled. Now I find I am not alone. There is a publication, named "PLEASE STOP SNICKERING", which illustrates and writes about these seals. The small membership pledges to trade only, not to buy or sell. A sample bi-monthly newsletter will be sent to any of you closet collectors for the asking. Write to K.H. Foster, 4113 Paint Rock Drive, Austin, TX. 78731-1320. At least, collecting these things costs nothing, but it satisfies a packrat's hunting instinct for something new. And new ones appear every week.

**TOP RIGHT:**  
WEST COAST AIRLINES OF SEATTLE, WASHINGTON, WAS ENTITLED TO BRAGGING RIGHTS FOR BEING THE FIRST AIRLINE TO PUT THE F-27 INTO SERVICE (ON 27 SEP 58). WCA BECAME PART OF AIR WEST IN MAR 68. N2701, Msn.3 WAS WCA'S FIRST, DELIVERED ON 21 JUL 58.  
(Fairchild photo)

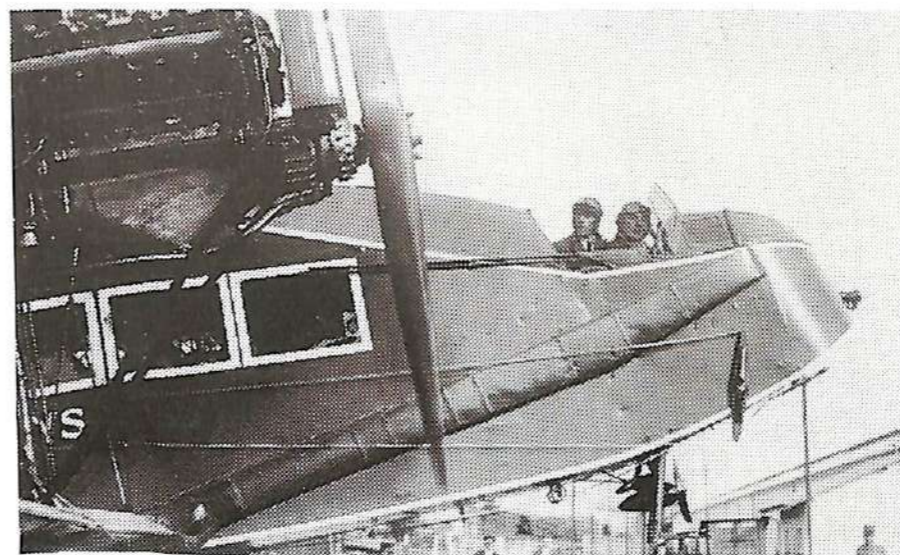
**BOTTOM RIGHT:**  
EMPIRE AIRLINES OPERATED FROM UTICA/ROME, NY. ITS FLEET INCLUDED NINE FOKKER F.28/4000 WHEN IT MERGED WITH PIEDMONT ON 01 MAY 66. N110UR, Msn.111B2, WAS DELIVERED ON 22 APR 62. IT IS SEEN HERE AT NIAGARA FALLS, NY ON 17 JUL 83. EMPIRE COLORS WERE (FROM FRONT TO BACK) RED, ORANGE AND AN ORANGE/YELLOW.  
(Joop Gerritsma photo)



## WINGS & THINGS

by RICHARD KORAN

# 75 Years of Imperial Airways



### IMPERIAL AIRWAYS

Handley Page W.10 of Imperial Airways. A giant in its day, the twin-engine aircraft carried 16 passengers to meet Imperial's need for more capacity than the 12 seats in the W.8. Four W.10 were ordered and all entered service on the London to Paris route with the start of the summer schedule, 01 APR 26. One was lost in the English Channel on 21 OCT 26, without loss of life, but seven passengers

and crew were drowned when another W.10 was lost on 17 JUN 29, also in the English Channel. The other two W.10 were withdrawn from service in late 1933. It seems the pilot in the photo at right is the same as the one on the left in the photo above. Is it Captain Gordon Percy Olley? Both photos are from his estate. Can anyone confirm the identity of this pilot?

As my wife Diane's sister, Carol Moore and her daughter Karen were leaving the BA 747 at Detroit Metro Airport after a vacation in Britain, Carol picked up a copy of The Times newspaper with an insert on British Airways, 75 years, 1919-1994.

Since most of our readers won't have access to this insert, I have the opportunity to put out some good words about BA, based on the insert. JAMES CROALL is the scribe "on the courageous pioneers who laid a flight path to success, High-flyers of a new industry".

"From the moment on the morning of August 25, 1919, when a converted First World War bomber took off from the rough turf of Hounslow Heath and headed for the English Channel, the world's first scheduled international air service was on its way. So, in a sense, was the whole of the present air transport industry.

"For the pioneer British airlines, life was one long battle against bankruptcy. Passengers were few, the public was sceptical, the government indifferent. Only the rich and the brave paid about £20 for the privilege of being shoehorned into a kind of wood-and-canvas dog kennel behind the pilot.

"Pioneer pilots were tough and self-reliant. With no aids but a compass, they found their way

to Paris, when all else failed, by reading (the names of) railway stations painted on the roof. They found their way home again by following the course of the Thames and counting the bridges. One pilot with engine trouble made 17 forced landings on a single trip to Paris, arriving quite unruffled.

"In 1924, the Government finally accepted that British civil aviation could not survive without help. Four rival companies merged into the grandly-named Imperial Airways. Pilots reluctantly shed their oil-stained tweeds for blue-serve uniforms. Multi-engined airliners such as the Armstrong Whitworth Argosy and the deHavilland Hercules began to appear. One pioneer British airline had hired very small youths, dressed them in page boys' uniform and put them on the aircraft as cabin attendants, but even the shortest boy was too tall to stand up. It was the late 1920s before the first white-coated Imperial Airways attendants serving real food, appeared.

"They were all male; the first British stewardesses were nearly 20 years off.

"The British Empire girdled the globe, and the airline set out to serve it. By 1929, Imperial Airways had reached India. South Africa was reached in 1931 and Australia in 1935.

"Imperial Airways did much to contribute to the legend of flying as a romantic adventure. At

**IMPERIAL AIRWAYS**

Imperial Airways pilot wing from the estate of Captain Gordon Percy Olley, one of the pilots who joined the airline when it was formed in 1924. This is the metal "Tropical" version of the wing. It is gold over brass with two lugs on the back with a large pin for wear.



On 29 MAY 94 British Airways celebrated the 60th anniversary of the first air mail between Inverness and Kirkwall in Scotland in 1934. On 29 MAY of that year, Highland Airways carried the first regular British internal air mail. More than 2,000 letters were carried from Inverness to Kirkwall in DH-84 Dragon G-ACCE flown by Capt. E.E. Fresson. The service operated every week-day. BA flew the 60th anniversary mail in deHavilland DH-89 Rapide G-AIYR (background). Its invited guests, however, enjoyed modern-day comfort as they made the commemorative flight in an ATP propjet. Shown for the anniversary flight are, from left: the Mayor of Kirkwall; British Minister of Aviation Lord MacKey; Fresson Trust president Peter Clegg (ex-DanAir); Inverness Mayor Bill Fraser (in ceremonial coat); Royal Mail representative Roy McClellan; NASA astronaut John Young; Mr. MacPherson of the Highlands and Islands Council, and Sir Frank Kennedy, chairman of British Airways Scotland.



**BRITISH AIRWAYS**

fuelling stops, gentlemen were expected to help pass the petrol cans. Early pilots crossed the trackless deserts of the Middle East by following a gigantic furrow ploughed in the sand. Night flying was taboo, and at sunset, Imperial Airways flying boats settled on the Nile like waterfowl. Passengers slept in tents or rest-houses. At Rutbah Wells, in the Iraqi desert, airplane and passengers spent the night under armed guard in a fort.

"Two aircraft above all others carried the Imperial Airways Speedbird emblem half-way around the world. The Handley Page HP42 was the last of the great biplanes, a flying galleon which had a tendency to take off like a kite in high winds. But it was also the first true luxury airliner and its carpeted interior, with pink silk lampshades, gave thousands of passengers their first taste of flying. Imperial Airways offered sight-seeing 'tea flights' over London to promote its services.

"The Short C-class, the famous Empire Flying Boats, were the anti-thesis of the stately biplanes. Sleek, all-metal four-engined monoplanes, they were ordered off the drawing board in 1934 to cope with the expected demands of the Empire Air mail Scheme. They were the backbone of the pre-Second World War network and to those who flew in them, as passengers or crew, they were the greatest aircraft ever built. They and their descendants served British aviation faith-

fully for almost two decades. "The last and greatest prize for Imperial Airways remained just beyond its reach: the commercial conquest of the North Atlantic. The will was there, but not the aircraft. Many experimental crossings took place, using modified Empire flying boats, but despite many stop-gap ideas like in-flight refuelling, no British aircraft could carry commercial passengers across the Atlantic. Before a planned fleet of bigger G-class flying boats with transatlantic range could enter service, the Second World War broke out.

"In 1936 a privately-owned rival emerged. It was called British Airways, and concentrated on European services. Faced with the need to support two separate companies, and with the threat of war in which civil aviation would be vital, the Conservative Government decided in 1939 to create the first British Overseas Airways Corporation - BOAC.

"From the days of the stick-and-string pioneers to those of the sleek Ensign landplanes and Empire flying boats was barely 20 years. Imperial Airways itself had lasted little more than 15. Yet upon the firm foundations laid in those brief years, the present British civil aviation industry was to be built in the years that lay ahead."

Last July, a fellow by the name of JAMES R. MUNDY from Ohio wanted to know something about what might be a very nice wing badge ... of course, a few fellows and gals might take a crack at that badge since it is one of the rarest wings. He addressed a letter to one of the better wing folks, J. DUNCAN CAMPBELL of Harrisburg, Pennsylvania. Mr. Mundy is searching for information on wings worn by the early Air Mail pilots (1917-1928).

"I have recently seen a photo of these wings, which depicted a U.S. in the center, the word Pilot at the top and Aerial Mail on the bottom. The reverse side of the wings were marked BB Co. and the word bronze.

"I understand that BB stands for Bastion Bros, I believe originally from Rochester, N.Y. (Dick Koran: Yes!)

"1. Were Bastion Bros. the only manufacturer of these wings? (DK: Unknown to me.)

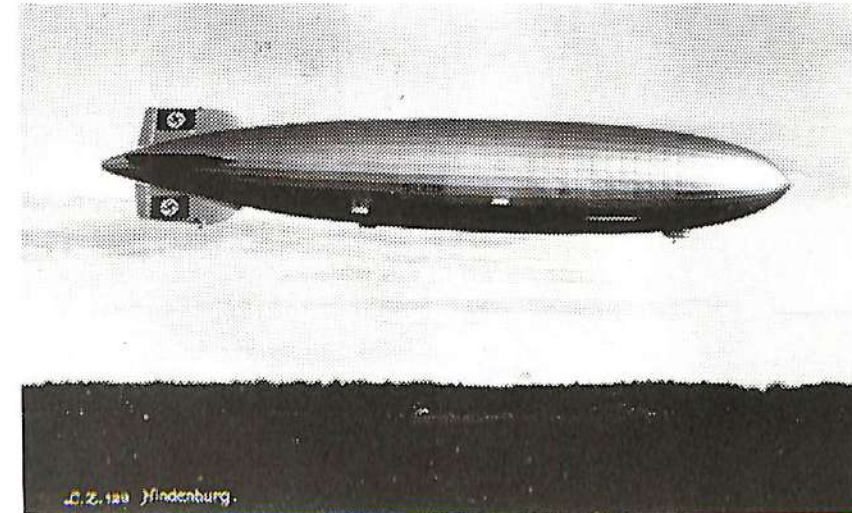
"2. The pin in the photo I saw, opened 180 degrees. Is this correct? (DK: That would have nothing to do with whether or not the badge is genuine.)  
 "3. Are these wings being replicated by anyone? (DK: I don't know.)  
 "4. What is the approximate value of these wings? (DK: I don't know.)  
 "Any help you can offer on the above questions will be greatly appreciated.

Sincerely,  
 (Jim Mundy)

The saga of these wings continues right along. Mr. Mundy then responded with some other information as far as the photos go. Then a friend of his contacted me about the wings and he said Mr. Mundy had had an opportunity to purchase them for - are you ready for this? - \$2,700.  
 "My friend did not purchase the wings. They were too expensive and he doubted their being authentic."

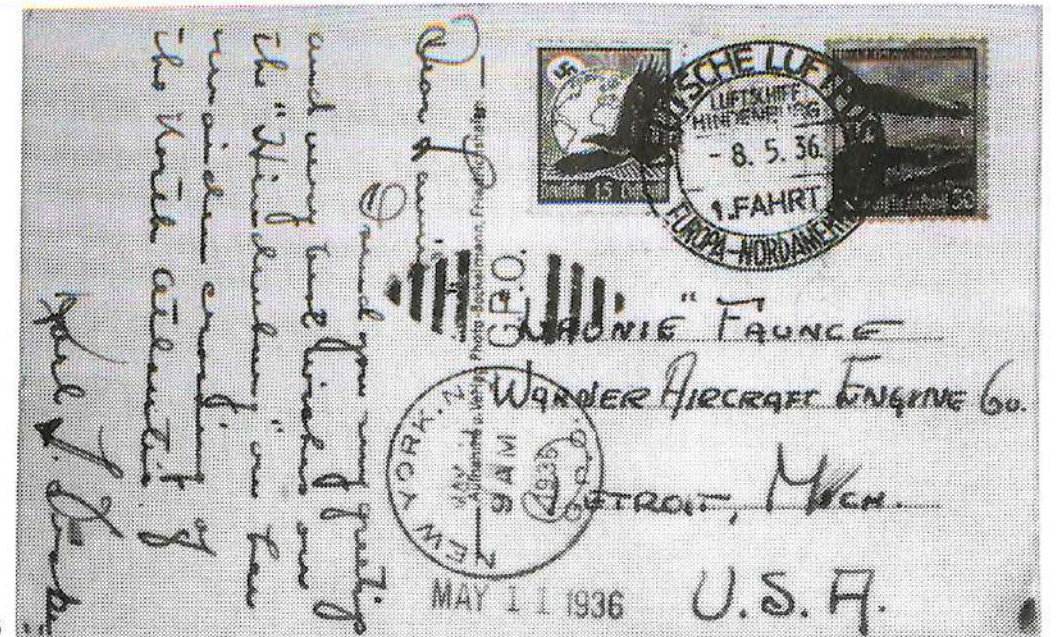
**DINTY MOOR (MOORE?)**

Dinty Moor (or Moore?) in front of a Sikorsky S-38C >> of American Airways. Ribbon around his hat, just above the visor, reads "American Airways" The photo was probably taken in mid-1933. Information about Dinty would be greatly appreciated.



**The HINDENBURG**

Karl L. Kiske mailed this B&W postcard on board the Zeppelin L.Z.129 Hindenburg on 08 MAY 36 during its first crossing of the North Atlantic. It was addressed to Lonnie (misspelled Launie) Faunce, of the Warner Aircraft Engine Co., Detroit, Mich, U.S.A. and was cancelled by the post office at New York at 9 a.m. on 11 MAY as proof of arrival, before being forwarded to Detroit. Kaske wrote: "Dear Launie, I send you my greetings and very best wishes on the 'Hindenburg' on her maiden crossing of the North Atlantic."



DETROITERS COLLECT, the 10th Exhibition, 18 NOV 94 through 09 JAN 95, at the Detroit Public Library, was a success. The outstanding exhibition was available to those who like different things and other items from the past and, perhaps, the future. This outstanding exhibition was on view in Adam Strohm Hall and featured a wide variety of books, manuscripts, autographs, graphics and memorabilia from 15 individual collectors in the metropolitan Detroit area, including myself.

Our friends from Pakistan, Captain Muslim S. Shah, his son Saad Shah, Joe and Sally Wolf, Joe Jr., along with Diane Koran and our faithful followers, Shannon and Julie, were ready to visit the show. But this was the evening of the BIG program of the Quiet Birdman (of retired pilots) and I had to leave after half an hour or so to make the QB get together that Monday night.

But before I had to take my leave to go to my QB "bash", we took time to see what the girls had done with my wings in the large glass and wood display cases at the library as they kept

### PAKISTAN INT'L AIRLINES

Pakistan International Airlines is the flag carrier of Pakistan and was established by the government in 1951. Services started in 1955 when the airline acquired and replaced privately-controlled Orient Airways, formed in 1946.



One of Capt. Shah's shoulder epaulets, showing the four stripes and captain's star. The background is black, with gold trim.



Hat badge from Capt. Shah. It is black with fine yellow/gold thread. I see a silk-like material behind the initials PIA at the bottom of the badge. This badge is sewn to the hat above the visor.



PIA operates scheduled passenger and cargo services. Capt. Muslim S. Shah has flown all over PIA's routes, including to Europe and into the USA via JFK International Airport. Capt. Shah flies the 747 mostly when he comes to the U.S. He presented this wing to me when we were at the 10th Detroiters Collect Exhibition (see main text). The back of this wing says "NIZAMI ENTERPRISE KARACHI 75730". A fine wing indeed. It is unique as it is quite heavy compared to other wings. The center area has a flat surface in black with an almost gold/bronze tone for the wings, boxes, initials and star.

busy between a nip of wine and a little conversation while all of the items were being set out in the best way. Shannon and Julie did a GREAT thing for me ...

There were lots of Lindbergh memorabilia, including an original Lindbergh photo with a policeman next to the airplane, the book "WE", and a "Lindy" lapel pin/button; mounted color photos of early aviation; my moody photo of the 747SP after arrival in Detroit; photos of the Flagship Arkansas Ford Tri-motor in the Detroit River, Willow Run photos of B-24s leaving the Ford factory; Roscoe goodies; an Apollo commemorative medal; a photo of Yeager and Rutan after landing following their world flight; a silver ashtray by Curtiss; American Airways coupon; Penn-Central Airline tickets; Kohler brochure; Century Airlines and many, many more items. If you missed this one, you missed one of the best events along Woodward Avenue!



### RETIREMENT PRESENT FROM MY WIFE

Model of American Airlines 727-200 made by Rick Guilbault of Detroit. My wife Diane presented it to me upon my retirement, along with models of the other three types of aircraft I flew for American, the BAC One-eleven, 707 and DC-10. Diane told me the mountain in the background is Mount Fuji.

### PEGASUS AIRLINES

Vickers Viking in the markings of Pegasus Airlines of Britain. G-AHOY (Msn.128) and two others were used for inclusive tours and charter flights from London (Gatwick) and Blackpool and on a scheduled service between these two cities, in the late 1950s and early 1960s. The name is in black on the fuselage along with a red window cheatline. My thanks to John Oliver.

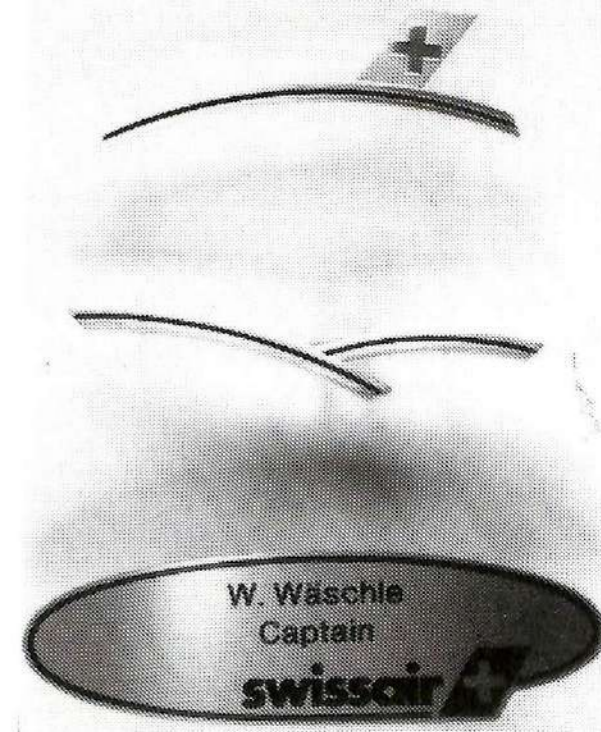


### PEGASUS AIRLINES

Pegasus Airlines pilot badge. It has gold wire for the wings, circle and pegasus. A black silk backing in the center sets off the pegasus. There is a small red thread on the nose of the pegasus itself. My thanks to John Oliver for the wing.

### SWISSAIR

In the previous issue I showed you the new pilot hat badge and wing of Swissair. Here is the complete uniform set. The hat badge is at the top, wing in the middle and uniform name badge for Capt. W. Wäschle at the bottom.

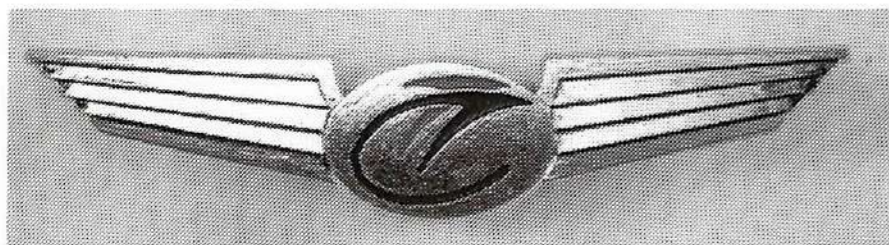


## BRITISH AIRWAYS

Current British Airways pilot wing. It is deep-blue overall with silver thread and red "Speedbird" insignia inside the silver circle.



## EUROWINGS



This Eurowings wing arrived at my door from Nurnberg not too long ago, after I had asked the airline for help in my project at the library (see main text). It is heavy with screw backs for wear. The color is gold, with red and blue markings.

## NFD LUFTVERKEHRS

NFD Luftverkehrs AG amalgamated with RFG Regionalflug GmbH to form Eurowings. This wing is gold with blue enamel in the center along with gold NFD.



## INTEROT AIRWAYS

Interot Airways operates from Flughafen Augsburg in Germany to Berlin (Tempelhof), Dusseldorf, Dresden, Hamburg, Cologne/Bonn and Leipzig/Halle. The airline operates Dash 8/100 & /300, a couple of Beech 1900s and one Beech King Air 200. Interot pilots wear only a small wing badge, but the airline has a fine route structure. The wing is in silver, with silver name on a blue bar, and a red logo to the right of the name.



## TRANS STATES AIRLINES

I ran into a crew member in St. Louis who allowed me to acquire one of the current TWE wings from the chief pilot. I have been told there are three versions of this wing being worn by pilots of Trans States Airlines, which is doing business as Trans World Express. The wing is overall gold with red letters in the center.

## TRANS NORTH TURBO AIR

Trans North Turbo Air patch from Canada. Words are in black thread and the logo and border in red. Thanks, Ken.



## AIRLINE DINNERWARE

by RICHARD W. LUCKIN

## ABCO Trading: major airline dinnerware supplier

Most everyone likes to be greeted in the morning with a hearty and bright "Good morning!" Well, that is what the people at Midwest Airlines thought too! So, in 1987 they called Ann Mottola, vice-president of Abco Trading Corporation in Port Washington, New York, to share an idea with her.

RIGHT: THE "GOOD MORNING!" CUP THAT WAS DESIGNED BY ANN MOTTOLA OF ABCO TRADING CORP. FOR MIDWEST AIRLINES.

BELOW: ABCO IS LOCATED IN PORT WASHINGTON, NY, 45 MINUTES EAST OF NEW YORK CITY.

BOTTOM OF PAGE: INVENTORY IS ALWAYS ON HAND FOR QUICK DELIVERY.



The airline (owned by Kimberley-Clark) was searching for something special and unique to offer morning passengers on board its airplanes. An idea surfaced. Why not use its current (1987) china cup design, which features a gray repetitive pattern (the airline name) along the rim and just add the words "Good Morning!"

Having told you the first part of the story, I'll save the last and most-interesting part for the end of this column. No fair reading ahead now.

The name Abco Trading Corporation may not mean much to you. It doesn't have the same name recognition as Royal Doulton, Wedgwood or Noritake china companies.

Name recognition, especially with those three companies, comes from their reputation as manufacturers of a fine line of consumer china. This reputation spills over into the commercial part of their business. But Abco Trading Corporation is by no means a light-weight player when it comes to the airline china business, as you will soon see. However, name recognition is not a factor for Abco when doing business with the airlines.

Aggressive 60-employee Abco supplies china, flatware, glass ware and other in-flight food service items to most American carriers in the United States and is increasing its scope to include some European airlines as well. However, business plans call for an expansion into the South American airline market, which has been dominated by Noritake of Japan.

What has precipitated these plans is that many domestic



carriers in the U.S. are cutting back on food services or are eliminating it altogether in order to compete with the low-cost start-up carriers that seem to be springing up like a fresh crop of dandelions on a spring day. According to Abco, domestic business is in a flux with all the service changes with the airlines.

In order to maintain the business and grow, Abco needs to look beyond its traditional borders and explore the world's airlines as potential business partners. We all know the business community is no longer local in nature. It has gone global.

Abco is located just 45 minutes east of the hustle and bustle of New York City in a very attractive business park in Port Washington, N.Y. The location is near three major airports in the NYC area, making it easy for airline representatives to visit. The company moved to this location in 1983, but its roots go back to 1939 when founder Joseph Nudelman worked for a restaurant supply company in New York. He lost his job one Friday and was in business for himself on Monday morning, selling restaurant supplies.

Mr. Nudelman set up shop in the Bowery section of Manhattan. The airline portion of the business was to come many years later when a contract with American Airlines was signed in 1964.

In 1977 the name of the company was changed from Alco to Abco. I thought Abco might be some clever acronym, but it isn't.

"We get listed in the trade journals and the trade shows first in their table of contents, says one employee.







Also in 1977 the present management bought a 19% interest in the company and two years later they had obtained total control of the company.

Abco is not a manufacturer, but imports china ware. The company does maintain some inventory on hand for quick delivery.

When asked about its smallest airline account and its largest, I was told the following humorous episode. A sales person telephoned several years ago and announced to the president of the company, "I've got some good news, and I've got some bad news."

The president said, "Okay, what's the good news?" The sales person's answer was, "The good news is we've got the contract for ALL of this airline's catering supplies: china, flatware, glasses, linen, everything! The bad news is, this airline has only one airplane." The airline was Air Niugini.

Ann Mottola shared some of her thoughts about dealing with the airlines.

"We are very capable of serving the airlines. We know their needs, we know what works as far as shapes and sizes are concerned, our experience in the industry has given us a network of quality suppliers worldwide.

"All the airlines are interesting," she said, "but we get great satisfaction from creating any item with a log on it. The reward comes when the concept or design is approved.

After initial approval of the design by the airline, it generally takes 30 days to obtain a fired sample from the



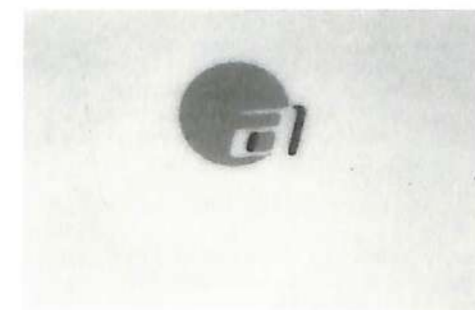
factory and then another 90-120 days for completion of the order.

Ann showed pride and pleasure in her voice when she talked about her involvement with Delta Airlines' new international business and first class service a couple of years ago. Abco supplies all the in-flight service items, making Delta its largest client.

On the small end of the scale, Aerolineas Centrales de Colombia S.A. (ACES) Cayman and Carnival Airlines are a few of the smaller carriers Abco supplies and it does so with just as much attention to customer satisfaction as it gives to its number one client, Delta.

BELOW: ACES (COLOMBIA) PATTERN AND BACKSTAMP

RIGHT: CARNIVAL AIR LINES PATTERN AND BACKSTAMP

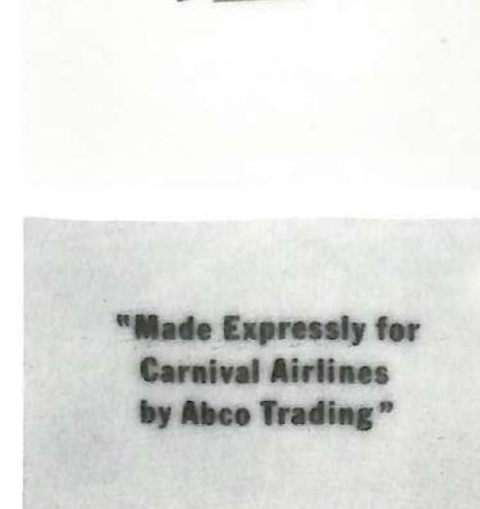


LEFT: ABCO VICE-PRESIDENT ANN MOTTOLA AND MANAGING DIRECTOR PETER KRANES DISCUSS CHINA PATTERN FOR A NEW AIRLINE, US AFRICA. LOGO PLACEMENT AT THE ONE O'CLOCK POSITION MAKES THE DECORATION UNIQUE.

RIGHT: DELTA AIRLINES NEW INTERNATIONAL BUSINESS AND FIRST CLASS SERVICE.

Not all samples garner an order. Remember UltraAir out of Texas. Abco supplied a maroon-edged, non-logged china but later the airline requested a logged china. Samples were made using a ware made in Poland and decorated two ways, one with the company coat of arms in gold, the other in a mustard-colored yellow. Unfortunately the airline went out of business before any ware could be ordered.

So, what happened to the samples? One set went to the



ABOVE: CAYMAN AIRWAYS PATTERN

BELOW: ULTRAIR OUT OF TEXAS INVITED DESIGNS FOR ITS DIN- NERWARE, BUT THE AIRLINE WENT OUT OF BUSINESS BEFORE ANY COULD BE DELIVERED.



Abco maintains a large showroom and the photo gives a good idea of the volume and variety of ware on display.

Just outside the sample display room stands a very impressive model of the 747-400, custom-lettered for Abco Trading Company. You certainly get the impression this company is serious about doing business with the airlines. Best of all, these people really are interested in their history, as well as in the present and future of the industry.

In the next issue I'll share some samples, or rather ideas, that never got past the sample stage. I'll also include photos of a folder with art work and acetates from a presentation Abco made to Continental Airlines for what was to become the airline's BusinessFirst service.

Not all the orders are as large as some of the American and Delta Airlines business. Fairly recently Abco supplied unmarked china to Michael Jackson and Donald Trump for their executive aircraft. A short lead time prevented production of custom china.

Other current airline accounts are America West, Aero-mexico, Continental, Hawaiian, Northwest and TransBrasil.

Abco's past clients are as



ABOVE: THIS PHOTO SHOWS A SMALL PORTION OF THE DIN- NERWARE ON DISPLAY IN THE ABCO SAMPLE DISPLAY ROOM IN PORT WASHINGTON, NY. THIS WARE IS IN USE WITH SOUTH AFRICAN AIR- WAYS. NOTE THE MODEL OF THE AIRLINE'S 747-400 IN THE CENTER.

RIGHT: JUST OUTSIDE THE SAMPLE DISPLAY ROOM STANDS THIS VERY IMPRESSIVE AND CUSTOM-LETTERED 747-400 MODEL.



impressive as the list of current customers. These include Air Aruba, Air Nova, ALM, Braniff, Eastern, Frontier, Gulf Air, Int-air, MGM Grand, Midway, Noth-east, Ozark, PanAm, People Ex-press, Presidential, Republic, Transtar, TWA, United, US Air and Western.

Speaking of the past, let's get back to the beginning of the column - to the Midway Good Morning! cup. What Ann Mottola did was write in her own hand, with a grease pencil, the words Good Morning! She wrapped it carefully so it wouldn't smudge and attached it to her request for a factory pre-production sample to show to Midwest Ex-press.

Ann had fully intended the factory to use her handwritten copy as nothing more than a guide. She expected the factory to use the same script-style lettering as appeared on the edge of the cup (Express), just larger and placed in canted position on the cup facing the

user, and decorate it in blue.

Much to her surprise when the samples arrived a few weeks later, the words Good Morning! were in her own handwriting as submitted only as a guide. In short, with only a slight modification that was requested by Midwest Express, Ann's flowing script was approved and an order was placed. The Good Morning! was discontinued three years ago.

Abco has over the years gone the extra mile in providing service. And who knows, perhaps it will offer a Good Night! cup one day, for warm-milk-and-cookie service before passengers fall into slumberland on a late-evening flight. It could happen.

SPECIAL THANKS GO TO ABCO CEO PERRY DELMAN, EXECU- TIVE VICE-PRESIDENT ROBERT DELMAN, VICE-PRESIDENT ANN MOTTOLA AND MANAGING DIRECTOR PETER KRANES FOR MAKING THIS STORY POSSIBLE.

by STAN BAUMWALD

ILLUSTRATIONS  
© 1994  
BY HERMAN VAN DYK

## This wing is NOT from Hawaiian

Back in AUG 94, I received a letter from ED COUSENS. He was very helpful in filling me in on Five Star Airlines. As you probably know, they issued a junior wing some time ago, but I did not know their background, although I have seen their L-1011s. Here is Ed's letter:

"Five Star Airlines was not a subsidiary of TWA. It was and still is - a wholly-owned subsidiary of GWV Travel, Inc., of Newton, Massachusetts (GWV stands for Great Western Vacations). Five Star purchased its L-1011s from TWA, retaining basic TWA paint on them because it leased them back to TWA during the summer months. GWV does all-inclusive tours to the Caribbean and other sun spots during the winter and so was able to lease most of its fleet to TWA during the summer - much like the deal Eastern and Air Canada had in regard to two L-1011s. Five Star ultimately sold the L-1011s and now contracts with other operators to provide service for GWV.

"In regard to Executive Jet, they did operate scheduled services at one point. They had acquired Newport Aero, which was the FBO and the scheduled operator at Newport, Rhode Island. They renamed the operation EJA-Newport, but all logos, uniform badges, etc. were simply EJA ones. At one point EJA owned two 727-155C which it had bought with intentions of involving itself in large-aircraft charters under the supplemental air carrier certificate which it held, but it ended up leasing three airplanes to a succession of other airlines (United, Trans Caribbean and World Airways)."

JOHN CORPENING wrote in and added that Eagle is a Las Vegas-based charter flying DC-9s and they began service in 1992.

One of our younger members, SEAN MATEJOWSKY from Texas gives us some information from Island Air and I quote, "Island Air is operating out of Honolu-



#1



#2

lu International Airport to Kahului, Lanai, Molokai, Hana, Kapalua and Princeville in Hawaii. The airline operates a fleet of Twin Otter aircraft and has the same livery as Aloha Airlines but painted on the side is "Island Air".

Thanks for the information, Sean.

RICK NEYLAND was kind enough to send me a Hawaiian Airlines junior wing. It is of the puffed vinyl variety made in China and is one of the latest in a series of wings issued by Hawaiian in the past two years. I have been in touch with the product development manager of the airline to find out why so many wings have been issued in the past few years and because of this contact I have to revise information I gave earlier on their junior wings. For those of you who use my book on junior wings, please add that HAL-4, which is gold-colored and has a decal center, was used circa 1989. HAL-8 (#1 as shown here) came out in 1993 and HAL-7 (#2) is the current junior wing. The big news is that what I had shown as HAL-6 (#3) was never issued by the airline. It might have been a promotional item for someone other than Hawaiian, or was perhaps a gift shop item. It was not an airline item, according to Hawaiian Airlines. It might have been made by a company in hopes of showing it to Hawaiian and getting their business. Who knows? In any case,

according to my source, it was never given to children by the airline. This being the case, it can still be included in my book, but with the notation it is not an airline item.

It is funny how I came across this, though. I was actually concerned that HAL-4, which has the paper decal in the center, was not legitimate and this is what I was really checking on. As it turns out, HAL-4 is okay, but another wing turned out to be bogus.

All of this information is based on my contact with Hawaiian Airlines. If anybody cares to add any more information and if I should stand corrected, please let me know.

From one of my collector friends/traders in St. Louis, I was able to acquire a UAL junior stewardess hat badge (#4). I saw this at the Atlanta International show last summer, but it was too pricey because the seller who had it for sale, had a complete set with a paper hat and other paraphernalia to go with it. I wasn't interested in the whole package and am lucky enough now to have found just the wing at an affordable price. This wing is in silver-colored metal with the logo in red and blue and is obviously from a gift shop.

That is it for this issue. Happy Collecting.

P.S.: Please note by new address - 1242 N.W. 102nd Way, Coral Springs, FL 33071.



#3



#4

## More wings from Local Service Airlines

In this column I continue with wings and badges of third level airlines in the U.S. in the 1950s and 1960s. I could not find enough photos to present complete sequences for individual airlines, so this material is incomplete and may even seem a bit disjointed. A few airlines mentioned are not third levels and others may be from the 1970s and 1980s, but some interesting pieces are included.

Airwest became Hughes Airwest in JUL 70 and this gold-colored metal cap badge and jacket wing were in use in 1974. The cap badge has a blue enamel bar across the center to support the Hughes logo. This type of badge and wing were also made in silver.

This cap badge and matching jacket wing of US Air were the first type and have a dull, metal finish. The name US Air is in two shades of red enamel.

The next pattern for US Air dates from 1989. It is of the same design but the silver metal is of a brighter shade and the letters in the name are of a different type face. "US" is in red and "Air" in light blue on both the badge and the wing.

Allegheny Commuter wing. I am unable to supply a date of use since the photo came from another collector.

Sterling silver cap badge and jacket wing from Central Airlines of Fort Worth, Texas. Central merged with Frontier Airlines in OCT 67.

Eye-catching cap badge and wing jacket of Alaska Coastal Ellis Airlines in 1966. Both in silver wire on black cloth. The two black geese flying in formation are on a red background.

## WHAT IS IT?

by KEN TAYLOR

Readers provide new questions; more answers



Hughes AirWest



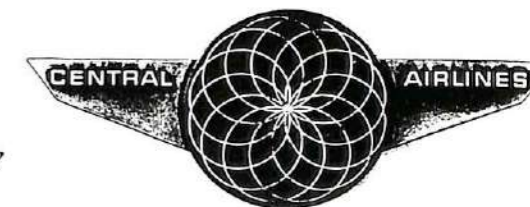
US Air (first type)



US Air (1989)



Allegheny Commuter



Alaska Coastal-  
Ellis Airlines



It has been said this Ozark cap badge and jacket wing are the most-beautiful ever struck. You be the judge.



Ozark Airlines



Jacket wing of Northern Consolidated Airlines of the mid-1960s. It features a blue enamel shield on gold metal. The airline name is in gold on a black enamel background, and so are the miniature airplane and dog-sled team and sled to the upper right and lower right of the name. No cap badge was worn with this wing.



Northern Consolidated Airlines of Alaska

Airlift had this silver cap badge, roughly in the shape of a Maltese cross. "Airlift" is surrounded by the symbol for an atom. Matching jacket wing is also in silver. These were collected in 1965.



Airlift



Mid-1960s cap badge and jacket wing of Continental Airlines in gold wire on black cloth. The jacket wing has a small metallic disc in the center with the Continental logo of the period in red enamel.



Continental Airlines



What else but the leaf of an aspen tree for this late-1970s cap badge of Aspen Airways? Both the badge and the jacket wing are in silver. The leaf in the wing has more detail, but lacks the airline's name.

Seldom-seen silver colored cap badge of Britt Airways. In use in 1980. So was the matching military-style jacket wing.

Britt Airways



Capital Airlines



Aspen Airways



For the final entry in this series in this column, I am going offshore. The very rare, gilded cap badge and jacket wing are from TPA Aloha Airline and were in use in the 1950s. At the base of the badge is a three-blade propeller. The one-third segments between the blades are: red (top left), white (top right) and blue (bottom). Above the wing, in both pieces, is the head of a Polynesian warrior or explorer.



TPA Aloha Airline



In the next column I hope to present some airline badges from the USSR, the new independent states and from countries formerly under Soviet influence.



### Answers

In the SEP 93 issue of the CAPTAIN'S LOG I showed you a silver wing from Canadian Regional Airlines (p.158). I said this wing was "flawed" because the silver wedge (the company logo) in the center should have been in gold. Canadian Regional officials here in Calgary had given me two samples of this wing. BOB FELD called to inform me he has a flight attendant uniform with the "flawed" wing attached. So, it was back to Canadian Regional for me and yes, Bob, you have the proper, currently in-use flight attendant jacket wing.

It turns out that sometime after 15 JUN 93, when I was given the samples of the wing, a decision was made to keep and use the all-silver wings. They were issued to cabin crews in mid-DEC 93.

Front-end crews now wear gold wings and the silver ones are for cabin crew. Incidentally, there are two very slight die variations in the gold-colored pilot cap badge.

#94. BILL SOHMER wrote to say this is Combs Airline of Billings, Montana.

#96. Corporate wing of City Service Oil Company, says ED COUSINS. I have no date of use, but it is not an airline wing.

#97. Ed says this appears to be the "forward look" emblem of the Chrysler Corporation, used from 1956 to the adoption of the Pentastar emblem in 1963. Therefore, also not an airline wing.

#99. Aero Costa Rica, says Bill Sohmer. The airline ceased operations in 1976.



#94 Combs Airline



#96 City Service Oil Comp.



#97 Chrysler Corp.



#99 Aero Costa Rica

#100. Bill identifies this one as Petroleum Helicopters.

#101. C.Q. International Airways, says Bill. It comes in silver and gold, he says.

#106. JIM GORDON says this wing was issued by Western Airlines to its U.S. Mail Service employees. It was first used in 1941. By 1947 all of Western's ramp people were handling mail, so the use of the Mail Service wing was discontinued.

#107. JOHN CORPENING informs me these are the captain's and stewardess wings from Hawthorne Nevada Airlines.

(Hawthorne Nevada was a charter operator with three DC-3s from AUG 63 and one L-049 Constellation from JUN 68. It flew tour groups from Long Beach and Burbank, California, to Las Vegas and Reno, Nevada, on gambling junkets. "Hawthorne Nevada Airlines" was only an operating name. The company's official name was Mineral County Airlines. By APR 69 the operating name Air Nevada had been adopted, but operations ceased about SEP 69 - Ed.



#100 Petroleum Helicopters



#101 C.Q. International Airways



#106 Western Airlines U.S. Mail Service



#107 Hawthorne Nevada Airlines



#108. Letter "F" superimposed on a hand. FRANK LICHTANSKI and RICK NEYLAND say the wing is from Freelandia. This was a one-airplane operation, of about 1973. Frank wrote to say Freelandia had a CV-990 and Rick remembers a DC-8-21 painted in

mustard-yellow with a "hand" on the tail. The name "Freelandia" in black block letters appeared above the window line. A Freelandia aircraft was parked at the south side of the field at LAX. Does anyone remember the type?



Freelandia

#118. Gold wing with a black disc and gold letters "JV". It is thought to be a stewardess hat pin from the Jolly Voyageur Travel Club. True? And when, where and what equipment was used?

#119. John Corpening is asking for the identity of this silver wing, made by Balfour. The edges of the "boxes" in the center are in green enamel. What, when and where?

(The boxes look like the logo of Cargolux - JG)

#120. Patch, from Bill Sohmer, with a black border, wedge and circle around the red letter "A". The word "Airway" is in white on a red bottom bar. All on white cloth. What is it?

JIM BURTON would like to know the identity of the next three wings:

#121. Coval Air. (Answer: Coval Air operates out of Campbell River on the east coast of Vancouver Island, British Columbia, Canada. Several Cessna 185, DHC-2 Beaver and DHC-3 Otter single-engine aircraft on wheels and floats are used on a variety of small scheduled and charter services around the island and to the mainland - JG)

#122. BCL wing with the text "Safety - Award" in the top bars of the wings and "Without Accident" in the second bars.

#123. Who is NAK?

IGORS KRIVKOVs of Riga in Latvia, requests information on #124-126.

#124. Answer: This badge in gold wire on black cloth is from Britannia Airways. Is it a cap badge, breast badge ... or what? When was it used?

#125. Gold-colored wing with the letters "CIPRA" in silver on what appears to be a globe of the world. It was obtained from France. Who, what, when?

#126. Rather distinct gold-colored wing, thought to be from Israel. Also, who, what and when?

### New Questions

#118



#120



#123



#125

A request to identify #127-130 came from LUBOS SEVCHK of Czechoslovakia. They are all in gold or silver wire on black cloth.



#128



#129



#119



#121



#122



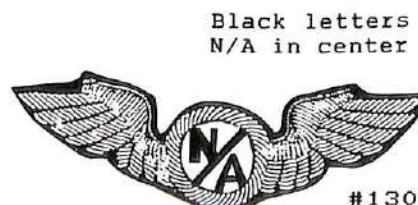
#124



#126



#127



#130

Black letters  
N/A in center

## AIRLINE HAPPY HOUR

by AL S. TASCA

# Sticks from the Third Level

In this column I will cover the sticks of a couple more third-level airlines, but I am starting with an update on some new American Airlines sticks that I found at the ATL convention, and with some miscellaneous foreign additions to my collection. I am also starting a "PLEASE HELP" section. I did get the idea for this from Ken Taylor's successful "WHAT IS IS?" column. Thanks, Ken.

### American:

Fig.1: This American stick is a variation on the one in my column in the CAPTAIN'S LOG of DEC 93, p.214, Fig. 14 in which the colors were omitted. The stick shown here comes in black (or is it a very dark blue?) and red. It is 5 3/8" (13.7 cm) long, instead of 5" (12.25 cm). In the variation, the stick is all-white and is identical except for the end. The rectangular end (dotted line) is missing and the shank comes to a point, making it only 4 1/2" (11 cm) long.

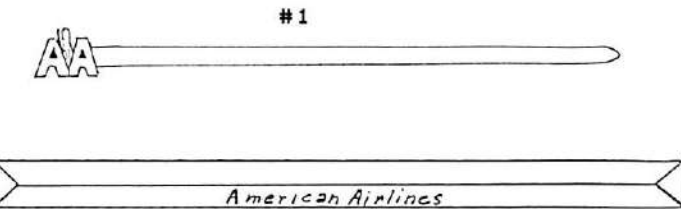
Fig.2 shows a flat, one-sided stick, 5 1/2" (13.5 cm) long. The dark-blue logo and red lettering are hot-stamped, and the manufacturer's name, "spir-it usa" is on the reverse, just forward of the round end.

Fig.3: This 5 1/2" (13.5 cm) stick with a triangular cross section is all-white and has raised text. The reverse is slightly hollowed-out with spir-it usa in the hollow at the left (facing) end.

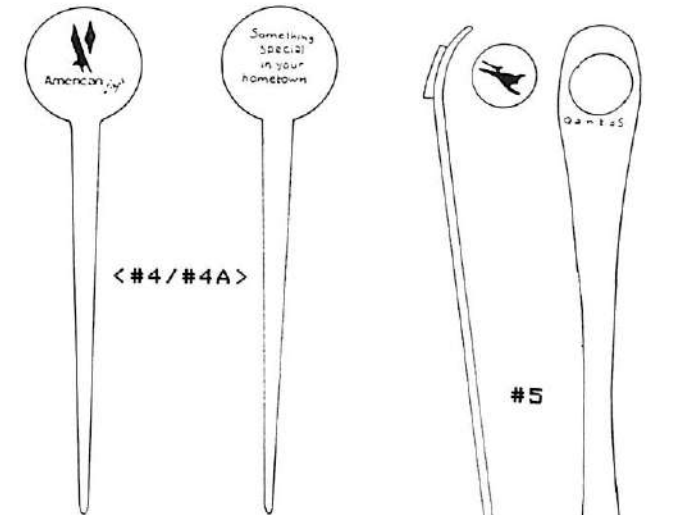
Fig.4/4A: This flat white American Eagle stick is only 4" (9.8 cm) long and really should probably be called a pick. The logo on the front is red with the forward eagle wing in dark blue and the text ("Something special in your hometown") on the reverse is dark blue, all being hot-stamped. The name "spir-it usa" is just forward of the pointed end.

### Foreign:

Fig.5: This one-sided Qantas stick, date of issue unknown to me, is flat and 6 1/4" (15.8 cm) long. The ends are curving



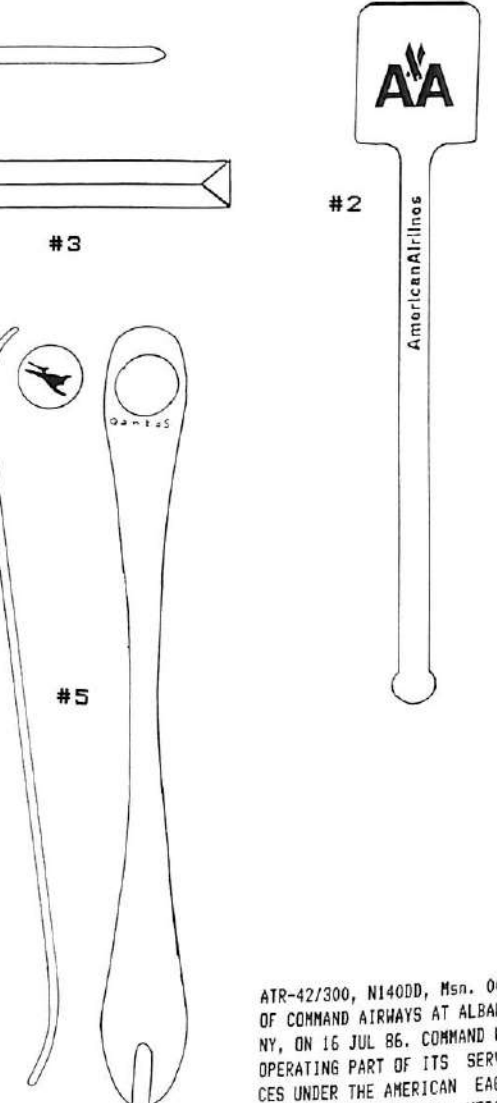
#1



<#4/#4A>

as shown and it can be used as either a spoon or a fork for fruit, olives etc. The raised name is on a raised disc and the logo is engraved in the disc. These sticks are all in one solid color, with known colors being yellow, red and dark blue. As with most non-U.S. sticks, it contains no manufacturer's name.

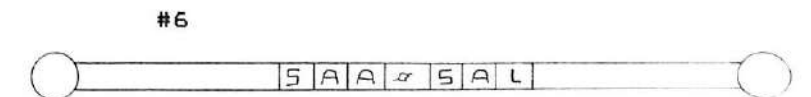
Fig.6 is of a clear, round stick, 6" (15.2 cm) long with two ball ends. It looks like glass although it is made of plastic. Issued by South African Airways, the only identification on it are the letters SAA and SAL, separated by the logo, over a frosted background. No manufacturer's name.



#2



ATR-42/300, N140DD, Msn. 009, OF COMMAND AIRWAYS AT ALBANY, NY, ON 16 JUL 86. COMMAND WAS OPERATING PART OF ITS SERVICES UNDER THE AMERICAN EAGLE BANNER. THE AIRLINE MERGED WITH FLAGSHIP AIRLINES ON 01 JUN 91. (JOOP GERRITSMa PHOTO)



#6

**Third-level:**

**Fig.7:** Air West stick. It is one-sided, 5 1/16" (12.6 cm) long and has a flat shank, a bubble end and raised letters. The only known color is char-treuse and it doesn't carry a manufacturer's name.

**Fig.8** is of a Hughes Airwest stick that is 5 1/4" (13.1 cm) long with raised letters on one side of the bubble-ended shank. The two-sided top is flat with raised ridges all-around. The only known color is yellow and also doesn't carry a manufacturer's name.

**Southwest update**

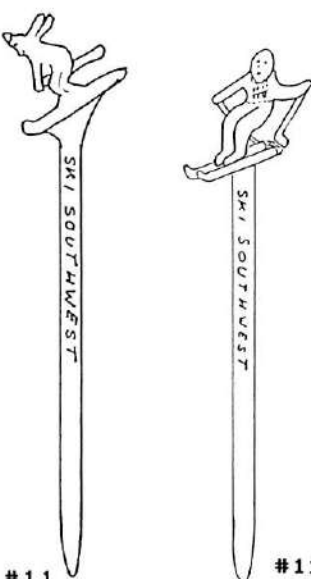
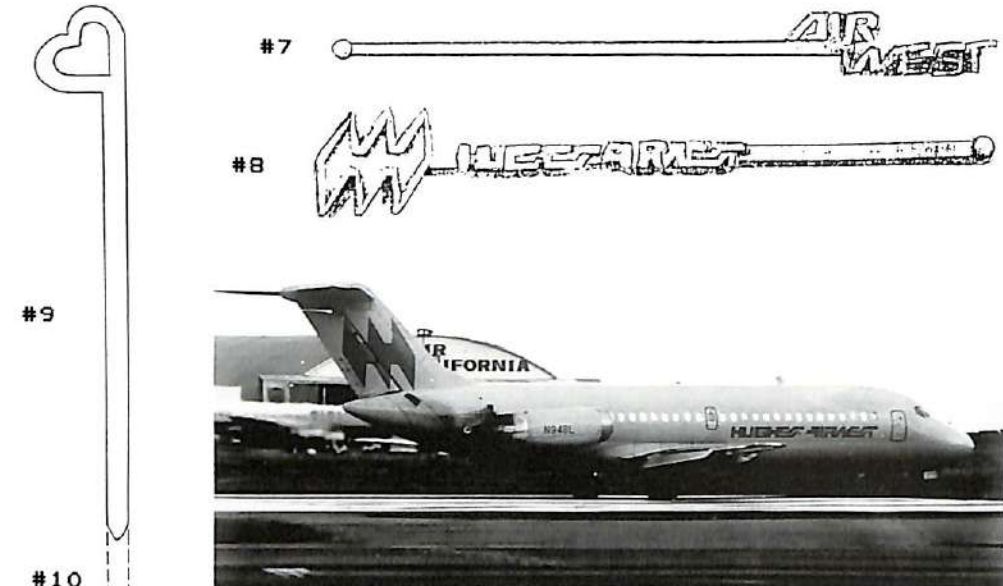
Many thanks for the information and/or sticks supplied to me by DAVE CHERKIS, JAY PRALL and BARBARA FREEMAN. I also like to mention that Barbara has supplied me with extensive details on previous Southwest sticks and on all the current ones shown in this column.

Two of these sticks were shown before. I am including them to keep all Southwest sticks I know of, together.

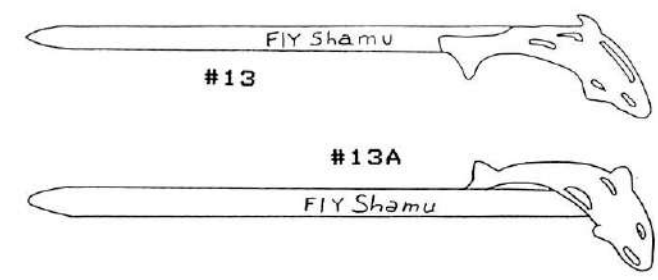
**Fig.9:** Heart-shaped top. On the older style 4 1/4" stick the manufacturer's name can be "ZOO-PIKS" over "DALLAS", "ALL-PLASTICS MOULDING DALLAS, TEXAS" or just "ALL PLASTICS MOULDING". The manufacturers' name on the first two (and possibly the third one also, although I do not have one) can be on either side, making the heart top face either up or down, depending on the position of the writing.

**Fig.10:** This newer style heart top in shiny orange, is 4 3/4" long (dotted line) and has the manufacturer's name "ZOO-PIKS" over "DALLAS" on one side, about 1/3 up from the pointed end, while on the other side just past the heart-shaped top is "PLEASE RECYCLE" with the recycling logo right in front. The heart can either be facing up or down when reading, depending on the position of the writing. All of the writing is raised

**Fig.11:** Skier top. On the older style 4 1/2"-long stick, the raised name can be on either side, making the skier face either up or down. The only manufacturer's names (on the reverse) I have ever seen on this one is "ALL-PLASTICS MOULDING TEXAS" and "ALL-PLASTIC MOULDING DALLAS, TEXAS". The sticks that have only "all



HUGHES AIRWEST DC-9-14 N948L, Msn. 47049/42, TAXIES PAST AIR CALIFORNIA HANGAR AT SAN FRANCISCO, CA, IN OCT 75. REGISTERED N6140A SHE WAS DELIVERED NEW TO BONANZA AIRLINES ON 29 JUL 66 AND WAS RE-REGISTERED N948L ON RETURN TO BONANZA 29 JUN 67 AFTER AN 11-MONTH LEASE TO ALLEGHENY AIRLINES. BONANZA MERGED INTO AIR WEST ON 18 APR 68. AIR WEST BECAME HUGHES AIRWEST ON 01 JUL 70. HUGHES AIRWEST MERGED INTO REPUBLIC AIRLINES ON 01 OCT 80 AND REPUBLIC MERGED INTO NORTHWEST AIRLINES ON 01 OCT 86. AS OF THE MOST-RECENT ACCOUNT, THE AIRCRAFT IS STILL WITH NORTHWEST. (JOOP GERRITSMAN FILES)



**Fig.13/13A:** Shamu stick #13 was also shown in the CAPTAIN'S LOG of MAR 92 but is pictured again to show the difference between it and the later version. Both have the same text, but on #13 it is not raised as high as on the newer #13A. And in #13A Shamu's tail is above, and free of the shank with a hollowed-out area under the tail. Shamu is also thicker in this new version and it is only 4 3/4" long, instead of 5". The manufacturer's name, "ZOO-PIKS" over "DALLAS" is just forward of the pointed end and it has "PLEASE RECYCLE" with the recycling logo just past the Shamu end. There are some variations: I have both sticks in the same shiny orange, but also a #13A in what is almost a maroon color. Barbara said these sticks, with matching cups and clear plastic cups, were used on the three Shamu aircraft dedicated to the Sea Worlds of Taxes, California and Cleveland.

plastic moulding", are of a very dull orange color, compared to the others which are shiny and are probably the first ones made.

**Fig.12:** This shows the latest skier top and is in shiny orange. Only 4 1/8" long, it is one-sided and has the skier and the text raised, all in white. On this stick the skier looks more like a skier rather than a silhouette. The manufacturer of this one is "ZOO-PIKS DALLAS" just forward of the pointed end, written in one line. Barbara says this stick, which was used in the winter in Southwest's ABQ markets to promote skiing at Angle Fire and other ski resorts, came with and without the white, and in two lengths. I myself only have in the orange-and-white one and in the 4 1/8" length.

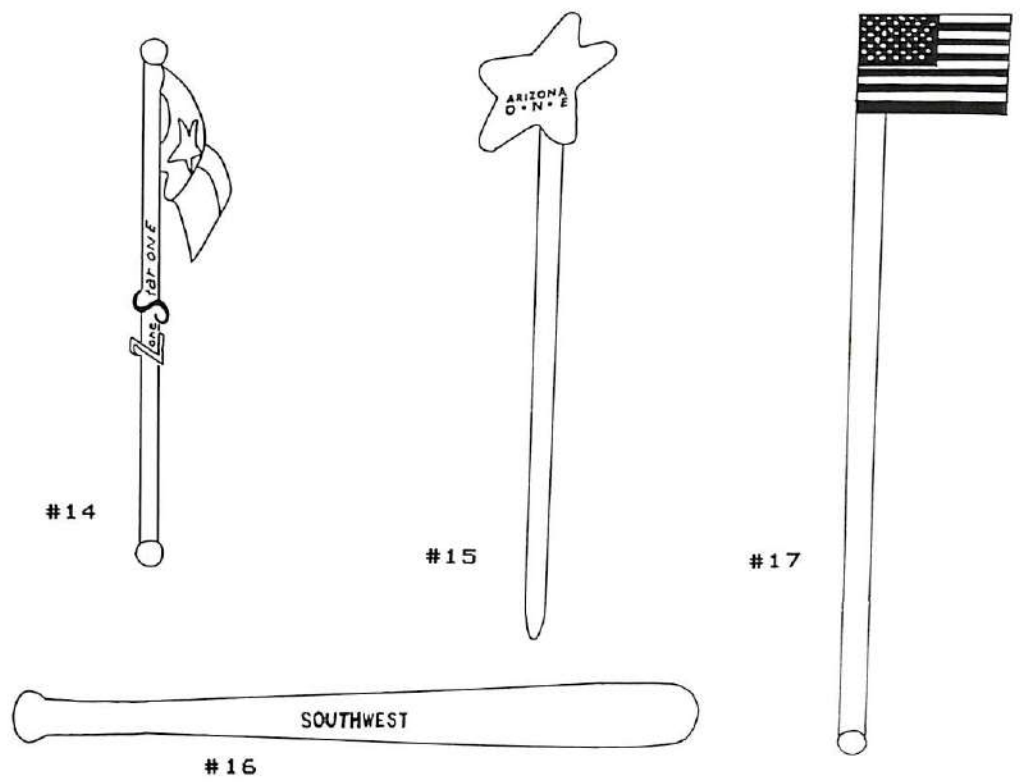
**Fig.14:** This is the Lone Star One stick, with "one" meaning the airline has only one aircraft in this color scheme. It shows the Texas flag and comes with matching clear plastic cups and napkins. They are used on board the aircraft painted in the Texas livery and dedicated to the people of Texas. Dave sent me this one and Barbara supplied the details. The stick is flat, one-sided, has two ball ends and is 4 1/8" long. The color is white with raised red text and a red, white and blue flag with white star. The manufacturer is "ZOO-PIKS DALLAS" on the reverse just forward of the bottom ball end.

**Fig.15:** This Arizona One (also only one aircraft) stick also comes with matching clear cups and napkins, and is used in the aircraft painted to resemble the Arizona state flag. This stick is 5" long and is also one-sided and flat, although the top is lightly higher than the shank. The color is a transparent dark blue with the "A" showing through the copper-colored top. The hot-stamped text under the "A" is white. The manufacturer on the reverse just forward of the pointed end, is "ZOO-PIKS" over "DALLAS".

**Fig.16:** This 5 3/8"-long, baseball-shaped stick is also flat with raised text and designs. It comes in shiny orange and the text can be either white or not. This stick is believed to be used in conjunction with the airline's Nolan Ryan promotion. Barbara mentions these sticks were very unpopular with the flight attendants because the ends could not be used to spear garnishments. She says they were eventually taken off the aircraft and used in departure lounges until they had all been used up. No more were ordered. The manufacturer's name, just past the bat end on the reverse, is "ZOO-PIKS" over "DALLAS".

**Fig.17:** This flat, one-sided 6" American flag stick with a ball end is white with the flag in its red, white and blue colors. The stick was used on the 4th of July of this year (1994). The manufacturer's name, "ZOO-PIKS" over "DALLAS" is just over the ball end.

That is it for now. Thanks in advance to anyone for information about new sticks and for details on the "PLEASE HELP" sticks.



**PLEASE HELP**

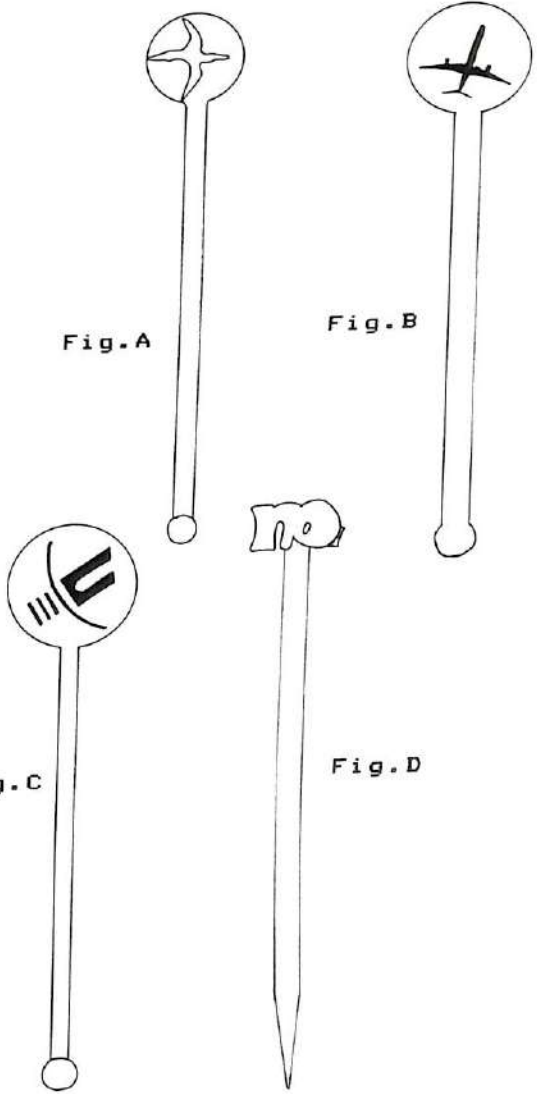
Any information about the following four sticks is would be greatly appreciated. From which airline are they? If indeed from an airline. When were they used and on which type of services?

**Fig.A:** I was told by different members this stick is from Australia or New Zealand. It is flat with a square shank and ball end. The logo on the one-sided top is engraved. The only known colors are white and off-white.

**Fig.B:** This gray, one-sided flat stick with a round concave bottom was given to be by WAHS member JOE SMITH of Texas. He believes it might just be a promo and was never used, but he is not sure.

**Fig.C:** I was told this flat one-sided stick with a round shank and ball bottom is from Excalibur. The stick is white and the logo gray.

**Fig.D:** This green stick has a flat top and a round shank. The cut-out letters at the top seem to be "na". Is this an airline stick? If so, who and when?



## YOUR LETTERS

### VINTAGE AIRWAYS

From: Bob Van Hemert  
San Mateo, CA

I just finished reading the article in the Fall 1994 issue of the CAPTAIN'S LOG, entitled "Sentimental Journey Back In Time" about Vintage Airways.

I had the extreme pleasure of taking no fewer than six trips on Vintage. Two trips to Key West and four 45-minute Sunset Aerial tours of central Florida. This past October, while on vacation, I once again booked a flight on Vintage from Kissimmee to Key West. The trip down was truly delightful, as always. Upon my return I called Vintage on their toll-free telephone number to check on something, and I was informed that all future flights had been suspended. This was on 12 OCT. When I asked why, I was told Richard Branson was en-route to meet with management in Ft. Lauderdale to talk about moving Vintage from Kissimmee to Ft. Lauderdale and about a reorganization plan.

Four days later, (on 16 OCT) Vintage Airways closed down and has not re-opened.

The article in the CAPTAIN'S LOG appears to be somewhat dated. No mention was made that Vintage Airways no longer exists.

The concept was truly a novel idea and I am surprised Mr. Branson chose to terminate the project. I am just glad I had the opportunity to experience "Flights of Nostalgia". Anyone who has ever flown Vintage will really miss this DC-3 airline.

Ed's response: We agree! It is a pity that Vintage has closed down. But wasn't there some rumor the airline may re-open in either the Caribbean or in California? As to the the article being dated: It was written and ready for printing before news of the closing had reached the editorial office. Therefore, considered it mentioned in the CAPTAIN'S LOG as of now.

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### Continental & Route maps

From: Joe Stephens  
Modesto, CA.

The Continental piece was great, much more in-depth than any other publication would care to do. However, there were a couple of things that need pointing out. It was Jimmy Carter, not Billy Carter, who signed the U.S. Airline Deregu-

lation Act. Billy was famous for "BILLY BEER". Secondly, I believe Leon is a Mexican destination, therefore not domestic.

The CAPTAIN'S LOG for the most part is very satisfying an informative! The airlines selected for examination, and their histories are always top-notch.

I especially enjoyed the airport histories. The only criticism is that they were written, I felt, with the assumption the reader had a basic knowledge of the facility. Not everyone in the WAHS has had the privilege of examining the major East Coast airports (I am referring to the histories a while back on BOS and DTW.) For example, I have seen first-hand only CLT, MCO, YYZ and MSP. Both (BOS, DTW) were very good regardless.

There is one thing, however, I can't seem to get enough of and that is route maps! Route maps interest me for several reasons, one of those being is that they are seldom right!

Airline timetable route maps fall into six categories:

A) Overblown - showing routes awarded, not yet flown or with many confusing dotted lines to cities proposed (Frontier 1977, Ozark 1978), not yet awarded (Continental 1974).

B) Understated - showing just a basic route system, but not all the routes (Delta 1973).

C) Artsy - not really a map, but a marketing department item showing cities and a travel pattern (United 1975) usually never updated.

D) Nothing - maybe a map, but no routes, and sometimes no map at all (Northwest 1994). Most major airlines today adhere to the "No Route" rule.

E) Confusing - so many routes it is impossible to decipher exactly where the carrier flies (Eastern 1979).

F) Perfect - just shows the routes, updated with each new timetable edition, not artsy, just informative (Southwest any year).

With each new timetable acquisition, I set about producing an accurate version. For example, the CO route map on p.17 of the Summer 1994 issue of the CAPTAIN'S LOG went unchanged for almost eight years. I suppose the reason this CO route map was never changed (when the routes themselves did) was because CO invested a

40

lot of money in a large, gold-wire version for display at the airports. Each was about 3 ft high by 5 ft long. A change in the map, I reckon, would be very costly.

To make a painfully long story short, I love route maps. Maybe in the future there will be space for such a topic?!

Finally, the modeling section is very well done.

Ed's response: Thank you, Joe, for your compliments on the contents of the CAPTAIN'S LOG. We're all doing our best with the often limited spare time at our disposal.

I already apologized in the Fall 94 issue of the CAPTAIN'S LOG for the Jimmy and Billy Carter mistake, but I am doing so again.

Your observations about incorrect route maps struck a chord with me. I too have often noticed missing routes or too many routes on maps. But I have never really delved into it as deeply as you have. Perhaps Schedules Editor George Cearley would like to comment.

Yes, Leon is in Mexico.

Regarding space for route maps- I don't know! I am often short on space as it is. (This issue is a case in point.) I could perhaps use an occasional article, but the chances of a regular "column" do not look good right now. I have received many requests over the years for columns on this or that subject. Even if we had the people to write them, I don't know where to run them, unless the CAPTAIN'S LOG gets a lot more pages, and that will happen only if everyone renews in time (for purposes of financial planning) AND we get a lot more members.

+++++

Enjoy!!

From: Bill Sohmer  
Levittown, NY

I just received my CAPTAIN'S LOG Vol.20 No.2. As usual, I am quite happy with it. Keeping in mind, this is a volunteer project for varied collectors - I think it is GREAT!

Since my interests run to insignia, the Wings & Things, Junior Crew Insignia, and What Is It? are my first targets, followed by Postcard Corner and Flight Exchange. NO PART of the magazine is left unread several times.

Can the magazine be better? I think it is doing fine!! Can

it be changed to suit more of my interests? Of course it can - I would love it to have nothing in it but the things I like best - but that would be very one way, and I'm sure it would make a lot of others unhappy.

Possible NEW areas - I would like to see a Born & Died column - dates of new airlines & last day dates of demised airlines. Also, registration numbers of crashed aircraft. I really like Paul Collins' This, That and Other Things. Many interesting airline items not covered in the existing columns never see the light of magazine daylight.

I enjoy coverage of the overseas meets as it gives me a little idea of what is going on over there.

I am surprised that not more members do take a little more part in the opportunity to identify items in Ken Taylor's column. I am sure the missing



FALLACIES and FANTASIES  
of Air Transport History

AUTHOR: R.E.G. Davies  
PUBLISHER: Paladwr Press, 1906 Wilson Lane, Apt.101, McLEAN, Virginia, U.S.A.  
PRICE: U.S. \$25.  
HARDCOVER, 224 pages, 67 photos and 31 maps, tables and charts.  
YEAR OF PUBLICATION: 1994  
ISBN 0-9626483-5-3.

Ron Davies takes a refreshing, analytical and often entertaining look at some of the cherished fallacies and fantasies in the lore of air transport of the past 75 years.

He argues for instance, that the de-Havilland Comet was not a failure. Instead it was a bold step into the future that fell victim to technology not yet up to par with the dreams of the designers. But the innovations introduced by the Comet and the new knowledge about metal fatigue that was learned from its much-publicized crashes, have contributed immeasurably to the comfort and safety of today's jetliners.

The author believes supersonic and hypersonic aircraft will never be economical because the handful that will be required for trans-oceanic service will be so expensive, they will need fares few will be willing to pay.

information is out there, but people may feel that one ID is not important enough to write a letter for. I have been cataloging airline insignia for 15 years now and the number of unknowns just keeps growing.

With Roy Thompson, I hope to have available soon Volume 1 of a series of books dealing with insignia. This I believe will bring more information to the surface.

May 1995 bring a flood of fresh airline information to your door.

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Ed's response: Thanks for the compliments, Bill. I am sure the editors of the columns you mention, will appreciate them.

Re your suggestions for new items: a Born & Died section would be great, but I don't know if I have the space for it (see comments with the letter from Joe Stephens). I could get (most of) the information, but

## BOOKCASE

About the elusive "DC-3 replacement", he says, "The aviation world will never see the like again, if only because they no longer give airplanes away, as they did after the Second World War".

Ron argues convincingly that deregulation of the airline industry has not resulted in more competition. Before Deregulation, 75% of the airline business in the U.S. was in the hands of eight or nine airlines. "Today, six airlines control about 84% of the market share and about 90% of the turnover. Therefore, "... whatever the advantages of Deregulation, competition is not one of them," says the author.

In other chapters Ron debunks the myth of the "romance of air travel" between the two world wars, with its noisy and slow airplanes and fares that few could afford, and the overblown reputation of the large flying boats, with their ruinous economics.

Ron also comments on efforts to develop successful specialized air freighters, STOL services and on some spectacular projects of the past that have acquired larger-than-life reputations, such as the Lawson Air Line (which was not an air line but an an airliner), the Armstrong Seadrome proposals for a string of floating airports across the Atlantic before the DC-4 and Constellation made non-stop trans-Atlantic crossings possible, the Dornier X flying boat, the Short Mayo-Maia composite aircraft and the Zeppelin flights.

In the final chapter, Ron, who is curator or air transport at the Smithsonian Institute and the world's foremost airline historian, argues that not aircraft but suspended monorail trains should be promoted for short-haul traffic between city centers.

Included are several of the famous "REGD" maps by the author, who also happens to be an accomplished cartographer, and there are an extensive bibliography and a detailed index.

This book contributes greatly to our understanding of the past and also provides a glimpse of what might be in the future, and of what should not be there at all. It is also a joy to read and study over and over again.

(Reviewed by Joop Gerritsma)

to do it well, I would want to publish at least some photos with it in each issue. Who will provide those?

Personally I am not a fan of lists of registration numbers of crashed aircraft. Besides, there are other publications on the market which already do it and which, by virtue of publishing on a monthly schedule, can do a much-more immediate job than the CAPTAIN'S LOG could ever do.

Running reports of overseas meets will also require extra space, which I can't get right now.

How about submitting some more of those unknown insignia on that growing list, to Ken Taylor for publication in his column? I know you have done it in the past, as well as provided answers to questions by others. Keep up the good work!

+++++



THE IMAGE OF KLM

AUTHORS: G.I. Smit, R.C.J. Wunderink, I. Hoogland.  
PUBLISHER: Inmerc B.V., P.O. Box 3, 1530 AA WORMER, The Netherlands.  
PRICE: U.S. \$35, post. \$14 in Europe, \$20 to USA/Canada (air mail).  
HARDCOVER, 180 pages, more than 240 color illustrations.  
YEAR OF PUBLICATION: 1994  
ISBN 90-6611-433-9.

On 07 OCT 94 KLM celebrated its 75th anniversary. To mark the occasion, the airline produced this historic overview of the development of its "winged KLM" of the development of its "winged KLM" logo, its trademarks, advertising and other forms of written communication which made up the airline's market profile.

The result is this very colorful book with 70 full-page color photos of posters and advertisements from those 75 years, and more than 170 smaller illustrations of labels, brochures and more.

Also included is a history of KLM, its advertising policies and slogans (such as the Flying Dutchman theme) and its various Holland promotions.

The first Flying Dutchman poster

(dated 1920) depicts a Fokker F.III soaring through a clear blue sky, while below the Flying Dutchman of legend struggles through a stormy sea while mountain-high waves threaten to swamp his little ship. The interesting thing about the poster is that the aircraft has the civil registration (H-NABE) of a KLM DH-9C. The slogan at the bottom says (in Dutch) "No Legend, but Reality". Another early slogan was "The businessman travels, sends, receives via KLM". It was engraved on small brass plaques and staff were instructed to hang these up wherever possible. Rumor has it KLM's first and long-time president Albert Plesman personally put these brass plaques on the walls of change cubicles in swimming pools he frequented.

Nearly all artwork in the book is in Dutch or English - only four items are in other languages. The full historic text is in English.

Highly recommended!

Reviewed by Henk Heiden

(Ed. note: This book was published in Dutch and English editions. The Dutch edition = "KLM in Beeld" = was so popular in Holland, it was sold out in a few months.)



**The Vital Guide to COMMERCIAL AIRCRAFT and AIRLINERS**

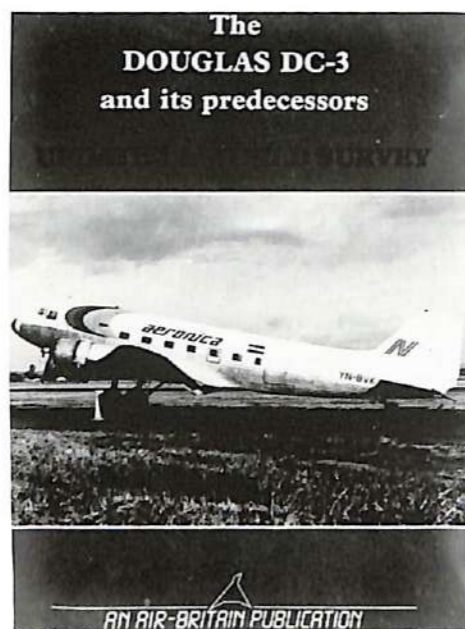
EDITOR: Robert Hewson  
 PUBLISHER: Airline Publishing Ltd.,  
 101 Longden Road, SHREWSBURY SY3 9EB  
 England.  
 PRICE: Less than U.S.\$20  
 HARDCOVER, 120 pages, 286 clr photos.  
 YEAR OF PUBLICATION: 1994  
 ISBN 1-85310-538-4

This is the best quick-reference airliner guide I have seen in many years. 98 titles in service today, of Twin Otter/Bandeirante size and up, receive a full-page each with two clear color photos, a concise history listing all versions built and major differences between them (yes, even for the piston DC-3, DC-4/6/7, CV-240) and a small box with major technical specifications. Also included are 5 major helicopters in passenger service, and 13 bizjets.

Another 20 pages contain capsules for 100 major world airlines, each with a small color photo, IATA/ICAO codes, main operating base, types and number of each in the fleet, and one paragraph for current activities. Topped off with a detailed, cross-referenced index.

This small book gives big value to anyone who has a need to quickly find details on current airliners (such as this reviewer).

Reviewed by Joop Gerritsma



**The DOUGLAS DC-3 and its Predecessors Update 2 & World Survey**

AUTHOR: J.M.G. Gradidge  
 PUBLISHER: Air-Britain (Historians)Ltd.  
 (Sales Dept.) 5 Bradley Road, Upper  
 Norwood, LONDON, SE 19 3NT, England  
 PRICE: 8 pounds for A-B members,  
 12 pounds for non-members.  
 SOFTCOVER, 112 pages, 17 color photos.  
 YEAR OF PUBLICATION: 1994, dated OCT 93  
 ISBN 0-85130-213-0

Air-Britain, the world-wide aircraft historical association, has published its long-awaited second update to its massive 1984 tome on the DC-3. This new book, however, is more than just an update on the history of individual aircraft and their (military and civil) operators. It also mentions every DC-3 known to survive.

The set-up of the book is straightforward: it provides new and updated information on military and civil operators and then lists newly-unearthed details and recent changes in ownership etc. for individual aircraft since the previous update of NOV 86.

Even if you don't have the original book and the first update, this second update is worth having if only for its listing of surviving aircraft.

Reviewed by Joop Gerritsma

**Glossary of AEROSPACE TERMS AND ABBREVIATIONS**

COMPILERS: Roy Braybrook, Dave Allport  
 EDITOR: Malcolm English  
 PUBLISHER: Air International Magazine,  
 & Jetstream Aircraft Ltd., Prestwick  
 Int'l Airport, Ayrshire, KA9 2RW,  
 Scotland, and Jetstream Aircraft Inc  
 P.O. Box 16029, Dulles International  
 Airport, Washington D.C. 20041-6029,  
 USA.  
 PRICE: Unknown  
 SOFTCOVER, 24 pages, 4 color photos  
 (incl. 2 on cover).  
 YEAR OF PUBLICATION: 1994

This handy pocket guide helps you find your way through the jargon military and civil aviation people use in their daily lives.

Want to know what ACLIS stands for? Or how to describe aspect ratio to a non-aviation friend?

And what about OAT or TMA?

This extremely valuable booklet was



distributed free with the British aviation magazine Air International a few months ago. I don't know if available without a subscription, but if it is, try to get your hands on a copy. It will come in handy - often!

Answers:

**ACLIS** = Airborne Communications Location Identification and collection System.

**Aspect ratio**: = the ratio of wingspan to mean chord, normally calculated by dividing the square of the span by the wing area.

**OAT** = outside air temperature.

**TMA** = Terminal Control Area.

(Reviewed by Joop Gerritsma)



**AVIATION IN CANADA Historical and Statistical Perspectives on Civil Aviation**

AUTHOR: Statistics Canada, Transportation Div., Aviation Statistics Centre.  
 PUBLISHER: As author.  
 PRICE: Can\$48 in Canada, Can\$58 in USA,  
 Can\$67 for other countries.  
 SOFTCOVER, 216 pages, 32 B&W photos,  
 more than 100 maps, tables, graphs.  
 YEAR OF PUBLICATION: 1994  
 STATSCAN catalogue #51-501-E-Occasional  
 ISBN 0-660-1498-0E

This is a compilation of Canadian air transport statistics in all its forms for the past 20 years (and in some cases 40 years), up to 1992. Information includes details such as the number of air carriers, load factors, number of passengers carried, fuel prices, number of hours flown, operating revenues, financial performance of airlines, market shares, air fares, safety and much more.

Pretty dry stuff for the average aviation enthusiast. For them the value of this book lies in the narrative summaries of how post-WW2 events helped shape today's air transport industry in Canada.

StatsCan regularly publishes statistical data on the air transport industry, but this is a special 75th anniversary edition with a historic perspective. (Reviewed by Joop Gerritsma)

**Cockpit Data Plates Original Aviation Collector cards on METAL**



FRONT

**DC-3 COLLECTOR SERIES**

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- #2 - American Airlines N21798 c/n2202
- #3 - Vintage Airways N22RB c/n4926
- #4 - Piedmont Airlines N44V c/n4545

ACTUAL SIZE

SPECIFICATIONS			
AIRCRAFT	DOUGLAS DC-3	FIRST DC-3 FLIGHT	17 DEC. 1935
N #	21798	C/N #	2202
LENGTH	64' 5 1/2" / 19.65m	HEIGHT	16' 11 7/8" / 5.18m
SPAN	94' 7 7/8" / 28.82m	MAX. T/O WEIGHT	26,000LBS / 11,340 KG
ORIGINAL POWER PLANTS	2 - PAW R-1830 TWIN WASP 14 CYL 1200 HP EA.	CRUISING SPEED	180MPH / 309KM/HR
THIS AVC MFD.	11 MAR. 1940	ORIGINAL CONFIGURATION	DC-3
OPERATOR	AMERICAN AIRLINES	PHOTO	AMERICAN AIRLINES
BLACK HAWK PUBLISHING CO. 1-800-451-4529			

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 P.O. Box 24  
 Mt. Freedom, NJ 07970

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

by  
 Paul F. Collins

This issue of the LOG will close out Volume XX and send us into a new era. It's hard to believe that we have been publishing the LOG for 20 years. This has been possible only because of the great volunteer staff that we currently have. Joop and all the other editors can be very proud of the fine job that they have been doing. I would like to thank each and every one of them, and if you get time, maybe a note to your favorite editors will let them know how you, the members, feel!

This will probably be the last issue of the LOG to go out before the big convention in July. I hope everyone received their registration information and that you have sent all necessary forms and money to Phoenix. Bill has planed a great show and I am really looking forward to heading west in July. I have been advised by local residents to remind those of you that plan on being outside a lot to take along plenty of sunblocking lotion. This information is for your benefit, so please take heed.

The 1995-1996 issue of the membership roster is now available. The cost is \$5.00 which will get you the roster plus the necessary updates to get us to the 1997-1998 issue. The current issue contains about 1100 members. I am sorry for the delay in getting out the rosters to those that have ordered it. Layout work took a lot longer than I thought it would and it took a while to get a good price on printing it. After trying several print shops here in Jacksonville, I sent the copy to our

printer in KY. If you have any questions about the roster, please call or drop a line to Society HQ.

At the Atlanta business meeting, a number of changes were made in how a convention should be operated. Several people have wrote in requesting a copy of these rules. As soon as I can get a little free time, the rules will be typed and copies sent out to those that requested them. Do keep this in mind, if you wish to make a presentation for a future convention at the bussiness meeting this year, you must advise the current convention chairperson that you wish to have time during the meeting. According to the current rules, this presentation can last no longer than 15 minutes.

Speaking of conventions, the 1996 version of Airliners International will be held in Bloomington, MN July 16 thru 21 at the Radisson South. This will be our 20th meeting and we will be looking forward to greeting as many of you as can possibly attend. My wife Pat and I will be co-chairing the meeting and we are planning a number of good things for you and your family. We would like to see a "really big" turnout for the BIG 20! We will have a special table at AI '95 so please stop by and see us!

After the last mailing of the LOG I received a number of change of address cards/forms from the US Postal Service. As stated in the last issue, these little notices cost the Society each time we receive one. PLEASE send in to Society HQ a change of address card. Also include your new telephone number on the card so we can update that part of your file as well.

In the last several issues of the LOG we have been listing back issues of the LOG. I would like to report that we have sold a large number of these copies. In fact, we have sold out on some of the numbers that were available in small numbers, such

# DC-3/Dakota Journal



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as VOL XI No's 1 & 2 which featured Pan Am. While I have not had time to recount the issues still available, please remember when ordering back issues, some of those listed may now not be available. Will try to have count in the next issue. Thanks for your support of this project.

Also mentioned in the last issue was the need for two volunteers to take on the job of advertising manager and member solicitor. So far I have received one letter with regards to this request and that was for member solicitor. I have not yet talked with the member that volunteered his services for this job, but will do so after this issue of the LOG goes to press. I am still very interested in getting someone to take on the job of advertising manager. This would be a good job for one of our retired members that is looking for something to do in their "spare" time. So once again I will ask for someone one, or even two, folks that would be interested in the advertising managers job. Please call or write Society HQ if interested.

The postage rate that went in effect the first of the year was somewhat larger than I had believed it to be. I am sure that many organizations that publish a magazine or newsletter was somewhat surprised by the increase in third and fourth class mail. Basically the Post Office has eliminated these rates that were somewhat lower than first class. Now, third and fourth class are equal to first class up to about 8-10 ounces, making just about any mailing of the LOG (single copies, not the bulk mailing) done at first class rates. I may have to rethink the \$2.00 increase that went into effect this year. More on this as we watch our postal expenses.

Remember to get your convention registration material in for the BIG SHOW in PHOENIX! Looking forward to seeing all of you in JULY. Until next issue--HAPPY COLLECTING!

PAUL

### FOR THE GOOD OF THE SOCIETY

Word has gotten back to Society HQ that some of our members/subscribers are very discouraged by the erratic schedule of publication of the LOG. They are so discouraged that they are planning not to renew their subscription to the LOG. I certainly hope that this doesn't happen. As publisher of the LOG I also find it discouraging to have the magazine come out as it has for the last several years. Once you get behind, it is very hard to catch up. We would like to get the LOG out on a timely schedule and we are working toward that goal. As explained several times, this is an all volunteer staff. If this is what we did for a living, I am sure you would receive your magazine in a timely manner and be very happy. However, this is not the case. Both Joop and I, as well as other staff members, have busy work loads that might reduce the time we can spend working on the LOG. It is our desire, or should I say, mission, to get the LOG out as soon as possible. Can anyone that is unhappy with our handling of the LOG offer any suggestions on how we can do better? If you have an idea, please feel free to contact Society HQ, as we would like to hear from you direct, not via rumors.

Paul F. Collins  
 President, WAHS

### 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.

May 13, 1995, Chicago, IL Ramada Hotel O'hare, Steve Mazanek, PO Box 31344, Chicago, IL 60631 Tele 312-775-5623

May 23, 1995, Toronto, ON Royal Canadian Legion, 3263 Derry Rd E. Malton. Steve Emmins, Tele 905-542-7885

May 21, 1995, Iselin, NJ Sheraton Woodbridge Place, Anthony Poon, PO Box 520261, Flushing, NY 11352, Tele 718-886-6009

June 3, 1995, Charlotte, NC Sheraton Airport Plaza Hotel, John Joiner, 52 Jefferson Pkwy, Apt D, Newman, GA 30263 Tele 404-502-9565

June 24, 1995, Seattle, WA Landmark Hotel & Convention Center, Lynnwood, WA Michele Karl, PO Box 6543, Lynnwood, WA 98037 Tele 206-744-0983

July 18-22, 1995 Phoenix, AZ Airliners Int'l '95 Camelback Inn, Scottsdale, AZ Alan B Merkle 107 E St John Rd, Phoenix, AZ 85022 Tele 602-993-8276

Aug 11-12, 1995, Long Beach, CA Elk's Lodge, 4101 E Willow St., Long Beach, CA 90815 Phil Martin 310-434-6701 or Dave Cherkis 310-821-1997

September 9, 1995, Newark, NJ Holiday Inn Jetport Bill Gawchik, 88 Clarendon Ave., Yonkers, NY 10701 Tele 914-965-3010

September 30, 1995 Dallas, TX Holiday Inn West Jack Agey PO Box 371 Douglasville, GA 30133 Tele 404-949-6605

October 7, 1995, Seattle, WA Museum of Flight, Fred Chan, PO Box 2744, Sequim WA 98382 Tele 360-681-4671

October 21, 1995, San Francisco, CA Grosvenor Airport Inn Tom or Sue Dragges, 526 Ventura, San Mateo, CA 94403 Tele 415-574-8111

November 11, 1995 Houston, TX Holiday Inn, 15222 John F Kennedy Blvd Houston, TX Duane Young, PO Box 101, Covington, LA 70434-0101 Tele 504-892-3297

\*\* September 30, 1995 Toronto, ON See May 23

\*\* November 18, 1995 Toronto, ON See May 23

July 16-21, 1996 Bloomington, MN Airliners Int'l '96 Radisson South Paul & Pat Collins, 13739 Picarsa Drive, Jacksonville, FL 32225 Tele 904-221-1446

### BOOK REVIEW

#### FOOTSTEPS IN THE SKY

An Informal Review of U.S. Airline  
 Inflight Service  
 1920 - Present  
 Helen E. McLaughlin

State of the Art, Ltd, Denver, CO  
 330 pp 100's black & white illustrations  
 photos and advertisements s/b \$24.95

For more than 60 years flight attendants have served the traveling public and the airlines. The author of this book, Helen E. McLaughlin, having served with both Continental and United airlines, has gathered hundreds of stories about these people and their adventures. Through her we see what they did, how they did it and with the use of photos, post cards and advertisements, we see the evolution of the position that most of us today take for granted when we travel by air.

Helen's stories begin back in the early 1920's when only men were allowed to serve aboard aircraft. At that time, they were given titles similar to those given persons that served aboard ships. There were cabin attendants, pursers, stewards and mates. It was in the early months of 1930 that female stewardesses started to serve aboard aircraft. From a humble beginning of eight young ladies working for Boeing Air Transport (BAT) to the thousands of men and women working for airlines all over the world today, the position of flight attendant has become one that both kids and adults dream about becoming.

This book features stories on hundreds of flight attendants from the very beginning up to the present. Working on Ford Tri-Motors, DC-3's, Connies, Electras, the first jets such as the Boeing 707, 727, the DC-8 and the 747 and all those in between, you can see how the position of the flight attendant has grown. Through photographs and advertisements and even postal cards, you can see how the uniforms have changed over the years, as well as how the interior of the aircraft has changed. From the stories you can see how the job of the flight attendant has changed due to the number of passenger increases and the problems created by this great increase in numbers.

For the collector of airline memorabilia the book is a wealth of information, not only from the stories that are told, but from the illustrations used to highlight the stories. Photos show uniforms and insignia used during the different time periods, as well as the aircraft of the different periods with their markings and interior decor that many of you are interested in. Advertisements and baggage labels are also used to illustrate many of the articles.

For Helen, the most important part of the book is the stories that each flight attendant has to tell. By reading these short snatches of history, in just a short while you come to know hundreds of people that have really helped to make the airlines grow into the hugh success that they are today. This is one of those books that you can sit down with and read until you have to force yourself to put it down. Many of the stories are about members of the crew working together to get through a crises where "team" came before "me." This is really a book you need for your bookshelf and one you will enjoy reading and referring back to, many times.

Review by Paul Collins



SEAN MATEJOWSKY 17115 Forelock Way, Crosby, TX 77532 has airline posters for sale which include only KLM aircraft and the routes they serve for only \$2.00. Also has airline pins and wings for sale such as from KIWI, United, USAir and Continental or 50¢ each. Please send large SASE to address above for list.

KLAUS URBAN: Thiedeweg 26, D-22047 Hamburg, Germany needs some help. He is very interested in slides, photoes, timetables, etc., of airlines and airliners from Southeast Asia. Especially interested in Laos, Cambodia, Thailand and South Vietnam as well as Hong Kong, Malaysia, Singapore and the Philippines. His interest in this material runs from 1965 thru 1985. Klaus is interested in current material from Pan Am, World Airways, Thai, Air France, Northwest, TIA, and really, all airlines flying now. Very interested in shots of "Pan AM" Boeing 727-021 (full titles) 1966-1975 in world-wide services. Will pay for "rare" shots. All letters will be answered.

ROBERT SOKOLOWSKI: 133 Lake Drive East, Wayne, NJ 07470 is looking for all of the following: Worldwide and North American editions of the DAG from mid-1960's to the present, Pocket Flight Guides for North America and Europe--same time period, and Port Authority of NY/NJ consolidated flight guide from 1981 to present. Robert is also looking for KLM timetables from the mid-1960's to present plus tt's of other airlines. He also needs Revell Super DC-8 model, any airline, Aurora's Air Canad DC-8. Please send list of any items you might have that is listed above. All letters will be answered.

PHIL MARTIN: 3640 E 10th Street, Long Beach, CA 90804 has a number of real pilot's and FA wings available for sale or trade. For list please send SASE, #10.

PAUL COLLINS: 13739 Picarsa Dr Jacksonville, FL 32225 has for trade a 1949 Mercury, 1:24 scale made by Danbury Mint. In mint condition. Paul is interested in trading this car for a Danbury or Franklin Mint 1955 Ford Crown Victoria, in like mint condition. Write or call 904-221-1446. For those that responded to Paul's schedule request, please be advised that the list will be coming. He didn't realize that he had so many items to list. Paul apologizes for the delay.

JEF BOUTIN: 705 White Bluff Ave., Savannah, GA 31419 is looking to buy or borrow annual reports from NORTHEAST AIRLINES. He is also willing to pay expenses involved in copying if you don't want to sell or lend. Contact Jef at 1-800-858-2775 extension 4741 8 AM to 4:30 PM EDT and 912-920-9907 evenings. Internet @AOL.COM.

(continued on page 49)

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FOR THE GOOD OF THE SOCIETY

TOM KALINA is looking for some help on a project that he is currently involved with. Born Again Restorations (B.A.R.) is planning on building two Sikorsky S-38's. One of these aircraft is destined for S. C. Johnson Wax, with a target date of 1997. To aid in the construction of these aircraft, the following material is needed. Any help in obtaining ANY item will be greatly appreciated.

- 1) Any information that would lead to any remains (whole or parts) of any S-38.
- 2) Maintenance manuals and pilot manuals for the S-38.
- 3) Photos of Johnson Wax's S-38 (NC-6V) at Dinner Key, FL in 1935. The aircraft was overhauled by PAA from March through May of 1935. It visited Dinner Key twice again later that year as part of its "Carnauba Expedition" to South America.
- 4) A set of PAA pilot wings and hat badges or button, circa 1935.
- 5) Information on PAA pilot's uniform colors, circa 1935.
- 6) Information leading to any living relatives of A.J. Hoy, former PAA radio operator, early 1935. Mr. Hoy was the radio operator on the Carnauba Expedition.
- 7) A book about the S-38 and S-39 that was published in the 1970's, author/publisher unknown.
- 8) Good quality photos of any S-38's.

As stated, any and all help in acquiring any of the above mentioned material will be greatly appreciated. Direct all inquiries to: Tom Kalina, Senior Captain, S. C. Johnson Wax Aircraft Operations, 3450 Mt. Pleasant Street, Racine, WI 53404. Telephone 414-631-2707 or FAX 414-639-7667.

PETE WALTON of the Heraldry of the Air Museum in Brooklyn, NY would like to invite you to stop by and see their display of all types of aviation memorabilia. Pete advises that the majority of the material on display is military, they do have a very nice display of airline items and they like to show and share this material with fellow collectors. When in the New York area, please stop and see us. Address is 254 Hoyt Street, Brooklyn, NY 11217 or call 718-237-2650 for directions.

BILL BAIRD is the U.S. representative of the Aviation Post Card Club, headquartered in the U.K. Bill states that members are interested in all types of aviation from airliners to lighter than air, etc. Current dues for membership is \$5.00 U.S. which gets you a quarterly newsletter and membership list. If interested drop Bill a line at: APC Club, 2380 Cheshire Dr., Aurora, IL 60504.

PAUL COLLINS would appreciate hearing from anyone that knows the current address for former Society member Don Curtis. We would like to contact Mr. Curtis with regards to some unfinished trade transaction between him and several Society members. If you have traded with Mr. Curtis and not received you material, please advise Society HQ with details. Write to Society HQ.

(continued from page 48)

BRUCE D MOSER: 17 Arthur Avenue, Clarendon Hills, IL 60514 wants to buy American Airlines Flagship silverware in excellent condition only. He will buy sets or individual pieces. He also needs American Airlines cap badges, silver or gilt, with eagle's head facing in either direction. Write or call 708-325-4368.

BEN SUTHERLAND: 18808 CR 46, Route 1, New Paris, IN 46553 is looking for the following post cards: China Airlines B737, Malaysian DC-10 (current colors), Philippine Airline DC-10 (current colors), LACA B737, Aero Costa Rica B737, South African B767, Air South B737, Continental B737 (new colors) and Continental B757 (new colors). Cards to not have to be airline issue.

PLEA FOR HELP

Mr. Gary V. Plomp, 105 Progress Dr., Watsonville, CA 95076 offers the following. As many of you know our classic reciprocating engined airliners of the '40s and '50s are fading into obscurity. Forgotten, neglected and prohibitively expensive to operate they are aviation's "endangered species." As one who can recall the great days of radial engined propellers, it is my goal to see these aircraft preserved and flying for future generations to enjoy and past generations to remember about. The sight and sound of these classic airplanes are unforgettable!

At this time, I am involved in trying to generate interest in restoring a Douglas DC-6 or a Convair 340. Currently, there is no DC-6 on the airshow circuit in airline colors or as a historical artifact, in the United States (flying).

I have been in contact with a gentleman in Florida who owns one of the last passenger DC-6s in the world today. His aircraft is an ex-USAF C-118 "Liftmaster" and is #121 certifiable. He would prefer to lease or sell it to an aircraft preservation group or society. If converted to a freighter, its originality would be lost and the many airline systems would be very hard to re-install.

It is Mr. Plomp's hope that through our organization or contacts, this classic DC-6 could be saved. He also believes that there are groups of aviation enthusiasts who would love to acquire this airplane. The DC-6 is owned by James P McIvor, 8201 SW 188 Street, Miami, FL 33157.

(EDITOR: The Society would certainly be interested in seeing someone restore a DC-6 in airline colors. However, the Society does not have the time, money or talent to take on such a project. If someone within the Society would take on such a project, we would be more than happy to promote the project and give you lots of "moral support!")

TRANSPORTATION SHOW

On September 30th and October 1st, 1995, a planes, trains, and automobiles TRANSPORTATION SHOW will be sponsored by the Mid Atlantic Air Museum at Reading PA Regional Airport. The Museum is looking for vendors that can provide model railroad material and other collectibles, airplane models, and other aviation memorabilia, both civil and military. They are also looking for all types of automobile material as well. If you have any of the above and wish to have a table at this affair, or just attend, please contact The Mid Atlantic Air Museum, RD 9 Box 9381, Reading, PA 19605 or call Pete Malashevitz at 610-372-7333.



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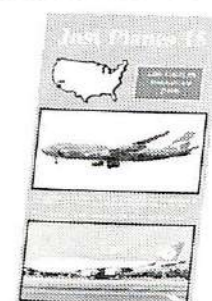
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### NEW CARDS FOR THE COLLECTOR

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

IAWP Company  
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ORANGE	Empire / Frontier / PSA
WHITE	Airmoth / Eastern / National / People Express Republic inc. both North Central and Southern/Pan Am
BLACK	Mohawk
GREEN	Ozark

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

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### BACK ISSUES CAPTAIN'S LOG

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

<del>Vol XI</del>	<del>No 1</del>	<del>1985</del>	<del>Pan Am</del>
<del>Vol XI</del>	<del>No 2</del>	<del>1985</del>	<del>Pan Am</del>
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<del>Vol XII</del>	<del>No 4</del>	<del>11</del>	<del>1986 Concordia</del>
Vol XIII	No 1	27	1987 Ozark
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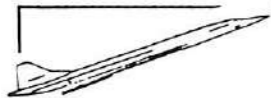
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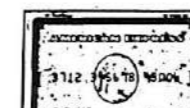
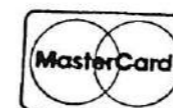
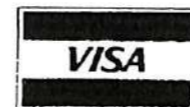


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