

"The Airline Memorabilia Collector's Quarterly"



Vol. 21. No. 1, Spring 1995

CAPTAIN'S LOG



Don Thomas with stickers and labels
from Scandinavia and other places



Antonio Luis Sapienza
recalls the short history of
Lloyd Aereo Paraguaya S.A.

Gerry Cole with latest news
about models and modelers.
(1/144 scale 727 of ATA by Tony
Schneider at right)

Ken Taylor shows wings
from the former Soviet Union





WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS
President & Membership director
13739 Picarsa Drive
JACKSONVILLE, FL 32225, USA
Tel. 904-221-1446

European section

FRED J. HEMS, Secretary/Treasurer
Triskele, 7A Hatton Road
BEDFONT, Middlesex
England, TW14 8JR

Editorial staff: see below

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

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

WAHS memberships expire at different times during the calendar year, depending on when you joined. You will be notified before your membership expires. Please send in your renewal as early as possible so you won't miss a single issue of the CAPTAIN'S LOG.

THIS IS YOUR EDITORIAL TEAM:

EDITOR JOOP GERRITSMA, P.O.Box 776, WELLAND, Ontario, Canada L3B 5R5
Tel. (905) 735-1036, Fax (905) 735-4242

ASSOCIATE EDITORS/DEPARTMENT HEADS:

- International JOOP GERRITSMA, P.O.Box 776, WELLAND, Ontario, Canada L3B 5R5
- Labels DON THOMAS, 1801 Oak Creek Drive, DUNEDEN, FL 34698
- Schedules GEORGE W. CEARLEY Jr., P.O. Box 12312, DALLAS, TX 75225
- Book Reviews JOOP GERRITSMA, P.O. Box 776, WELLAND, Ontario, Canada L3B 5R5
- Airline Modeling GERRY COLE, 2155 Stuart Street, LONGMONT, CO 80501
- Photos & Slides RICHARD J. FEDORCO II, 4041 S. Flanders Way, AURORA, CO 80013
- Playing Cards THOMAS DRAGGES, 526 Ventura Avenue, SAN MATEO, CA 94403
- Dining Service RICHARD W. LUCKIN, 621 Cascade Ct., GOLDEN, CO 80403-1581
- Wings & Things RICHARD KORAN, 104 Lakeview Court, OLDSMAR, FL 34677
- Cocktail Items AL S. TASCA, 19836 S.W. 118 Court, SOUTH MIAMI HEIGHTS, FL 33177
- Junior Crew Insignia STAN BAUMWALD, 1242 N.W. 102nd Way, CORAL SPRINGS, FL 33071
- What Is It? KEN TAYLOR, R.R.7, CALGARY, Alberta, Canada T2P 2G7
- Postcards ALLAN M. VAN WICKLER, 2200 Ridgeway Lane, CHARLOTTESVILLE, VA 22901

PLEASE SEND CONTRIBUTIONS TO THE EDITORIAL STAFF MEMBERS WHO HANDLES THAT SUBJECT.
WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA. THANK YOU!

FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members' want, trade and sale notices in the FLIGHT EXCHANGE section at no charge. Send details to FLIGHT EXCHANGE at the Jacksonville address (shown at left). Please list the information on a separate sheet of paper. DO NOT include this information with a letter or with your membership renewal. If FLIGHT EXCHANGE information is not sent on a separate sheet of paper, there is no guarantee it will be published.

A fee applies for advertisements placed by commercial vendors.

CONTRIBUTIONS ARE WELCOME

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

DEADLINES AND PUBLICATION DATES

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

MEMBERSHIP FEES

- USA\$20.00 (Permit mail only)
 - Canada\$20.00 (Add \$8.00 for 1st class)
 - Europe\$20.00 (Add \$12.00 for air mail)
 - Pacific, Africa & Middle East\$20.00 (Add \$15.00 for air mail)
 - Central & South America\$20.00 (Add \$12.00 for air mail)
- All rates are listed in U.S. dollars and may be paid by cheque drawn on a U.S. bank or by International (postal) Money Order (IMO), payable in U.S. dollars.
A one-year membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issues in subsequent years. When you join the WAHS, you will be sent all issues of the CAPTAIN'S LOG for that calendar year.



United Air Lines Boeing 737-222, N9063U, Msn. 19934/137, at SDF (Louisville/Sandiford Field) in MAR 95, by Fred Del Monico of Elizabethtown, KY. More SDF photos by Fred can be found on page 26.

CAPTAIN'S LOG

Vol.21, No.1, SPRING 1995

EDITOR: Joop Gerritsma
EDITORIAL ADDRESS:
P.O. Box 776
WELLAND, Ontario
Canada L3B 5R5
Tel (905) 735-1036, Fax (905) 735-4242

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

Opinions expressed and claims made in signed articles and/or advertisements published in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and are not necessarily the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for claims that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and of notifying the WAHS and/or the CAPTAIN'S LOG of any errors.

©1995. All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the creators and/or owners of said material. Reproduction of this material is strictly prohibited without prior written permission by the copyright holder(s).

FLIGHT MANIFEST

2. Take-off Talk
by the Editor.

Report from the Field:

3. Denver Airport
Richard Fedorco looks at the new Denver Airport, now in service.

Wings & Things:
7. National Airlines
Its crew and kiddie wings, plus capsule history, by Dick Koran.

Post Card Corner:
12. Golden Oldies
postcards from the Regional and Third-level by Allan Van Wickler.

Airline Schedules:
16. Frontier Airlines
A pioneering Regional, 1950-1970 by George W. Cearley Jr.

World Airline Profile:
24. LAPSA
History of a short-lived Paraguayan airline, by Antonio Luis Sapienza.

Photo Corner:
26. UPS at SDF
Highlights at Louisville during the Christmas parcel rush, by Richard Fedorco with photos by Fred Del Monico.

Airline Modeling:
28. "Flattened tires"
for the DC-3, plus a new Fokker 100 kit, by Gerry Cole.

31. A Special Cup
by the "barf bag man," Niek Vermeulen.

Airline Dinnerware:
32. ABCO (Part 2)
Richard Luckin completes his review of this supplier to the airlines.

What Is It?:
35. Russian Wings
New states, new airlines and, of course, new wings, says Ken Taylor

Sticker Chatter:
38. Scandinavia and the Middle East are featured prominently by Don Thomas.

Junior Crew Insignia:
42. ERA and UPS, plus Leisure Air, are the only new issues, says Stan Baumwald.

43. WAHS News
Paul Collins keeps us up to date.

TAKE-OFF TALK

A NEW LOOK

We are starting the 21st year of the CAPTAIN'S LOG with a new look. As you can see, this issue has been produced on a laser printer, rather than on the dot-matrix printer with near-letter capability I have used until now. I hope this is only the first step in improving the appearance of the Log as I am exploring the capabilities of my new PC and am learning how to use the Pagemaker 5.1 program, which is new to me.

Sharp-eyed readers among you have probably noticed that recent issues of the CAPTAIN'S LOG have contained some fewer pages than the 64 we've been running for the past few years. The major reason for this is that membership has remained fairly stagnant while production costs and postage have gone up. It points to the need for more members. I would very much like to bring the Log back up to 64 pages per issue and use more photos (perhaps color), but this cost money, and lots of it.

In printing, as in most other forms of production, the up-front costs are the heaviest of the process. Screening photographs, shooting page negatives and setting up the press is much more expensive than the paper required to run off an extra 1,000 copies or so.

Only more members can provide this extra up-front money needed for a bigger CAPTAIN'S LOG.

Another step we have taken toward a better-looking CAPTAIN'S LOG is the use of glossy paper stock, beginning with the previous (Winter 1994/95) issue. This paper stock costs slightly more than the matte stock we have been using since the beginning, but I believe it is worth it. It not only improves the "feel" of the magazine, it also results in better reproduction of the photos.

We have said it before, but it bears repeating: the best way you, our members and readers, can help us continue on the path of improvements, is by enrolling new members. Wouldn't it be great if each of you could sign up only one new member in the next 12 months? We'd be doubling our membership and could easily triple the improvements to the CAPTAIN'S LOG.

WHAT'S INSIDE?

The major news in this issue is that we have a new postcard editor: Allan M. Van Wickler.

After not missing an issue in nine years, Bill Demarest has stepped back to devote more time to his job and especially to continuing his studies. On behalf of all our members and readers, I thank Bill from the bottom of my heart for all the time and energy he has given to bring us the latest in postcard news all those years. Putting the Log together without you would have been a lot more difficult for me without you, Bill. THANK YOU!

I am sure all our readers will join me in wishing you the best of luck with your studies.

I am happy to say Bill has agreed to remain available to provide me/us with postcards from his "Golden Oldies" collection by special request to illustrate future articles in the Log.

At the same time I welcome Van as our new postcard editor. Van lives in Virginia and will give the column a slightly different focus as he intends to concentrate on bringing you "Golden Oldies"-type cards, based on his large collection accumulated during the many years he travelled around as part of his job. His column with postcards from U.S. third-level and commuter airlines in this issue sets the tone for what is to come.

Welcome on board, Van! I hope you'll enjoy the flight and will become a frequent traveler.

We open this issue with a feature report on the new Denver International Airport. Yes, it has finally opened for operations and our photo editor Richard Fedorco, who works there for United Air Lines, takes us on a guided tour. Rich also contributes his customary selection of airliner photographs. This time he looks at the Christmas parcel movements at the UPS hub at Sandiford Field, Louisville, Kentucky through the eyes of photographer Fred Del Monico.

From Richard Luckin comes the second part of his story about major airline dinnerware supplier ABCO Trading. He shows us some of their successful patterns, but also some of the ones "that didn't make it" for one reason or another. Personally I find these latter patterns just as fascinating as those in the first category because of their rarity.

The third (but certainly not least) Richard on our staff, Richard Koran, takes a look at crew wings of the late National Airlines and also provides a capsule history of the carrier.

Model editor Gerry Cole fills you in on the "flat tires" for the DC-3 and on other kit and decal news.

Don Thomas has a series of new airline labels and stickers to show, particularly from Scandinavia and the Middle-East, thanks to his worldwide net of correspondents.

George Cearley uses his schedule column in this issue to focus on Frontier Airlines. Perhaps more than anything else in this issue it made me realize how many of the names of yesteryear would have disappeared from the airline scene without a trace were it not for collectors like us in the WAHS.

Stan Baumwald had only slim pickings to choose from this time, but he shows us the little that became available.

Ken Taylor came through with a collection of wings from the airlines in the new countries that once made up the Soviet Union. Like the Frontier schedules column, it is a sure sign that things never stay the same very long in the airline industry. It is one reason why we all should keep collecting everything we can - and do it today!

This is the last issue of the CAPTAIN'S LOG before our annual Airliners International convention in Phoenix. I'll be there and I hope to acquire a lot of new material - mainly books and photos, although this time I'll also be on the lookout for postcards of airliners from the former Soviet bloc.

I hope to see many of you in Phoenix.



Author's note:

By the time you read this, the new Denver International Airport will have finally opened. As a United Air Lines employee, I have waited with great anticipation for the move into the new facility. The following article will not delve into the long and winding road of the reasons for the delays. That task will fall to the courts and the newspapers to untangle. Instead, I will be explaining how the facility works.

by RICHARD J. FEDORCO II

REPORT FROM THE FIELD

The New Denver International Airport: finally open for business

Denver International Airport is the first completely new airport in the United States since DFW opened in 1973. It will retain the DEN code once Stapleton closes, and at present uses the weather station code DVX. After several well-publicized delays, the facility finally opened on 28 FEB 95.

Denver International occupies more than 34,000 acres of land (53 square miles) and lies approximately 28 miles northeast of downtown Denver. It is the largest airport in the U.S. and can easily contain the total land areas of Stapleton, Dallas-Ft. Worth and Chicago O'Hare within its boundaries. It measures twice the size of Manhattan Island and lies 5,341 ft. above sea level. On opening day five runways were available which surrounded three concourses with a total of 87 gates, the main terminal and a 327 ft-high FAA control tower.

TERMINAL:

The Elrey Jeppesen Terminal is located on the south side of the airport. Covering the more than 1.4 million square feet of space is a Teflon roof



Passenger bridge between the main terminal and Concourse A is high enough to let 737s taxi underneath. (All photos by the author.)

only 5/8ths of an inch thick. This roof weighs 400 tons and is supported by 10 miles of steel cable and 34 "masts." Parking for 15,000 cars on both sides of the terminal eliminates the need for stallite parking.

Check-in and baggage claim are located on separate levels with United, American, Northwest, Mesa, America West and Midwest Express on the west side of the terminal. Continental, Mexicana, USAir, TWA and all other carriers occupy the east side. Between the ticketing/bag claim areas is an atrium with 216,000 square feet of shops and eateries. Located here are the security check and the descent to Level 6 where underground electric trains transport passengers to their concourses.

These trains were built by AEG Westinghouse and are similar in design to those at MCO and TPA. All trains are computer-controlled from the administration building located just to the north side of the terminal. Trains will leave the terminal every two minutes and stop at the center of each concourse.

FAA TOWER:

The FAA tower has 33 storeys and is the tallest FAA structure in the continental U.S. The foundation reaches a total of 94 ft below the ramp surface. Located next to Concourse C, the tower offers a three-mile radius view of the airfield. On very clear days, a viewing radius of more than 100 miles is not uncommon.

Controllers in the cab will direct aircraft with the help of directional lighting installed in the taxiways as well as with Air-Surface Detection radar Equipment (ASDE). The ASDE unit resides on top of the tower and can track virtually any moving object travelling on the airport grounds (at least one that is larger than a jackrabbit, I am told).

The most-interesting feature is the ability to clear three inbound aircraft for Cat. IIIa approaches at the same time. This makes DEN one of the most user-friendly airports in foul weather in the world.

CONCOURSES A, B & C:

Concourse B is occupied by United Airlines and its United Express partners. With 42 gates, it is the largest of the

Right: Concourse A during construction.

Right, below: The interior of Concourse B, looking east.

Below: The FAA tower, located above Concourse C.

three. Concourses A and B are similar, but have 22 and 20 gates respectively. "B" is 3,300 ft long (11 football fields or about 5/8ths of a mile) and the trains will pick up and drop off passengers at a central core building with gate areas to both the east and west. Two more core buildings on each side house offices, locker rooms, restrooms, work areas and concessions in four levels. The other concourses have a similar arrangement, but with only one building to each side of the center core.

The baggage delivery system, which was at the root of most of the delays in opening the airport, runs on the same level as the trains (in the basement) and deliver baggage to the apron level gate areas of the proper outbound flight. On opening day the much-maligned system served only United Airlines and then only on a limited basis. Inbound flights will have the bags deposited on gateside conveyor belts for a trip down to the basement level. From there they go onward via the delivery system to either the passenger connecting flight or the proper baggage claim in the main terminal.

The A Concourse will serve Continental, American West, Frontier, Mexicana and all international arrivals. As of this writing, Delta was negotiating with the city to move to the closer A Concourse.

The C Concourse will be home to



all other carriers. These include American, MarkAir, Midwest Express, TWA, USAir/British Airways and Martinair. Both these smaller concourses will be served by the traditional "tug-and-cart" system of moving baggage for at least six months.

THE BAGGAGE SYSTEM -

The idea:

Handling baggage at such a large airport would prove to be too costly using the old methods. New and better ways of transporting luggage an average of two miles in a minimum of time had to be found.

BAE Automation offered a solution. They felt they could build a modification of the baggage systems in Dallas and Munich. The idea was to use computers to encode a Destination Coded Vehicle (a DVC) that would whisk the bag directly to its outbound flight in less than eight minutes. The plan was to move 24,000 pieces of baggage in an

hour during peak periods. The city and the airlines bought into the plan for \$193 million and construction began. That is when the idea turned into

The Reality:

Builders finished construction of the system late because there were problems connecting power to the site. This had already caused the first delay in opening the airport in OCT 93. After the testing began in earnest, the city, airlines and engineers saw a system that simply was not working.

After several failed attempts to recover with a full-scale system in place, the city and UAL agreed to "plan B." This essentially meant that DVC lines to Concourse B and the lines to Concourse A would remain dormant until all the bugs in the system could be worked out. This meant UAL would have two operating lines while the other tenant carriers had none.



Needless to say, the tenant carriers were not overly thrilled by the idea. After long negotiations they were mollified by an agreement to open a traditional backup system as well as receiving commitments from the city the DVC system will be installed in six months after the opening of the airport.

THE UA HANGAR:

The United Airlines line maintenance facility (LMF) was built for about \$90 million and lies one half mile to the north of Concourse C. Six bays of various sizes can handle two 747-422s or 777s nose-to-nose *and* a combination of 737/727/757s all housed under one roof. Parking for 25 more aircraft is provided to the east of the building.

Several years ago Denver lost out to IND in the bidding for a new overhaul base United was planning. After seeing the new facility here, this fine line maintenance building would put a great many other overhaul stations to task.

For some detail about the construction of the LMF, consider the following: 60,000 yards of concrete were poured. The average backyard deck uses two yards;

8,000 tons of structural steel went into the facility. The new Denver Convention Center (one million square feet) used only 3,500 tons);

460 miles of electrical wire was installed. A home uses about half a mile.

23 miles of fire protection piping were used.

THE REST OF THE AIRPORT:

Briefly, Denver International Airport also has four fire stations located strategically around the site. Firetrucks will be able to reach the farthest point in the field within four minutes.

Right: Looking north in the Great Hall on opening day. The Great Hall is located in the Elrey Jeppesen Terminal.

The FBO and tenant carrier air freight facilities are located to the southeast corner of the airport. FedEx, UPS and the postal facility will be to the south side, next to UAL's freight area, ground equipment facility and flight kitchen.

A hangar for Continental Airlines is located about 2 miles north of Concourse C.

THE FLY-BY:

In late JUL 93, the FAA was ready to test the new autoland system for Cat. IIIa aircraft. Test flights were to be flown with a variety of aircraft. On 19 JUL 93 a UAL 757 became the first commercial jet to land at the new airport. The flight had a large number of VIPs and press on board for the occasion.

Since I am not considered a VIP and save for my association with the CAPTAIN'S LOG not a member of the press, I was invited to ride aboard the second commercial aircraft to land at DIA.

On 20 JUL 93 I made my way to Gate B-1 at Stapleton Airport at 0515 hours for the flight. After some orange

Left: The United Airlines line maintenance facility.

juice and strong coffee I, my co-workers Steve Mayo and Agnes Hunt and about 50 other employees from various departments boarded UA Flight 9420. It was open seating and I hopped into 20F and primed the camera. We pushed back at 0545, just as daybreak was approaching. The weather was not very good, with a low and misty overcast hanging around until well after the flight was over. After the required safety briefing by the cabin staff, the 737-222 took off from Runway 35R a few minutes later. The captain immediately began to set up for his approach at DIA. At the Initial Approach Fix (IAF) the autoland system was switched on and the aircraft proceeded to land itself on Runway 34R at DIA. As we began to "roll-out," the auto-land was turned off. The pilots retracted the flaps into takeoff position and pushed the throttle, completing the "go" portion of the planned touch-and-go.

The flight completed two more touch-and-go's, all using the auto-land system. Finally, on our fourth landing, the aircraft came to a full stop. The captain then turned the aircraft around and departed DIA from Runway 16L. After clearing the runway, the captain banked a hard left over the main terminal building and completed a 500-ft AGL fly-by of the airport before heading back to Stapleton.



Right: Looking west from the city/United ramp control tower over Concourse B on opening day, which was laden with snow. Everything about the new Denver International is so huge, it dwarfs even the United 747-400 on the taxiway.



OPENING DAY

On 28 FEB 95, Denver International finally opened to much fanfare and intense media coverage. Nature could not have picked a more-intimidating day. Starting the previous night (Stapleton's last operating day) and through the following day, poor visibility and snow blanketed the Denver area.

True to the promises by the planners, the airport did function rather well. The first departure - to Kansas City - left on time and the first arrival - from Colorado Springs - operated without trouble. At 0850 hours Denver International became the first airport in the world to clear three ILS Cat. IIIa landings at the same time. The arrivals were maintained at 90 per hour. In the same weather at Stapleton, the arrival rate would have been cut to about 25-30 per hour.

The bag system performed better than expected, with a lost-bag ratio of about 16 per 1,000. BAE had told Unite to expect as many as 150 or more per 1,000.

In all, the airport performed well before an international audience and Stapleton was officially closed, ending more than 60 years of history in aviation. Let's hope the plans for a museum at Stapleton will come true - I'll keep you up to date.

Denver International Airport is now a reality and is ready to make some history of its own. On 02 APR 95 the Boeing 777 came to DEN as part of the FAA high-altitude certification program. United plans to inaugurate 777 service on the DEN-IAD-CDG route on 07 JUN 95.

Planned for 1997 is the opening of a 16,000 ft runway designed to handle long-haul international flights.

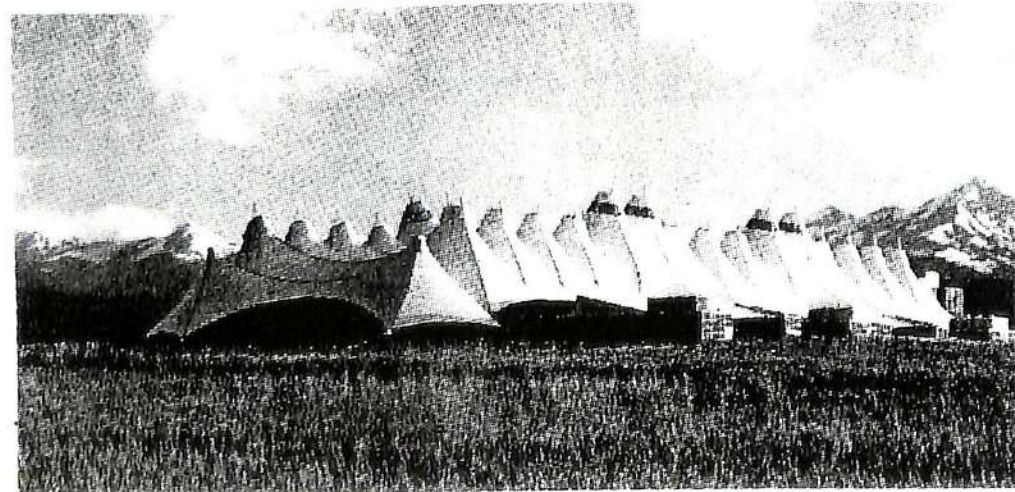
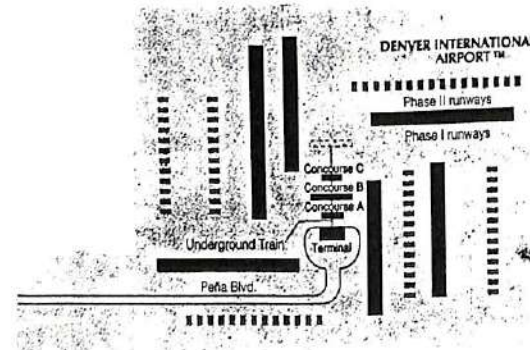
THE PHOTOS:

I have included a number of photos from the fly-by as well as some from the walking tours I have been on. The photos may give you an idea of what the airport looks like, even though they will do poor justice to its size. I invite you to route through Denver the next

time you travel and experience it for yourself.

Despite DIA's stormy history and unflattering attention on the David Letterman Show, I believe it will become a viable, user-friendly airport and a premier facility for airlines and passengers alike.

Many thanks go to Don Eberlein for much of the statistical information and to Terry McGurk for the fly-by and the tours.



Left: There she is: the Elrey Jeppeson Terminal. Its architecture blends in with the peaks of the Rocky Mountains in the background.

(Denver Int'l Airport photo)

NATIONAL AIRLINES, WINGS & THINGS

by RICHARD KORAN

Remembering the Airline of the stars

Late last year the St. Petersburg History and Flight One Museum presented WINGS OVER FLORIDA, an exhibit celebrating the history of National Airlines.

Born in St. Petersburg in the depths of the Great Depression, National Airlines began operations at Albert Whitted Field on 15 OCT 34. From its start as an air mail contractor with two second-hand airplanes of its own (a third was leased shortly after), National's first route system of 142 miles linked five Florida cities. But the carrier grew to become an international operator with a network of 29,000 route miles serving 41 cities in 12 states, Puerto Rico, Great Britain, France, Germany, the Netherlands and Switzerland.

All this ended in 1980, when National was bought by Pan American World Airways and its fleet and routes were integrated with Pan Am's after a short while.

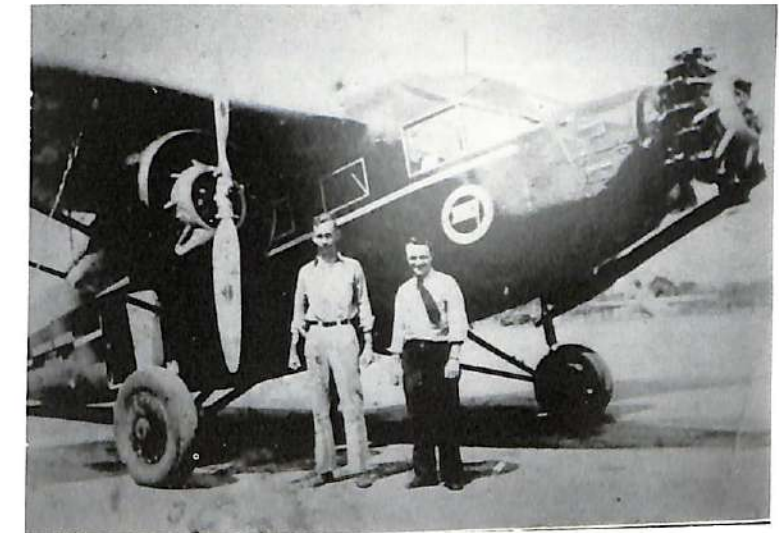
A visit to the exhibit at the Flight One Museum was an education in what an exhibit should be, says our own Don Thomas. The professionalism shown in putting the exhibit together should be credited to Jan Luth, director of the St. Petersburg History Museum, who contributed her expertise in arranging the display for maximum appreciation by the public. About 350 people attended the opening ceremonies, which were said to be some of the best the museum has ever had.

The project was managed by Tom Reilly, who did the research necessary to present such an excellent exhibit. This research was apparent in the outstanding captions displayed with the photographs and other exhibits. The entire history of National Airlines was presented in a colorful manner, with a dozen or so posters showing the airline's overseas destinations: Paris, Amsterdam and many others.

Congratulations and thanks are due to Tom Reilly for his work over several months; to Ed Hoffman, president of the Florida Aviation Historical Society for planning the exhibit; to Jan Luth and volunteers of the Historical Soci-

ety for help on the exhibit, and to John Galbraith, William R. Hough & Co., Payless Car rental and the Tampa Tribune for their support of the exhibit.

By 1966 National Airlines had become the 12th-largest airline in the world, carrying more than 3.5 million passengers in one year alone. In 1970 the airline became the third U.S. transatlantic passenger carrier (after PAA and TWA) with the inauguration of daily nonstop round trip service between Miami and London. In 1977 the airline began service from Miami to Paris and in 1978 from Tampa to Amsterdam. The fleet in early 1979 in-



Ed Hoffman and Charlie Banks stand in front of National's Stinson SM-6000 trimotor at the Albert Whitted Airport at St. Petersburg in 1936. National purchased two second-hand SM-6000 from Western that year for mail and passenger service between Jacksonville and Daytona after Eastern had temporarily suspended service because the Daytona airport could not handle its DC-2s. Note National's "flagpole" logo to the right of the two men.



This National "flagpole" wing is treasured by many wing collectors. It has a double screwback and the centre is in red, white and blue enamel. This finely-feathered piece is from the early Lockheed L-10 era.

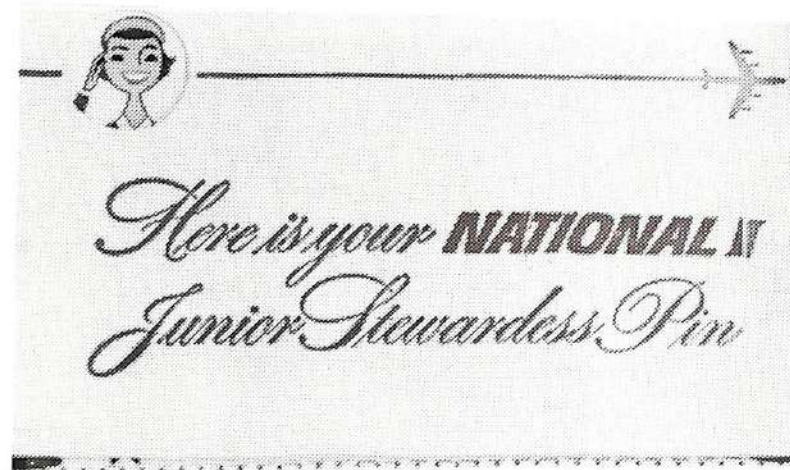
cluded 17 DC-10-10 and -30, 24 Boeing 27-200 and 16 727-100.

On 07 JAN 80, National Airlines, which was then South Florida's third-largest corporate employer with 5,448 employees based in Miami and Fort Lauderdale out of a total of 8,352 employees nationwide, became a subsidiary of Pan American World Airways. With the stroke of a pen PAA acquired 29,000 miles of routes to 33 U.S. cities and became the nation's second-largest airline, after United Airlines.

PanAm bought National because it wanted its domestic network to feed into its own overseas services.

National chairman L.B. (Bud) Maytag decided not to join PanAm.

As one employee, Gary Baker (not related to National's founder Ted Baker) said at the time, "There has never been a close management-employee relationship here at National, but we've all really liked our jobs. It is a relatively small airline and everyone pretty much knows everyone else."



^ NATIONAL AIRLINES

This junior stewardess pin comes on a large card and shows a DC-8 in the center. Note the red and blue logo to the right of the name.

< NATIONAL AIRLINES

In its final color scheme, National flew its aircraft with the "Sun King" face in gold and deep-orange on the tail. This pilot kiddie wing comes on a card and has a centre of deep-orange enamel.

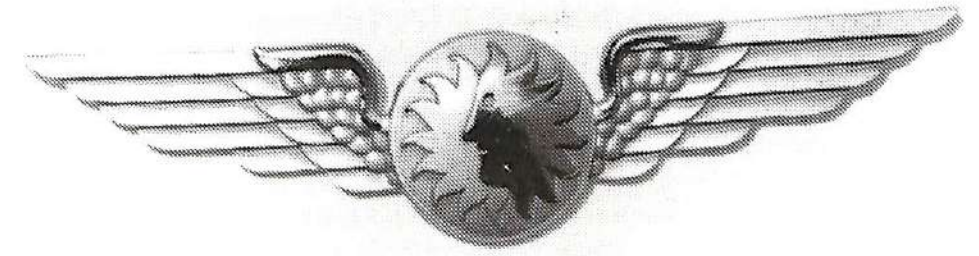
NATIONAL AIRLINES

Junior stewardess wing with a light-orange enamel center. It comes on a smaller card than the junior stewardess wing shown before.

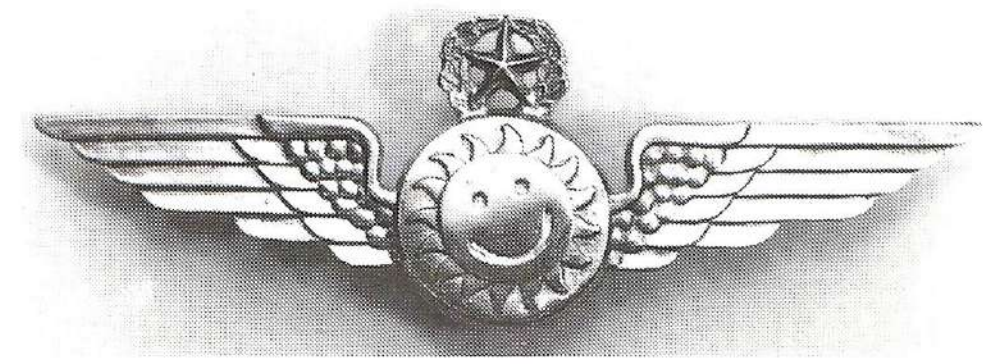


NATIONAL AIRLINES
National operated international and domestic scheduled services with a fleet that included the DC-8. The matte and polished surfaces of this wing are in gold. The lettering at the top and bottom is in blue. The logo is red on the left and blue on the right.

NATIONAL AIRLINES
National's final color scheme included the "Sun King" logo in gold and deep-orange on the tail. The face on this wing is polished.



NATIONAL AIRLINES
I have this wing with a different "sun face" in the center. Can anyone tell me what it is?



In National's former headquarters building, safely tucked away in an inner office, is a copy of the airline's logo - the profile of the Sun King's face - with a single tear. National Airlines is part of history.

HIGHLIGHTS OF NATIONAL'S HISTORY

- 04 SEP 34: George Theodore (Ted) Baker arrives in St. Petersburg with three second-hand Ryan monoplanes.
- 15 OCT 34: National Airlines begins service between St. Petersburg's Albert Whitted Field and Daytona Beach, Florida. 400 passengers are carried in the first year of flying and the total revenue is \$5,000.
- APR 35: Two second-hand Stinson "T" and one "U" tri-motors enter service. Route to Jacksonville approved. 1,600 passengers are carried in the second year
- JUN 37: National loses the right to land in Jacksonville but is given a route from St. Petersburg to Ft. Myers and Miami instead.
- JUN 38: National, now flying three all-metal Lockheed L-10 Electras, is awarded the Jacksonville - New Orleans route. Service begins on 01 NOV 38.
- MAR 40: Daytona Beach - Jacksonville route returned to National. Service starts on 28 APR.
- 1940: Headquarters moved from St. Petersburg to Jacksonville. Fleet now includes three 14-passenger

- Lockheed L-18 Lodestars. Stewardess service is introduced on the L-18s.
- 1941-44: Two L-18s assigned to domestic military cargo service; the other flies under contract to the U.S. Army. National operates schools for pilots, mechanics, radio operators and navigators.
- 09 FEB 44: Scheduled airline operations resume between Key West and Miami.
- 01 OCT 44: National is awarded New York City - Miami route.
- 12 FEB 46: DC-4-1009 (the post-war civil version of the C-54) for 46 passengers enters service. They inaugurate the first nonstop New York City (Newark) - Miami service two days later.
- 1946: General office moved to Miami.
- 15 DEC 46: Two new routes from Newark to Havana are inaugurated with DC-4s: one via Tampa, the other via West Palm Beach, Jacksonville and Miami. Havana is National's first foreign destination.
- JUN 47: First of four DC-6 (58 pass.) enters service. National is first to schedule non-stop New York City - Miami flights.
- 1950: First low-cost day and night coach service on the East Coast.
- SEP 52: First of eight DC-6B (66 pass.) joins the fleet.

TEAR ALONG DOTTED LINE TO USE CARD IN WALLET



TEAR ALONG DOTTED LINE TO USE CARD IN WALLET



21 NOV 53: DC-7 (69 pass.) and Convair 340 (44 pass.) enter service with National. The Convairs operate the non-stop Miami-New Orleans service.

1954: National operates an experimental helicopter service in South Florida, with Sikorsky S-55.

1956: Service inaugurated to Boston and Houston.

SEP/OCT 1957: Four L-1049H Super Constellations (104 pass.) delivered for "all-tourst" class only service between New York and Miami.

01 APR 59: first of 14 L-188A Electras delivered to National by Lockheed. First service (between New York and Miami) is on 23 APR.

25 OCT 59: National inaugurates the first domestic jet service in the USA with four Boeing 707-121s leased from Pan American for the winter. They operate four return flights daily between New York and Miami.

Winter 1959/60: National again leases 707's from PanAm, pending delivery of its own DC-8s.

07 FEB 60: First National DC-8 delivered. It entered service later that month between New York and Miami.

11 MAR 61: Southern continental route awarded be-

tween Florida and Los Angeles/San Francisco/San Diego via New Orleans, Houston and Las Vegas.

11 JUN 61: Service starts on the Southern continental route.

JUL 69: National is awarded route from Miami to London, England and begins service with DC-8. It is the third U.S. airline to fly to Europe.

02 OCT 70: National is first airline to operate Boeing 747 between New York and Miami. Nonstop to Los Angeles follows on 25 OCT.

07 JAN 80: PanAm purchases National Airlines.

Note by Joop Gerritsma: For those who want to know more about the history of National Airlines, I recommend "NATIONAL, Airline of the Stars" by our schedule editor, George Cearley, Jr. He has just published a new and expanded edition of his 1985 book with the same title.

Still available on the second-hand market and worth buying is "THE ANATOMY OF AN AIRLINE" by Brad Williams, published in 1970 by Doubleday & Company, New York.

KIWI INTERNATIONAL

Kiwi International Airlines pilot wing. It has a burnished bronze color and a center piece in medium blue on the left, a white "K" and a purple section on the right. This wing, which I acquired a few years ago, came from Capt. Iverson after a few letters.



Shake-up at Kiwi

Bob Iverson, one of the founders of KIWI International Air Lines, who was ousted from the company in February, was talking in March with investors about resurrecting two airlines.

One of those investors is the same unidentified one Iverson sought to help financially-troubled KIWI. Iverson said his attempt to convince KIWI to accept an outside

investor, who would put up \$7.5 million in return for a 51% stake of the employee-owned company, led to his ouster. Iverson, one of five KIWI founders, was fired by the Newark, N.J.-based company's board.

"When it became clear KIWI would stonewall, he (the investor) pulled back and we agreed to put the money into the resurrection of another airline," Iverson said in an interview.

Although he declined to name the two airlines he plans to resurrect, he said both ceased operations within the past year. The former Eastern Air Lines pilot said he

KIWI INTERNATIONAL

I received this Kiwi kiddie wing also from Capt. Iverson. I have always admired these badges. As for Kiwi kiddie wings, when Kiwi was getting its act together a few years ago, these kiddies were the only wings the airline had for a while. Even the crews wore them.



plans to create two small niche airlines that would offer scheduled services on the East Coast. The new airlines would be modeled on ValuJet Airlines Inc., Iverson said.

Atlanta-based ValuJet, hailed as one of the most remarkable start-up airlines in history, is known as an extremely cost-conscious, low-fare, no-frills operation.

But starting an airline won't be easy, said Harold Shenton, vice-president of Avmark Inc., an aviation consulting firm in Arlington, VA.

After finding a dedicated management team with a good business plan, the main difficulty is raising the capital required to cover pre-operating costs, plus all expenses incurred during the first three months of operations, he said. Even for small start-up carriers, this can total several millions of dollars.

But Shenton noted that for anyone who can overcome these obstacles, the labor and equipment are available.



AMERICAN TRANS AIR

ATA is flying into Clearwater/St. Petersburg these days, along with a fancy logo on the tail. This pilot wing shows the traditional logo with the "ATA" laid out in the shape of a runway as the pilot sees it on final approach.

GEN. JAMES HOWARD DIES

One day in JAN 44, as Allied bombers droned over Oschersleben, Germany, fighter pilot James H. Howard single-handedly took on 30 Messerschmitts that were intent on stopping the bombing mission.

In the confusion of combat he became separated from his group of P-51 Mustang fighters when he realized he was the only pilot close enough to defend the heavy bombers.

"It was up to me to do it," he recalled in a matter-of-fact voice in a 1992 interview at his apartment in Belleair Bluffs, Florida. "There were 10-men crews in those bombers and no-one else to protect them."

For his aerial heroics, he received the Medal of Honor, the highest military award in the USA.

On Saturday, 18 MAR 95, retired Brig. Gen. James H. Howard died at the Veterans' Affairs Medical Center in Bay Pines. He was 81.

God Bless You, General!

CORRECTION

The Royal Air Maroc wing I showed you on p.9 of the Fall 94 (Vol.20, No.3) issue is NOT from that airline. It is a military wing, not airline. Sorry about that! In fact, according to my records, it is a (military) navigator's wing from that country. Nice wing, anyway Thanks again to Charles Quarles for sending it to me.

NEW ADDRESS

My new address, effective immediately, is:

104 Lakeview Court
OLDSMAR, FL 34677

This address will be in effect until the new house we are building in Florida, is finished later this year. Stay tuned! Mail sent to my old address in Michigan is being forwarded by the post office.

The focus is on "Golden Oldies"

POST CARD CORNER

by ALLAN M. VAN WICKLER

Can you imagine a Postcard Corner without Bill Demarest's contribution? I can't, but I will try to provide some interesting pages in each issue.

I lean more toward the "Golden Oldies" type of postcards, rather than (even) trying to keep current with the new airline/airport issues, let alone the "historicals." I need all the help I can get on the latter. When possible, send me a copy of any new airline issue for incorporation, to which I will give credit in the article. Make sure it is a dupe, if you can, so that I don't have to return it and save on postal expenses. And yes, I'll probably add it to my collection if you don't mind. If you do mind, let me know.

I am trying to hold my collection at about 8,000 cards and try to spin off 10% when I reach 8,800 or so. My mix is eclectic and worldwide. I file by airline and use 20th Century products (plastic pages and albums) almost exclusively. I know many collectors who file by equipment, in individual sleeves, and others who use the "shoebox method." As with everything, whatever turns you on! I am lucky to have sufficient built-in bookcase space in my library.

A new direction for me is to have old airline prints (and selected photos) professionally matted and framed. This gives fabulous results and apparently is quite a unique approach. The only problem is, it costs an awful lot of money up front. But at least in 1994 it was successful; I sold 14 pieces which are now hanging on the walls of collectors' homes from coast to coast, I am proud to say. I do offer them for sale for \$135 or so at the various East Coast shows - DCA, CLT, EWR in 1995. It is a break-even situation, but very satisfying to get such wonderful art out where it belongs.

I anybody else doing this, or contemplating doing it? Where is the rare, old aircraft art? I know Todd Kotick has a few.

Now on to the postcards. Joop suggested continuing in this issue with the regional/third-level theme, with which I gladly comply.

I was privileged in the 1980s to attend many CAAA/RAA conventions all over the USA, including SJU, and I had many friends and contacts, including numerous presidents. Although my job was hard (try introducing marketing to pilot/entrepreneur types!), I treasure good memories from that period in time. I traipsed all over the country on a lot of the third-level aircraft types from Cessna 421s (Trans-Mo) and Beech Queen Airs (Scheduled Skyways) on up to the "Flying Porta-Potties" (Com-

mand's SD3-30s), the S-340s (Air Midwest) and even the BAe 146 (Air Wisconsin), among many others. Empire Air's F28 was gorgeous, inside and out, and its stewardesses were beautiful. And then those N.Y. State apples - delicious.

So, enjoy! I hope there are at least a few cards you have never seen before. And yes, all cards are company issues, except for an airport or OEM card or two thrown in.



The first postcard in my first "Golden Oldies" selection is this B&W card of a GOLDEN PACIFIC AIRLINES Beech 99. (All other cards in this column are in color!)

Editor's question: Who was Golden Pacific Airlines? In its Third-Level Airlines surveys of 12 FEB 70 and 18 FEB 71, the British aviation weekly FLIGHT INTERNATIONAL says GPA was formed on 11 APR 68 and received authority later that year to start service from San Francisco International Airport to Modesto, Visalia, Concord, Napa, Santa Rosa and Ukiah, all in northern California. Service started on 03 MAR 69. The 1970 edition says GPA's fleet included five Beech 99 and the 1971 edition says six Beech 99 were in service, with an unspecified number of Swearingen Metroliners on order.

However, the registration N100 GP of the Beech 99 in the postcard does not appear in any of the major production reference books I have, and neither does the name Golden Pacific Airlines in connection with this type. Was this a publicity postcard issued for an airline that did not get off the ground? If so, who issued it? Beechcraft???

Does any of our readers have more information about this Golden Pacific Airlines? If you do, I would be grateful if you contact me. Thank You!



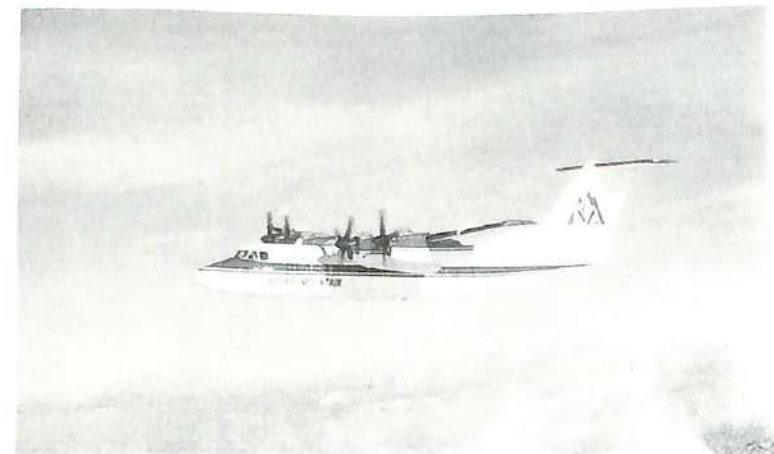
ALTAIR AIRLINES started operations from Philadelphia on 19 DEC 67 and in the following 10 years expanded to a dozen destinations in six eastern states. Fokker F-28 jets (shown) entered service in 1980 alongside the Beech 99 and Nord 262 then in service. When Altaire ceased operations on 09 NOV 82, it was serving nearly 20 destinations with an all-jet fleet of six F-28 and three DC-9-32.

EMPIRE AIRLINES began scheduled passenger services in SEP 75 from Utica/Rome in New York State as Oneida County Aviation. The name Empire Airlines was adopted in OCT 79, following the granting of FAA certification. The fleet included Metro II aircraft. Fokker F-28 jets (shown) were bought and expansion throughout New York and to New England, Washington and Montreal followed. A feeder system was operated to JFK on behalf of Pan American. Empire was acquired by Piedmont in 1985.

NAPLES AIRLINES was probably the only U.S. airline to fly the Lockheed L-10 in scheduled service after World War 2. Naples was formed on 01 JAN 60 by John Van Arsdale as a subsidiary of Provincetown-Boston Airline to fly from Naples, FL to Fort Myers and Marco Island. Eventually, Naples was fully integrated with PBA when the latter moved to Florida. PBA was taken over by Bar Harbor Airlines in SEP 88.

SUN VALLEY KEY AIRLINES was a Twin Otter (shown) operator out of Salt Lake City, Utah founded in 1962 and flying to about a dozen destinations in the Intermountain West states of Utah, Nevada and Arizona. Services started in APR 64. In the early 1970s the name Key Airlines was adopted and Convair twins were acquired in the early 1980s. 727s followed a few years later, when Key became a subsidiary of World Airways and was moved to Las Vegas. Operations ceased on 10 MAY 93.

ROCKY MOUNTAIN AIRWAYS was founded as Vail Airways in MAY 66 but changed its name late in 1968. The name became closely linked with services taking skiers to and from the Rocky Mountain ski resorts in Colorado. On 01 SEP 90 the carrier was amalgamated with Britt Airways under the name Continental Express as a subsidiary of Continental Airlines.



FACING PAGE:

HORIZON AIR is one of America's most-successful regional airlines. Based in Seattle, WA, the airline was formed in MAY 81 and today operates a large fleet of Metro IIIs (shown), Dash-8, Fokker F-28 and Dornier D-328 throughout the northwest.

GOLDEN WEST AIRLINES was formed in 1969 through the merger of four smaller commuter airlines in Southern California, Golden West (1968), Aero Commuter, Cable Commuter and Sky-mark Airlines. The fleet included Twin Otters, Dash-7 and Shorts 330 (shown). Golden West ceased operations in 1983.

TAG AIRLINES started services between Detroit, Toledo and Cleveland in 1957 with two deHavilland DH-104 (one shown at Burke Lakefront Airport, Cleveland). Following a fatal crash in JAN 70, TAG lost the confidence of the travelling public and ceased operations in August.

IOWA AIRWAYS operated in the state of the same name during the second half of the 1980s. The airline was associated with Tennessee Airways and operated commuter flights on behalf of Midway Airlines as The Midway Connection in its own colors. Bandeirantes (shown) and other types were leased from Tennessee Airways when needed. Operations ceased on 09 FEB 90.



CARIBAIR was based at San Juan, Puerto Rico and operated the DC-3 (shown) on its local services throughout the islands from 1945 until well into the 1960s. Formed in 1929, the airline was taken over by Eastern Air Lines in 1973.

APACHE AIRLINES operated scheduled services from Phoenix throughout Arizona in the late 1960s and early 1970s with a fleet of DH-104 Doves and Carstedt CJ600a (shown). The latter was a stretched, propjet-powered conversion of the Dove and Apache was the only airline ever to operate the type. Apache closed down shortly after one of its Carstedts crashed on 06 MAY 71 between Tucson and Phoenix with 12 fatalities.

ASPEN AIRWAYS was formed in 1953 as an air-taxi company at Denver, Colorado. Scheduled services started in 1967 when the airline became a FAA-certificated carrier and it acquired a fleet of piston (shown) and propjet Convair twins as it expanded service throughout the mid-western and southern states. Aspen became a United Express airline in JUN 86 and merged with Air Wisconsin on 30 APR 91.

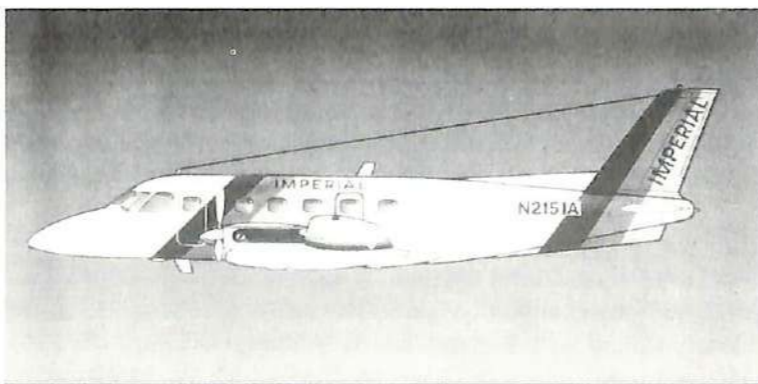
TENNESSEE AIRWAYS of Knoxville, Tennessee, was formed in 1978 with three Cessna 402. Four Bandeirantes (shown) were delivered from MAY 71. Tennessee was closely associated with Iowa Airways and they operated the same aircraft with only the titles changed (see postcard to the right). By early 1989 Tennessee had withdrawn from air service and was a leasing company only.

THIS PAGE:

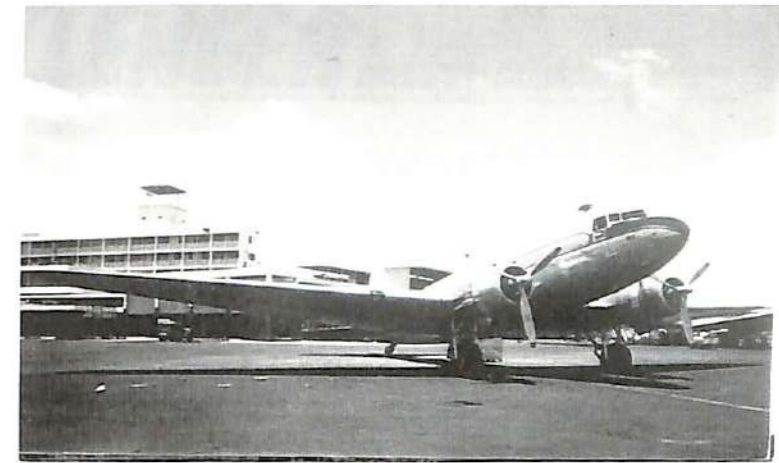
BAR HARBOR AIRLINES operated Beech 99 and other types on its services throughout New England. The airline was certificated 03 AUG 65, became part of the Texas Air Corp. commuter airlines division, absorbed PBA in 1988 and ceased operations in JAN 91.

WRIGHT AIR LINES operated piston- and propjet-powered Convairs (a CV-440 shown) from Burke Lakefront Airport at Cleveland, Ohio. Service between Detroit and Cleveland started in JUN 67. Wright closed down in 1985.

IMPERIAL AIRLINES started operations as Imperial Commuter Airlines in AUG 67 from Imperial, CA and later operated from Carlsbad, CA. Bandeirantes (shown) and other types were used. The carrier ceased operations in 1986 or 1987.



Welcome To Our World
IMPERIAL AIRLINES, INC. — 19 PASSENGER BANDEIRANTE

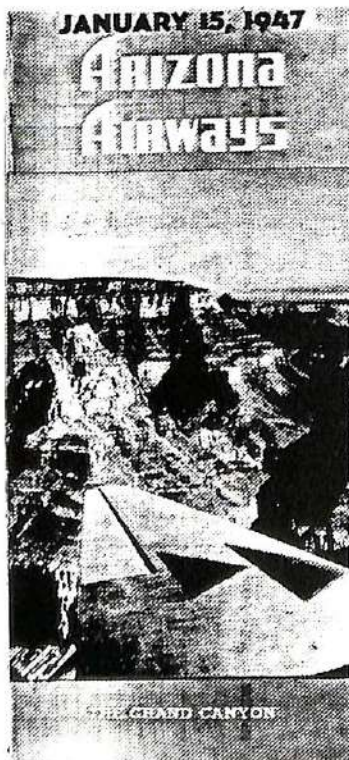


AROUND THE WORLD of Airline Schedules

Copyright 1994
George W. Cearley, Jr.



The subject of the schedule article in this issue of the Captain's Log is Frontier Airlines, beginning with its three predecessor companies in the late 1940's (Arizona Airways, Challenger Airlines, and Monarch Air Lines), the formation of Frontier Airlines in 1950, and the history of Frontier for the first twenty years, to the early 1970's.



PHOENIX	CASA GRANDE	COOLIDGE	TUCSON	NOGALES	PRESCOTT	FLAGSTAFF	KINGMAN					
Rel. Sun. 9:00	Rel. Sun. 7:20	Mon. Thur. 7:25	Mon. Thur. 7:25	Daily (See Note) 7:00	Daily (See Note) 7:00	Schedule Frequency 12	Daily (See Note) 7:00	Mon. Thur. 7:00	Mon. Thur. 7:00	Sat. Sun. 7:00	Sat. Sun. 7:00	
4:00P	6:45A	4:00P	6:45A	3:00P	7:00A	Lv Phoenix	Ar 10:05A	6:00P	10:00A	7:00P	10:00A	7:00P
				3:00P	7:00A	Ar Casa Grande	Lv 9:45A	5:45P				
				3:25P	7:25A	Lv Casa Grande	Ar 9:40A	5:40P				
				3:25P	7:25A	Ar Coolidge	Lv 9:45A	5:45P				
				3:25P	7:25A	Lv Coolidge	Ar 9:40A	5:40P				
				4:00P	8:00A	Ar Tucson	Lv 9:05A	5:05P				
				4:00P	8:05A	Lv Tucson	Ar 9:00A	5:00P				
				4:30P	8:30A	Ar Nogales	Lv 8:35A	4:35P				
				4:45P	7:25A	Ar Prescott	Lv		9:20A	6:40P	9:20A	6:40P
				4:50P	7:30A	Lv Prescott	Ar	9:15A	6:35P	9:05A	6:30P	
				5:25P	8:05A	Ar Flagstaff	Lv			8:30A	5:45P	
				5:45P	8:20A	Ar Kingman	Lv		8:25A	5:45P		

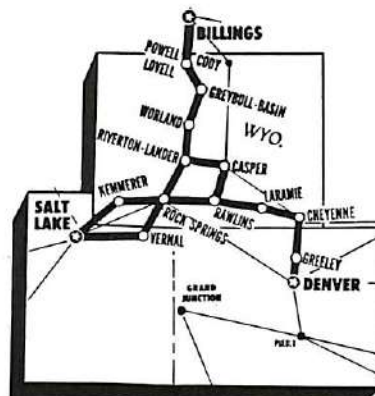
CASA GRANDE—Flights 11-12-15-16 serve Casa Grande on Tuesday-Wednesday-Friday and Sunday—All other stations served daily on these flights.
COOLIDGE—Flights 11-12-15-16 serve Coolidge on Monday-Thursday and Saturday—all other stations served daily on these flights.

A GLORIOUS EXCURSION!
2 Hours 20 Minutes Duration
400 MILES OVER ARIZONA'S MOST SCENIC COUNTRY
Westerns Chuck Wagon Lunch Near the Canyon's Rim
CLIMAXED BY A NEVER TO BE FORGOTTEN VIEW
OF THE GRAND CANYON OF THE COLORADO
ALL EXPENSE \$35.00 PERSONALLY CONDUCTED
(From Phoenix)

Serving Arizona



Above left, center, and right: Arizona Airways timetable and routes from January 15, 1947. The airline was founded in March 1946 with headquarters at Phoenix, and ultimately certificated in January 1948. Sources indicate the routes certificated in 1948 were only operated after the formation of Frontier Airlines in 1950.



CHALLENGER AIRLINES COMPANY

GENERAL OFFICES: STAPLETON AIRFIELD, DENVER 7, COLORADO
DONALD A. DUFF, President and Managing Director
G. S. KITCHEN, General Traffic and Sales Manager
H. LYNN GRAMAM, Vice President-Treasurer
L. W. LINVILLE, Secretary

DENVER—BILLINGS via Wyoming Points

2	Read Down	Effective October 1, 1947	Read Up	1	3-6
4:00	Lv DENVER, Colo.	IMST	Ar	1:15	7:30
4:31	Lv GREELEY, Colo.	Lv	12:51	6:48	
5:00	Lv CHEYENNE, Wyo.	Lv	12:23	6:21	
5:33	Lv LARAMIE, Wyo.	Lv	11:54	6:21	
6:31	Lv RAWLINS, Wyo.	Lv	11:26	5:40	
7:15	Lv CASPER, Wyo.	Lv	10:57	4:56	
8:03	Lv ROCK SPRINGS, Wyo.	Lv	10:29	4:12	
8:36	Lv RIVERTON-LANDER, Wyo. (A)	Lv	10:01	3:28	
9:13	Lv WORLAND, Wyo.	Lv	9:33	2:53	
9:45	Lv GREEYBULL-BASIN, Wyo. (C)	Lv	9:05	2:30	
10:13	Lv POWELL-CODY-LOVELL, Wyo. (B)	Lv	8:37	2:06	
10:45	Lv BILLINGS, Mont.	IMST	Ar	1:30	AM

SALT LAKE CITY—BILLINGS via Wyoming Points

6-2	4	Effective October 1, 1947	Read Up	3	1-5	
3:00	AM	Lv SALT LAKE CITY, Utah	IMST	Ar	6:01	2:20
4:03	AM	Lv VERNAL, Utah	Lv	5:10	1:10	
4:56	AM	Lv KEMMERER, Wyo.	Lv	4:31	12:27	
5:33	AM	Lv RAWLINS, Wyo.	Lv	3:58	11:54	
6:31	AM	Lv CASPER, Wyo.	Lv	3:28	11:24	
7:15	AM	Lv ROCK SPRINGS, Wyo.	Lv	3:00	10:50	
8:03	AM	Lv RIVERTON-LANDER, Wyo. (A)	Lv	2:30	10:20	
8:36	AM	Lv WORLAND, Wyo.	Lv	2:03	9:50	
9:13	AM	Lv GREEYBULL-BASIN, Wyo. (C)	Lv	1:35	9:20	
9:45	AM	Lv POWELL-CODY-LOVELL, Wyo. (B)	Lv	1:07	8:50	
10:13	AM	Lv BILLINGS, Mont.	IMST	Ar	1:30	AM

DENVER—SALT LAKE CITY via Wyoming Points

5	Read Down	Effective October 1, 1947	Read Up	6	4-1
9:00	Lv DENVER, Colo.	IMST	Ar	7:30	1:15
9:31	Lv GREELEY, Colo.	Lv	6:48	12:23	
10:00	Lv CHEYENNE, Wyo.	Lv	6:21	11:50	
10:33	Lv LARAMIE, Wyo.	Lv	6:21	11:50	
11:26	Lv RAWLINS, Wyo.	Lv	5:40	11:15	
12:10	Lv CASPER, Wyo.	Lv	5:12	10:41	
12:27	Lv RIVERTON-LANDER, Wyo. (A)	Lv	4:56	10:13	
13:10	Lv WORLAND, Wyo.	Lv	4:28	9:46	
13:43	Lv GREEYBULL-BASIN, Wyo. (C)	Lv	4:03	9:21	
14:16	Lv POWELL-CODY-LOVELL, Wyo. (B)	Lv	3:35	8:56	
14:49	Lv SALT LAKE CITY, Utah	IMST	Ar	3:00	7:00

(A)—Ground Transportation available to Lander, Wyo., from Riverton Municipal Airport.
(B)—Ground Transportation available to Cody and Lovell, Wyo., from Powell Municipal Airport.
(C)—Ground Transportation available to Basin, Wyo., from Greybull Municipal Airport.
EQUIPMENT—22-Passenger Douglas DC-3-C Aircraft
Mail and Express carried on all flights.—U. S. Air Mail Route 74

Above left and right: Routes and timetable of Challenger Airlines Co., November 1949. The Denver-based airline was founded as Summit Airways in early 1946, and received certification in March that year. Initial flights were over the Denver-Greeley-Cheyenne-Laramie-Rawlins-Rock Springs-Kemmerer-Salt Lake City route in May 1947. The airline was taken over by Monarch Air Lines, December, 1949.

MONARCH AIR LINES Daily Flight Schedules

DENVER - Monte Vista - DURANGO - Farmington - ALBUQUERQUE

Read Down		Mountain Standard Time	Read Up		
Flight 131	Flight 133		Flight 132	Flight 134	
A.M. 5:30	P.M. 3:00	Lv DENVER	Ar	P.M. 12:25	P.M. 9:15
7:08	3:38	Lv Colorado Springs	Lv	11:52	8:42
7:35	4:05	Lv Pueblo	Lv	11:25	8:15
8:25	4:55	Lv +Alamosa	Lv	10:35	7:25
8:43	5:13	Lv +Monte Vista	Lv	10:17	7:07
9:33	6:03	Ar DURANGO	Lv	9:22	6:12
141	143			142	144
10:44	6:18	Lv DURANGO	Ar	9:07	3:37
11:11	6:45	Lv Farmington	Lv	8:45	3:15
11:56	7:30	Lv Gallup	Lv	8:00	2:30
12:51	8:25	Ar ALBUQUERQUE	Lv	7:00	1:30
P.M.	P.M.			A.M.	P.M.

SALT LAKE CITY - GRAND JUNCTION - ALBUQUERQUE

Read Down		Mountain Standard Time	Read Up		
Flight 151	Flight 153		Flight 152	Flight 154	
A.M. 6:30	P.M. 2:30	Lv SALT LAKE CITY	Ar	P.M. 1:14	8:00
7:00	3:00	Lv Provo	Lv	12:50	7:35
7:40	3:40	Lv Panguitch	Lv	12:10	6:55
8:34	4:34	Ar GRAND JUNCTION	Lv	11:11	5:56
141	143			142	144
9:21	4:49	Lv GRAND JUNCTION	Ar	10:56	5:00
10:44	6:18	Lv DURANGO	Lv	9:48	3:52
11:11	6:45	Lv Farmington	Lv	8:45	3:15
11:56	7:30	Lv Gallup	Lv	8:00	2:30
12:51	8:25	Ar ALBUQUERQUE	Lv	7:00	1:30
P.M.	P.M.			A.M.	P.M.

DENVER - PUEBLO - GRAND JUNCTION

Read Down		Mountain Standard Time	Read Up		
Flight 121	Flight 123		Flight 122	Flight 124	
A.M. 6:00	P.M. 2:35	Lv DENVER	Ar	A.M. 11:55	P.M. 8:21
6:55	3:30	Lv Pueblo	Lv	11:05	7:31
7:16	3:51	Lv Canon City—Florence	Lv	10:44	7:10
8:05	4:41	Lv Gunnison	Lv	9:54	6:20
8:39	5:14	Lv Montrose-Delta	Lv	9:21	5:47
9:08	5:41	Ar GRAND JUNCTION	Lv	8:49	5:15
A.M.	P.M.			A.M.	P.M.

*Local traffic will not be carried between Alamosa and Monte Vista.
*Local traffic will not be carried between Denver and Pueblo on this route.
AM—Light Face PM—Bold Face.

Monarch Air Lines of Denver was founded in early 1946, and certificated in March that year. Initial services were over routes from Denver to Durango and Albuquerque, and Denver to Durango, Grand Junction, and Salt Lake City. Monarch took over Challenger in December 1949, acquired Arizona Airways in April 1950, and on June 1, 1950, Monarch changed its name to Frontier Airlines.

EFFECTIVE JUNE 1, 1950

FRONTIER AIRLINES

...the new name on the horizon...

SEVING THE ROCKY MOUNTAIN EMPIRE

a new name on the horizon...

FRONTIER AIRLINES

SEVING THE ROCKY MOUNTAIN EMPIRE

(Merger of Monarch, Challenger, and Arizona Airlines)

A New Airline... A New Service...
Now adding airline service to many Arizona points... a network from Billings, Montana, to the Mexican border connecting with regional and all major transcontinental carriers.

EFFECTIVE JULY 1, 1952

FRONTIER AIRLINES

THE WORLD'S DEEPEST OIL WELL
Together a Pioneer 140 between Lander and Star Springs, Wyoming. Built, Monarch Oil & Refining, Inc.

FRONTIER FLIES TO THE HEART OF THE NEW OIL COUNTRY

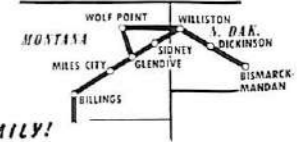
Winter Schedule 1954-55

FRONTIER AIRLINES

Serving 40 cities and 7 states in the Rocky Mountain West

New Service TO THE WILLISTON BASIN

Frontier now brings new scheduled airline service to Eastern Montana and Western North Dakota. The new oil country of the Williston Basin is now readily available by air from everywhere in the nation. Serving Miles City — Glendive — Sidney — Williston — Wolf Point — Dickinson — Bismarck-Mandan — linking these oil centers with the rest of the Rocky Mountain West. Frontier now makes your business travel a matter of hours instead of days.



NEXT TIME BRING THE FAMILY!

Above left and right: Initial Frontier Airlines timetable, routes, and advertisement, from June 1, 1950.

Left and center: Frontier timetables from 1952 and 1954, respectively. Right: In 1954, new service was inaugurated between Billings and Bismarck via the Williston Basin oil country.

Initial schedules of Frontier Airlines, effective June 1, 1950.

Effective June 1, 1950 Light numerals indicate A. M. time. Black numerals indicate P. M. time. DC-3 Equipment on All Flights

BILLINGS — DENVER AND SALT LAKE CITY VIA WYOMING ROUTES

READ DOWN		ALL FLIGHTS DAILY		READ UP	
PM	AM	PM	AM	PM	AM
2:15	7:30	Lv	Ar	9:44	11:21
2:51	8:06	Lv	Ar	9:12	10:50
3:15	8:30	Lv	Ar	8:34	10:26
3:38	8:53	Lv	Ar	8:00	10:03
4:24	9:34	Lv	Ar	7:00	9:30
5:11	10:17	Lv	Ar		
5:25	10:31	Lv	Ar		
6:04	11:13	Lv	Ar	6:15	6:04
6:09	11:55	Lv	Ar	6:10	6:04
6:50	12:22	Lv	Ar	5:29	
7:17	12:51	Lv	Ar	4:58	
7:46	1:16	Lv	Ar	4:30	
8:11	1:41	Lv	Ar	4:00	
	12:40	Lv	Ar	5:25	8:41
	5:50	Lv	Ar		7:56
	1:23	Lv	Ar	4:32	7:05
	6:40	Lv	Ar	3:30	7:05

SALT LAKE CITY — DENVER GRAND JUNCTION • ROCK SPRINGS • CHEYENNE

READ DOWN		ALL FLIGHTS DAILY		READ UP	
PM	AM	PM	AM	PM	AM
4:30	6:30	Lv	Ar	7:05	
	4:32	Lv	Ar	7:56	
	5:25	Lv	Ar	8:41	
	6:09	Lv	Ar	9:34	
	6:50	Lv	Ar	10:17	
	7:17	Lv	Ar	11:13	
	7:46	Lv	Ar	12:22	
	8:11	Lv	Ar	1:16	
	4:58	Lv	Ar	6:09	6:58
	6:23	Lv	Ar	7:17	8:23
	5:00	Lv	Ar	6:15	
	5:30	Lv	Ar	6:45	
	6:00	Lv	Ar	7:15	
	6:46	Lv	Ar	8:01	
	17:50	Lv	Ar	18:20	
	19:05	Lv	Ar	19:30	
	8:11	Lv	Ar	1:16	
	1:16	Lv	Ar		

DENVER AND SALT LAKE CITY — ALBUQUERQUE — PHOENIX GRAND JUNCTION • DURANGO

READ DOWN		ALL FLIGHTS DAILY		READ UP	
PM	AM	PM	AM	PM	AM
4:30	6:30	Lv	Ar	7:05	
4:58	6:58	Lv	Ar	7:17	
6:23	8:23	Lv	Ar	8:11	
6:26	8:26	Lv	Ar	8:33	
7:21	9:21	Lv	Ar	9:11	
7:46	9:46	Lv	Ar	10:24	
8:01	10:01	Lv	Ar	10:09	
8:26	10:26	Lv	Ar	9:47	
9:07	11:07	Lv	Ar	9:06	
	9:10	Lv	Ar	8:45	9:01
	10:03	Lv	Ar	7:45	5:15
	10:49	Lv	Ar	8:08	5:41
	11:29	Lv	Ar	7:45	5:15
	12:14	Lv	Ar	8:11	5:41
	12:17	Lv	Ar	8:08	5:38
	12:42	Lv	Ar	7:45	5:16
	1:15	Lv	Ar	7:13	4:43
	1:55	Lv	Ar	6:30	4:00

PHOENIX — DOUGLAS — MEXICO NOGALES

READ DOWN		ALL FLIGHTS DAILY		READ UP	
PM	AM	PM	AM	PM	AM
2:15	5:00	Lv	Ar	9:03	6:18
3:08	5:53	Lv	Ar	8:13	5:28
3:31	6:16	Lv	Ar	7:47	5:02
3:34	6:19	Lv	Ar	7:44	4:59
4:08	6:53	Lv	Ar	7:10	4:25

PHOENIX — EL PASO

READ DOWN		ALL FLIGHTS DAILY		READ UP	
PM	AM	PM	AM	PM	AM
4:00	7:00	Lv	Ar	4:00	3:05
8:15	11:15	Lv	Ar	3:00	
9:00	12:00	Lv	Ar	1:45	
12:25	3:25	Lv	Ar	10:05	
1:40	4:40	Lv	Ar	9:00	
2:55	5:55	Lv	Ar	7:40	
8:25	11:25	Lv	Ar	1:00	
10:10	1:10	Lv	Ar	11:05	
1:45	4:45	Lv	Ar	6:00	7:30

11th YEAR OF EXPERIENCE

the route of the Sunliners

...the new, easy way to get around the West!

Out here, where the distances are great, there's only one way to travel — by air! Frontier can make your traveling a real pleasure to and from any of 40 cities in 7 states from Montana and North Dakota to Mexico.

How about a vacation in the Land of Sunshine? All the sunshine resorts of Arizona and New Mexico are easily available via Frontier. Why not plan that Frontier vacation right now?

FRONTIER AIRLINES

CONNECTS WITH ALL TRANSCONTINENTAL AIRLINES

Winter Schedule Effective November 1, 1950

FRONTIER AIRLINES

11th YEAR OF EXPERIENCE

FRONTIER AIRLINES

Left: Routes of Frontier in late 1954 following the award of service to the Williston Basin, Eastern Montana, and Western North Dakota. Center: Frontier timetable from November 1, 1950. Right: October 1, 1958, Frontier timetable.

New Service



OMAHA TO CASPER, WYO.



Fast flights daily East and West.
Serving the intermediate cities of Douglas and Lusk, Wyo.—Chadron, Ainsworth, Norfolk, and Lincoln, Nebr.

fly **FRONTIER AIRLINES**

New Service

9 NEW CITIES

6 MORE NEW CITIES

1 NON-STOP FLIGHT DAILY
Each Way between Lincoln and Kansas City

2 FAST FLIGHTS DAILY
Each Way between Denver, Lincoln and Omaha

3 FAST FLIGHTS DAILY
Each Way between Omaha and Kansas City

NORTH BOUND
from Denver and Cheyenne

SOUTH BOUND
from Minot and Bismarck

Fast Flights daily North and South
(See Fast Schedules on next page)

**coming soon
RADAR
CONVAIR SERVICE**

Left: In 1958 new service from Omaha, Nebraska, to Casper, Wyoming (via Lincoln, Norfolk, Ainsworth, Chadron, Lusk, and Douglas) was inaugurated. Right: Additional new routes inaugurated in 1959 included: 1) Omaha-Lincoln-Kansas City; 2) Omaha-Lincoln-intermediate points-Denver; and 3) Denver to Rapid City, Bismarck, and Minot via intermediate stations. These were made possible by awards by the CAB in the Seven States Area Case.

FRONTIER AIRLINES

Now flying

RADAR Convoirs

— Present Frontier System
- - - - - New Routes voted by CAB

QUICK-REFERENCE SCHEDULE ... RADAR CONVAIR SERVICE

Convaire	372	311	361	315	374	309	308	362	312	373	375	314	City Codes
Ar			3 30										OMA
Lv			4 00										LNK
Lv			4 10										LNK
Lv			4 49										GRI
Lv			5 38										LBF
Lv			5 35										SLC
Ar			7 35		3 50								GJT
Ar			8 38		4 53								GJT
Ar			8 50		5 05								CEZ
Ar			9 39		5 10								MAT
Lv			7 29										GUC
Lv			7 56										DEN
Ar			8 43										DEN
Ar					6 19								DRD
Lv						7 00							FMN
Lv						8 23							ABO
Lv						8 42							PHX
Lv						8 55							PHX
Lv						10 24							TUS
Lv						10 40							TUS
Lv						11 20							TUS

At left: Routes from mid-1959.
On right: Convaire timetable from Fall 1959.

JACKSON, Wyo. IDAHO FALLS LEWISTOWN, Mont. GREAT FALLS

In 1959, additional new cities joining the Frontier route system included Jackson, Wyoming, Idaho Falls, and Lewiston, and Great Falls, Montana.

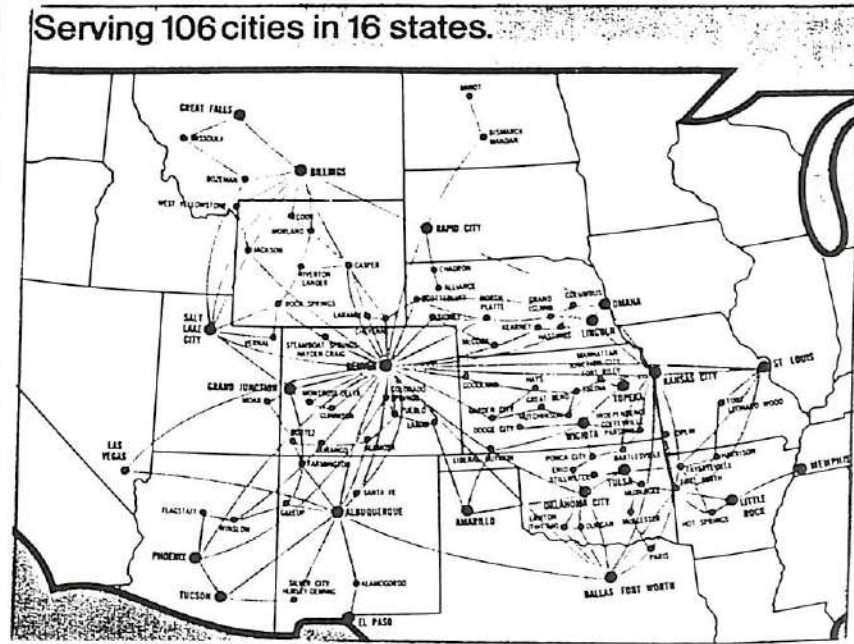
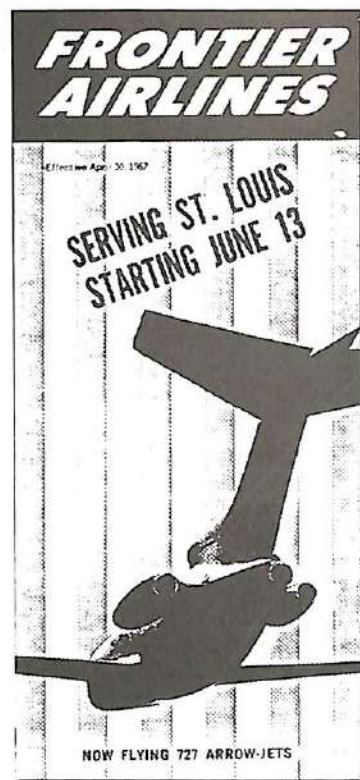
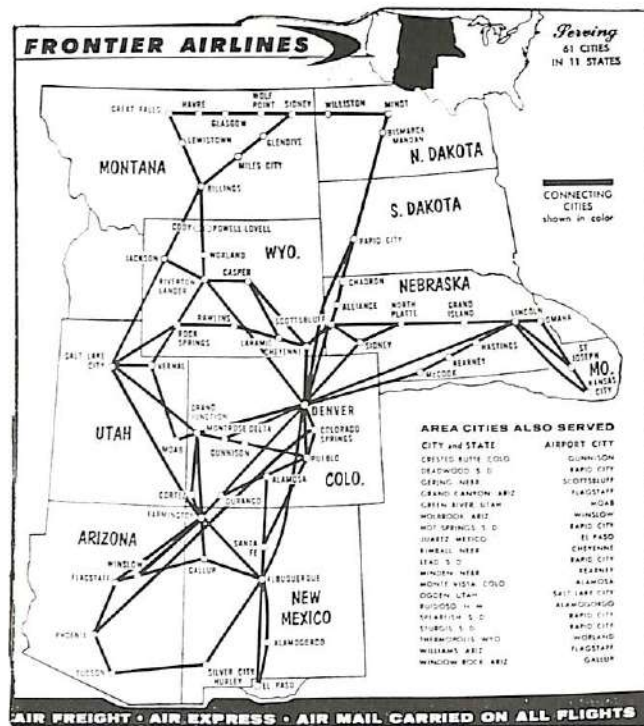
More NEW SERVICE

Direct Service
GREAT FALLS • WILLISTON • MINOT • BISMARCK
Via Havre - Glasgow - Wolf Point

A new route from Great Falls to Bismarck via Havre, Glasgow, Wolf Point, and Williston, was added in late 1959.

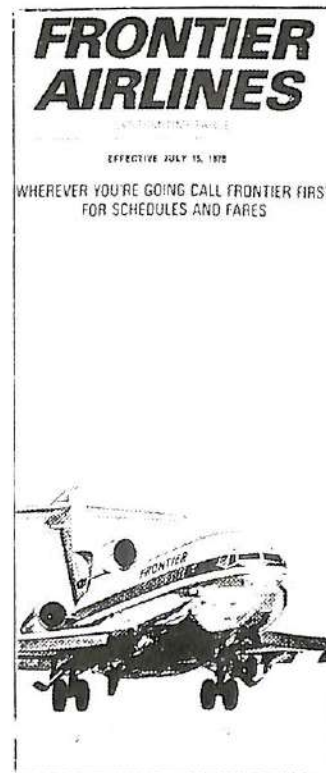
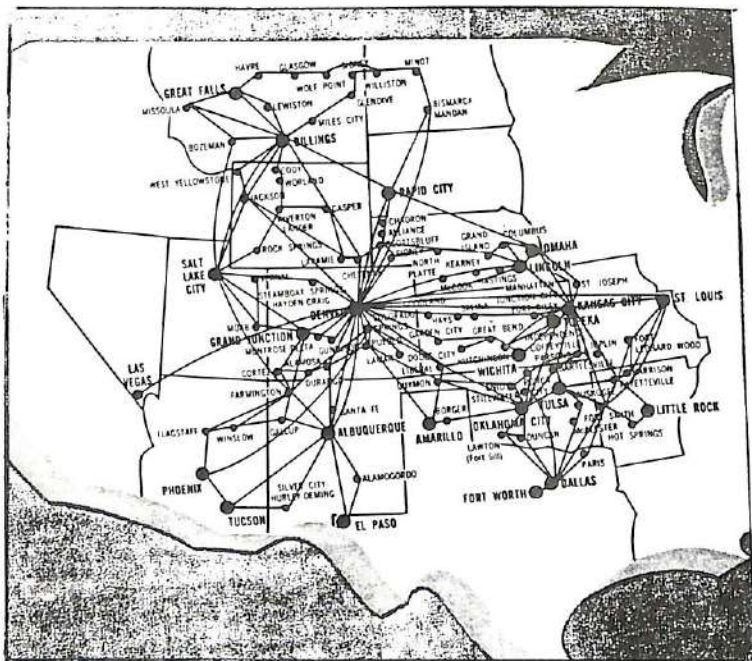
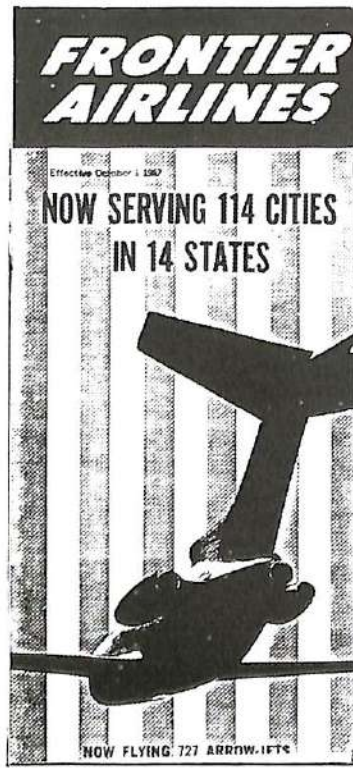
Timetables from 1959 promoting new service with the Convaire 340. Initially operated were Convaire 340-31's acquired from United Air Lines.

Left: 1962 era timetables. In 1963 Frontier inaugurated new service between El Paso and Denver. Right: Frontier converted Convoirs to Convaire 580 specifications, beginning in 1964. First scheduled service with the 580's (powered by Allison prop jet engines) was June 1, 1964.



Left: Routes of Frontier in 1964, showing Denver-El Paso route, added in 1963. Center: Boeing 727-100 "Arrow Jet" service was inaugurated in 1966, beginning September 30th that year between Denver, Lincoln, and Kansas City. Right: In 1967 the CAB awarded Frontier a Denver-St. Louis route.

Left and Center: Las Vegas-Denver nonstops were inaugurated March 1, 1968, and nonstop Denver-Phoenix flights were added September 15th the same year. Right: Routes of Frontier in early 1970. In October 1968, Oklahoma-Memphis service had been added; and on June 1, 1969, Denver-Dallas nonstops were inaugurated. Other new routes awarded in 1969 included Dallas-Kansas City, and Dallas-Albuquerque-Las Vegas.



Left: Last timetable issued separately by Central promoting Frontier merger, October 1, 1967. Center: October 1, 1967, Frontier timetable. The two carriers merged in October 1967. Central had served 46 cities in Texas, Oklahoma, Kansas, Colorado, Missouri, and Arkansas. After the merger, five 727-200's and five 737-200's were ordered. Right: Routes of Frontier Airlines in 1968. That year the last DC-3's were retired, three 727-200's joined the fleet, and orders for two 727-200's and five 737-200's were cancelled.

On March 1, 1970, Frontier inaugurated a "wet lease" operation with Convair 580 prop jets for United Air Lines between Salt Lake City and San Francisco via Fly, Elko, and Reno.

In 1969 Frontier purchased five 737-200's from Boeing and agreed to sell Boeing its five 727-100's. In addition, two 737-200's were leased to make it possible to begin new service between Dallas-Kansas City-Lincoln and Dallas-Kansas City-Omaha.

In 1969 Frontier exercised an option in its original 727 contract with Boeing and traded in its five 727-74 as part-payment for 737s. The 727s had been bought in anticipation of trunk route awards from points in the northwest to the southwest, but the airline was never given this authority. When A.L. Feldman took over as president of Frontier in March 1971, the airline also sold its 727-200s and standardized on the 737-200. Shown at Grand Forks, North Dakota, is 737-291 N7373F, Msn 20361/209, which was leased from GATX Leasing Corp. The livery is the airline's final one before its sale to Texas Air Corp. and merger into Continental in AUG 86. (Postcard by International Airline World Publishing)

LAPSA (1960-65) was second international airline of Paraguay

Formed in 1960, Lloyd Aereo Paraguaya S.A. (LAPSA) was Paraguay's second attempt at having an international airline. It was preceded only by Paraguayan Airways Service/ Servicios Aereos del Paraguay in 1957, but which lasted only a few months.

LAPSA was formed on 04 SEP 60 with 88% of the shares belonging to Paraguayan businessmen and the remaining 12% in Brazilian hands.

LAPSA's executive board consisted of Ruben Medina Alboro as president, with Jose R. Silva Barboza and Manuel Guerra Borges as directors.

The new airline's fleet included two Curtiss C-46, named "Yrendague" and "Nanawa," two famous Paraguayan fortifications during the Chaco War with Bolivia (1932-1935). Services started on 24 MAY 61 with "Nanawa" operating to Curitiba, Sao Paulo and Rio de Janeiro, all in Brazil.

Soon after, services were also inaugurated to Buenos Aires (Argentina) and Montevideo (Uruguay), with the two C-46 operating twice-weekly frequencies.

To meet the demanding schedule the airline had set for itself, a Douglas DC-4 was acquired in OCT 63. LAPSA also had requested - and received - permission to open a weekly service between Asuncion and New York with an L-049 Constellation, which was acquired in JAN 64 - and did not last to the end of the month.

The airline wanted to use the Constellation on the Buenos Aires route as well and it attempted to negotiate an agreement whereby it would be guaranteed 35% of the revenue. The Argentine authorities permitted a frequency of six flights a week, but they did not agree to either the 35% or the Constellation. As it turned out, the aircraft never entered service with LAPSA.

LAPSA and Paraense of Brazil held negotiations in the fall of 1963 for the Brazilian airline to take over LAPSA and



a director of Paraense, Francisco Paes de Barros, bought the Constellation in the USA on 04 DEC 63 for lease to LAPSA to replace the C-46s. The registration ZP-CAS was issued on 24 DEC 63 for one flight only, from Asuncion to Rio de Janeiro for overhaul and the aircraft was delivered from Miami to Asuncion in JAN 64. It left Asuncion for Rio-Galeao on 27 JAN but suffered an engine failure during the ferry flight and landed at Campinas-Viracopos (near Sao Paulo). LAPSA lacked the financial resources to replace the damaged engine and to have other problems repaired and the Constellation was abandoned at Campinas. (It was dismantled there early the next year.)

Despite its critical financial situation, LAPSA managed to acquire a second DC-4 in 1964. Both DC-4s and the two C-46 were used on the services to Brazil, Argentina and Uruguay. But LAPSA was not alone in the market. Another Paraguayan airline, Lineas Aereas Paraguayas (LAP), owned by the state, started operations in 1963 with three

Top: Curtiss C-46 ZP-CAP "Nanawa" of LAPSA at Asuncion International Airport in 1960. Note the airline's full name on the fuselage and the later logo on the fin.

(Photo by Antonio Luis Sapienza)

Above: Early logo of LAPSA.

Below: LAPSA network 1960-1965.

(Map by Antonio Luis Sapienza)



Convair 240 (see the CAPTAIN'S LOG, JUN 93, Vol.19, No.3).

Since LAP was entirely supported by the Paraguayan government and flew to the same destinations as LAPSA, and since the latter was already in a disastrous financial situation, bankruptcy was not long in coming. It ceased operations in 1965.

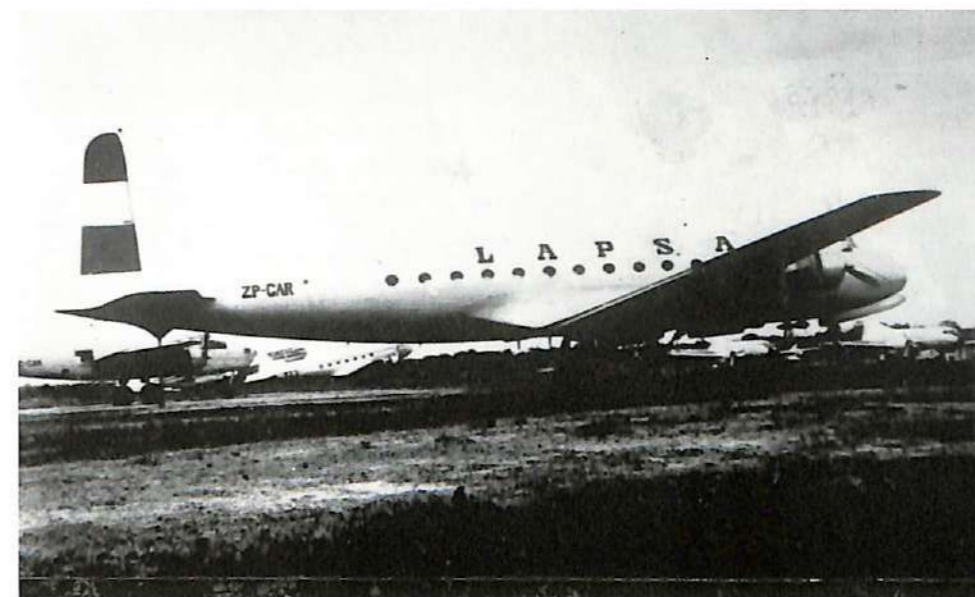
The author thanks Mr. Dan Hagedorn and Mr. Ron Davies of the National Air and Space Museum in Washington, Mr. Jorge Felix Nunez Padin and Mr. J.M.G. Gradidge for providing the information and photographs for this article.

Some of the details about Constellation ZP-CAS were added by the editor from Peter J. Marson's book "The Lockheed Constellation Series" by Air-Britain, 1982.



Above: LAPSA's DC-4 ZP-CAK after being sold to Argentina in 1965, with Argentine registration LV-GJF. The photo was taken at Ezeira Int'l Airport, Buenos Aires, in 1965. Note the nose of a B-25 to the left.

(Photo by Jorge Felix Nunez Padin)



Left: DC-4 ZP-CAR never had the full LAPSA livery of white top and red window cheatline. It was all-aluminum with LAPSA titles in black. The Paraguayan national flag on the rudder of all LAPSA aircraft is red, white and blue. Seen at Asuncion in 1965. Note the civil-registered Chilean B-25 (CC-CAA) to the left. (Photo by Antonio Luis Sapienza)

Below left: Second logo of LAPSA, still in use when the airline ceased operations in 1965.

LAPSA FLEET LIST 1960-1965

Reg'n	Subtype	Msn.	Del.	SOC	Name
CURTISS C-46 COMMANDO					
ZP-CAB	C-46-5-CK	8	21JUN61	DEC63 (Crash)	Yrendague
ZP-CAP	C-46A-25-CU	26658	23SEP59	11MAR66 (Sold)	Nanawa
DOUGLAS DC-4					
ZP-CAK	C-54A-DO	3085	OCT63	1965 (Sold, LV-GJF)	
ZP-CAR	C-54-1-DC	10474	1964	MAR65 (Sold)	
LOCKHEED CONSTELLATION					
ZP-CAS	C-69-1-LO/ L-049D-46-59	1964	24DEC63	27JAN64	Abandoned

by RICHARD J. FEDORCO II

SDF at Christmas: unique opportunity for photos



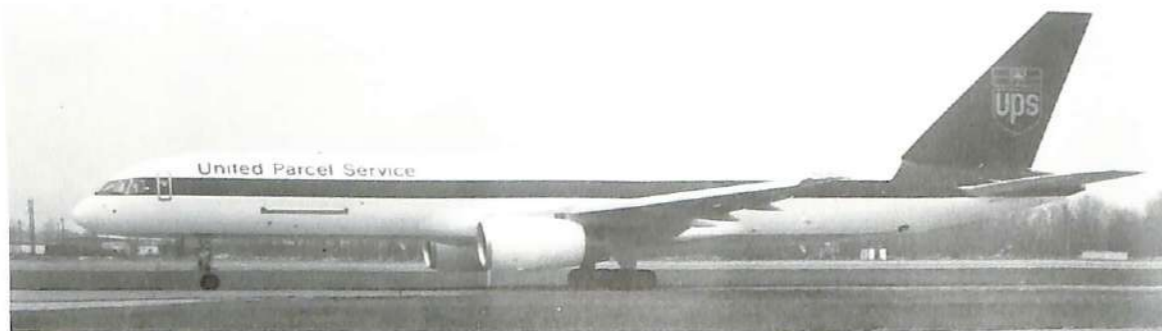
All photos by Fred Del Monico.

ATLAS AIR 747-128(F)
N32034Y, Msn 19751/39.
This is formerly Air France F-BPVC.
Another previous owner was Israeli
Aircraft Industries.
Taking off from SDF (Louisville/
Sandiford) on 23 DEC 94.



DELTA AIR LINES 727-232Adv.
N511DA, Msn 21313/1347.
This is one of two Delta 727s equipped
with experimental winglets to test their
usefulness. Holding for takeoff at SDF,
20 DEC 94. (The other Delta 727-232
with experimental winglets is N510DA,
Msn 21312/1330).

UPS 757-24APF, N438UP,
with Rolls Royce power.
At SDF, 23 DEC 94.



FRED DEL MONICO of Elizabeth-
town, Kentucky, sent a nice selection
of photos he took at SDF (Louisville/
Sandiford Field) just before Christmas.

"The UPS hub at SDF begins to look
like a major international air center
around Christmas. The contract carri-
ers working the Christmas rush for UPS
offer a unique opportunity to get some
great photographs," Al writes.

I particularly enjoyed the Atlas Air
747 with its pretty cool tail work. Look
at the dirty smear on the forward fuse-
lage above the nosewheel leg! I have a

feeling someone parked the tow-around
ground power unit a little too close to
door number 1R.

Also note the Delta 727 with the
experimental winglets and the UPS 757
with the big Rolls Royce 535 engines.
(UPS recently took delivery of 757
number 50).

Finally, take a look at the TWA DC-
9-30. Passenger carriers usually either
sell their convertible ("QC") airplanes or
they take great pains to hide the big car-
go door. Not so on this -9.

Many thanks to Fred for sharing
these photos with us.

The next time my selection will be
from Richard Bell, taken at his favorite
haunts, LAX and SAN. He sent along
the "teamwork" America West 757 and
a few MD-11s. I also have some shots
from Sean Matejowsky I'll find some
space for soon.

Please note my new address:
4041 South Flanders Way
Aurora, Colorado 80013



TWA McDonnell-Douglas
DC-9-33CF, N937F, Msn
47409/497. Note the clear
outline of the cargo door.
At SDF 23 DEC 94.



UPS 747 N688UP, probably
a former PanAm -121(F).
Taking off @ SDF 23 DEC 94.
The all-white fuselage and
lack of titles is perhaps
evidence the aircraft was
pressed into service quickly
to help with the Christmas
parcel rush.



UPS McDonnell-Douglas
DC-8-73F(A) N815UP,
Msn 46112/52. landing
at SDF 23 DEC 94.
Another no-livery, no-titles
aircraft. Originally del-
ivered new to Overseas
ational in 1970, she went
through several owners
and leases before ending up
with UPS in 1984. Has she
been without livery and titles
all those years?



Omni Air Express 727-222
N7647U, Msn 20041/732,
formerly with United.
Landing at SDF 23 DEC 94.



FORD MOTOR COMPANY Fokker 70
executive jet N322K.
Taking off from SDF 23 DEC 94 (tak-
ing company executives home to De-
troit for Christmas?)

AIRLINE MODELING

by GERRY COLE

We have lots to cover this time, especially since I missed the previous issue. A marriage, moving my new wife out of her house and into mine and accepting a new job offer does tend to cut into one's writing time. The home front is more settled this time, so here goes.

KITS:

Revell Europe has announced they will be doing a Fokker 100 in 1/144 scale. Rumored markings are USAir, Transwede and Swissair.

The kit will apparently not be boxed in the USA, so those of us in the States should be prepared for a rather large price tag

I am building one of Sasquatch Models 1/144 scale kits of the Dornier DO-328. It is all plastic, even the fuselage is commendably thin so there will be lots of room to weigh the nose. There are engraved control surface outlines on the wings, horizontal stab and fin, plus rough but useable landing gear parts. Details by AHS are included for cockpit and cabin windows, and markings for Horizon are available. Dean has come a long way since his first Twin Otter kit. If you tried one of his earlier kits and were put off by the task before you, I suggest you give one of his new kits a try. Sasquatch should have their Convair 240 ready by the time you read this, along with a number of their kits with new decals.

If you have one of Welsh Models' MD-80 kits, but you would like the later version with the "screwdriver" tail cone, look to Finescale Conversions of the UK for the answer. Conversion # FLC002 includes not only a beautiful resin tail cone, but also a resin aft stairway, etched brass handrails and engine strakes. The price in the USA is \$4.95 and it is available from Meteor Productions, P.O. Box 3956, Merrifield, VA 22116, USA. The telephone number is (703) 591-0652 for details and shipping costs.

While we are talking about conversions and general kit improvements, True Details, a firm well-known to we IPMS types for fine detail parts, has pro-



New Fokker 100 kit and "flattened tires" for the C-47/DC-3



duced "flattened tires" for the C-47/DC-3 in both 1/72 and 1/48 scales. This really shows well on a propliner and True Details have done their usual beautiful job. The tires on the set I purchased feature circumferential tread, and I assume the military-style cross tread is coming as well. The price is around \$3.50 for the 1/72 scale set of two wheels. Highly recommended, regardless of which DC-3 you are building.

E.J. WELDON of CBS Models has packaged the excellent Sasquatch 1/144 scale resin L-188 Electra fuselage for the old LS Orion kit with decals for American (two schemes), Braniff (two

Both photos: United Air Line's 757, built by Randy Auble from the Masterkit 1/144 scale. He did lots of work to improve this model. Especially, note the flaps deployed. (All photos are by the builders of the models shown.)

schemes), Eastern, Northwest, National and Western. The resin fuselage is hollow, well-proportioned and has a very nice surface finish. I am not saying this conversion will fall together like a Hasegawa kit, but it looks very buildable. Where else are you going to get a 1/144 scale Electra?

Speaking of Hasegawa, they continue to turn out Super Resort Express

specials. The latest is the DC-10-40 of JAZ in the purple-bird scheme. The kit should look familiar. It is the 1/200 scale DC-10 we have seen before. The decals are pretty and have "window holes" in them to supposedly help us align them with the kit's windows. How this will work for the modeler who fills in the windows and uses decal windows, I am not too sure. My suggestion would be to use ATP's separate windows and frames, applying the black window parts first, then the colorful Hasegawa markings, followed by the silver frames. Hasegawa is re-releasing their wide-body airliner kits in 1/200 scale, but with the same decals, later in 1995. Anybody wants to guess the new prices?

After literally years of waiting, Testor's has re-released the old Hawk 1/126 scale Convair 240 as an Air Force C-131A transport. This is the short-nose version, with 10 cabin windows per side. In whatever guise, we'll take it, especially at about \$10 a kit. For those who don't remember, the kit has engraved control surface details, raised panel lines and a one-piece wing with a tendency to develop sink marks near the root. Engine nacelles have the rectangular Model 340 exhaust box fairing. Good landing gear moldings and three-blade, square tip props are provided. Since the original kit had no engine front detail, decals are provided for the nine-cylinder radial engines. No clear plastic or cabin window parts are provided. The best reference on the military Convairs is the Naval Fighters 14 book "Convair," by Steve Ginther and Nick Williams. The plans in the book are a must as they cover all the different versions from the CV-240 to the CV-580, with a multitude of detail drawings and photos. Who will be the first with a resin plug and later long-nose conversion for the CV-340? How about some decals, in addition to ATP's Braniff scheme?



The Pals Flight Boeing 737 fleet in 1/200 scale continues to expand. The 737-300 kit has been reviewed previously, and the -400 is now available in Air Vanuata and Air Nauru markings. The -300 comes with Ansett Australia Air Caledonie, Polynesian Airlines, Australian Airlines, Qantas, Air 2000, Continental, Lufthansa and new United markings.

Pals Flight, by the way, now carries a full line of Sasquatch, Transport Wings and Welsh Models kits, as well as decals from just about all manufacturers worldwide. Color prints featuring Pacific Rim carriers are also available. You can contact them at P.O. Box 66058, Auckland 10, New Zealand for more information.



Doyusha has re-released the old Nitto 1/100 scale DC-3 with Virgin Islands International Airways decals. The colors aren't quite dense enough, but the scheme is so pretty, I doubt anyone will care. The box art shows a long window above the wing, a modification not mentioned in the kit instructions but easy enough to perform. There are some heavy-duty corrections and improvements in the rudder hinge area that may be made with this kit, with the landing

gear and the engines. An old issue of "Random Thoughts" from IPMS/Canada had the best article I have seen on the subject, but I have misplaced my copy so I can't tell you which issue it is. (Perhaps one of you can remind me by dropping me a line?) Suffice it to say the subject, or the decal sheet in this case, might make it worth your while. Since it is a Doyusha kit, be prepared to spend about \$25 for the opportunity.

For those who like big iron birds, MPM from the Czech Republic has produced a multi-media kit of the single-engine Junkers W34 in 1/72 scale. While the subjects in the kit decals are strictly military, a little research will show that several Hornet-powered aircraft served

with Lufthansa markings. One civil survivor is preserved in the National Aviation Museum in Ottawa, Ontario, Canada. (This is CF-ATF, msn 2718, a W 34fgi in the colors of 1930s Canadian Airways Limited - Ed.)

The kit itself is very nice, with an excellent reproduction of the corrugated metal areas and two square inches of etched brass details like engine pushrods, instrument panel and a detailed passenger door. A vacuformed cockpit window completes an excellent kit.

NEW DECALS:

Big news comes from Jennings Heilig and Liveries Unlimited decals. His

Above: Joe Hotchkiss built this Western Lockheed L-188 Electra in 1/144 scale.

Left: 747 in Transamerica livery, built by Tom Sheridan from the 1/144 scale Revell kit.



line of excellent products now includes more than 40 subjects in 1/144 scale, and an additional 15 in a growing 1/200 scale line. There are a lot of things to like about these decals, but one of the biggest is the attention to detail. Little items like engine nacelle warning labels and accurate wing walkways are included. The 1/144 scale Air Inter A330 sheet, #A4-039, is a fine example. It includes tiny lettering for the passenger exits, GE logo and turbine warning stripe decals for the engine nacelles, and red alignment stripes for the forward fuselage. Perhaps most-unusual are two well-rendered windshield wiper decals, a first-ever decal item in any scale. If this were not enough, Jennings has picked up on a characteristic of Dick Ward of Modeldecal fame in the UK. He has included an update to an earlier sheet, in this case #A4-023 for the Air Inter A320 on the A330 sheet. It has the small European Union flag and Groupe Air France decals now displayed on the real A320s. This doesn't take much space on the new sheet, but it shows a concern for the modeler who wants the utmost in accuracy. Well Done!

This isn't to say that all is perfect with Liveries Unlimited. The red in the TAP Air Portugal sheets appears too orange. It should be a deep-red as in the national flag. The gold on the Gulf Air A340 sheet should be more metal-

lic, rather than just a dark-yellow. However, even when they make a mistake, as in the wrong size starboard tail log on the SAS 767 sheets, they offer a replacement logo decal free for the asking.

So, what's new from Liveries Unlimited? They have 1/144 scale A330s of Air Inter and Aer Lingus, A340s of Gulf Air and Turkish, a 747 of Korean Air, plus 1/200 scale 747s of Eva Air and Philippines, DC-10s of American Trans Air, Ghana and Philippines, an A300 of Carnival and an Eva Air 767-300. For the historic airliner buff, there are 1/144 scale decals for the Piedmont 727-100, BEA Red Square Trident 1C and Comet 4B. Both the latter provide very useful cockpit and cabin window decals. Future projects include the Aloha 737, Island Air Twin Otter and perhaps a certain airline with, as they say, more experience than the name implies.

Aerocolours Graphics and Vince Klimas haven't been quiet either. First Vince provided the National Airlines Sun King fleet in both 1/144 and 1/200 scales, including DC-8s, 727s in both series, the DC-10 and the 747. All sheets include titles, logos, stripes, emergency exit outlines and ladies names. Note that both the scheme with the natural-metal lower fuselage and the



On this page two photos of models in American Trans Air livery:

Left: Tony Schneider's 1/144 scale 727-200 and

Below: Lockheed L-1011 Tristar built by Fred Del Monico.

final pre-merger all-white scheme may be modeled with these decals. Vince, thanks for the review samples.

As mentioned here a few issues ago, Aerocolours purchased the artwork for the 1/200 scale Alaska, Continental and FedEx old colors decals from AA/ATP. These decals are now available under the Flight Path name. My delight in the various Alaska schemes should be well-known by now, so I was an early purchaser of the 1/200 scale 737 sheet. Registrations are provided for both the -200 and -400 series. Also new are a 1/200 scale DC-9/MD-80 sheet and decals in that scale for the 727. The metallic-gold tail globe markings on the Continental decals are separate, so you can position them yourself for perfect registration. As on the Alaska sheet, a registration block is provided to allow you to model virtually any aircraft in the respective fleets. FedEx's old colors 727, 747, DC-10, 737 and A300 decals are also available in 1/200 scale, although the aircraft in the photo with the DC-10 sheet looks a lot like an MD-11. The latter would be good news, except that I can't tell if the stripes are long enough to be used on the Sasquatch MD-11 conversion in 1/200 scale without purchasing a second sheet.

A number of new sheets in all scales are available from Airline Hobby Supplies (AHS) in Canada. Russell Brown has been working with Dean Slaybaugh on some interesting projects. AHS has produced 1/144 scale decals for the Sasquatch DO-328 in Horizon markings, Canair Cargo decals for the Convair 580 freighter, a Horizon DHC-8-100 decal and a Hunting Cargo Airlines L-188 Electra decal for the Orion conversion mentioned earlier. They also have 1/144 scale decals for the Canair Cargo 737, Royal Airlines pretty gold-trimmed 727-300 and Tristar, and the Hunting Cargo Vanguard and 727-200F. The Canair 737, Royal aircraft and Hunting Cargo 727 are also available in 1/200 scale. AHS has a number of new window decal sheets, including Airbus A320, A32 and MD-11 in 1/144 scale and MD-11 windows in 1/200 scale. There are also

some interesting odd decals, like a Horizon Air F-28-1000 in 1/144 scale, the Horizon DHC-8-100 in 1/72 scale with 21 different fleet names for the HobbyCraft of Canada kit, and for the person who wants to combine military and civilian modeling, a 1/144 scale decal for the Canadian Armed Forces A310-300 "Polaris" V.I.P. transport. New projects from AHS include the Canadian Cargo and Canadian Holidays 737s, Canadian North 737-200C with gravel kit landing gear, and Eastern Provincial final colors 737. O.K., there are two more-distant AHS projects that should be mentioned: decals for the upcoming Revell Fokker 100 in the red and yellow Palair Macedonian colors, and the final two-tone blue and yellow colors of Nordair.

Decals from Pals Flight have always been an interesting experience, because you never know what new ones will be available, nor for how long. I ordered a 1/100 scale Ansett New Zealand decal, for example, and when Paul Smith sent it, he indicated it was the last one he had. My suggestion is to send for his catalog list and order what you want as soon as it appears.

One of the prettiest sheets he has done is for the Airtours 767-300 in 1/200 scale. Other pretty sheets include the titles only for an Air Pacific/Fiji 747 and an EastWest 727-200, both in 1/200 scale.

Last but not least, the local hobby shop has Western Convair decals for the dark-red and cream colors in 1/72 available to fit the Execuform kit. Decals are included for 11 Convair cabin windows, plus the cockpit, and these are also available separately.

MODELER PHOTOS:

The first two photos come from RANDY AUBLE of Indianapolis, Indiana, and show what a good modeler can do to the not-so-great Masterkit 1/144 scale 757. He replaced the overthick flaps, rudder and elevators with scratchbuilt ones. Note that the elevators are angled to the landing position, and that the flaps are dropped as well. Spoilers were fabricated, along with their actuators, and the engines opened up to show the thrust reverser cascades. Randy didn't say, but I assume he used the kit decals.

The third photo comes from E.J. WELDON of CBS Models. It shows one of their Sasquatch Models resin conver-

sions of the LS Orion kit in 1/144 scale into a Western L-188 Electra. The model was built by JOE HOTCHKISS of North Olmstead, Ohio. Decals are from CBS Models.

TOM SHERIDAN of Sunrise, Florida, shows his Transamerica 747 in the next photo. It was built from the Revell kit in 1/144 scale and has ATP decals, with foil leading edges and upgraded GE engines.

FRED DEL MONICO writes from Elizabethtown, Kentucky, that he specializes in 1/200 scale airliners. The photo shows his 1/200 scale Hasegawa Tristar in American Trans Air markings with decals from Liveries Unlimited. But, you may wonder, how did he get those decals so quickly? They aren't even available as yet. Well, he used the 1/144 sheet for the 727, with windows from AHS. He ran out of fuselage stripes, but found some in the scrap box. Personally I find this scale swapping a great deal of fun and I am glad to hear I

am not alone.

While on the subject of American Trans Air, we'll close this photo session with a shot of TONY SCHNEIDER's 1/144 scale 727-200 with Liveries Unlimited decals in their intended scale for the Airfix kit. Tony, of course, hails from Louisville, Kentucky, and has nothing but rave reviews for the decals.

DEPARTURE LOUNGE:

A few CAPTAIN'S LOGs ago, I remarked about all the safety and instructional markings there are on a modern commercial transport. In the March/April issue of the IPMS/USA "Journal," EUGENE JACOBI did an excellent article on detailing the Hasegawa 1/200 scale 737 in USAir markings, using primarily decals ... a lot of decals, from a number of sources. Liveries Unlimited has helped availability considerably by providing marking details for our airliners. We are not fully detailed yet, but we are getting there, and it is good to see IPMS/USA helping us along.

A special airline cup

We are all familiar with the air sickness bags that airlines stuff in the seat pockets "just in case," even if we have never used one. Niek Vermeulen of The Netherlands, who has been featured in the CAPTAIN'S LOG before, is a little more familiar with these bags than most of us: he has collected them since 1980 and his collection numbers about 2,000 from 400 airlines around the world.

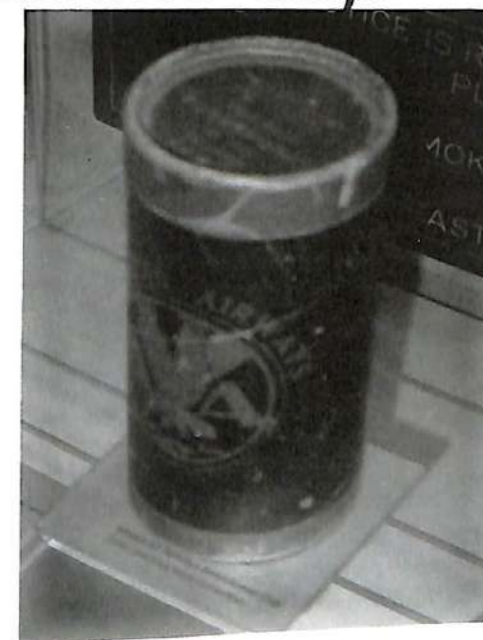
But how many people remember air sickness cups?

These cups were used long before the paper bags came into use in the early 1930s.

While visiting the American Airlines Museum in Dallas, TX recently, Niek saw such a cup from American Airways on display (illustrated). Niek has since learned that Eastern Air Lines had similar cups, as did many other airlines, no doubt.

After use, the cup was closed with a lid that was also provided and was given to the cabin crew for disposal.

Niek is offering up to \$100 for



an original airline air sickness cup in good condition and hopes someone at AI '95 in Phoenix will be able to provide him with one. He'll be at table 197. Or people may write him at: Niek K. Vermeulen, Riouwstraat 55, 1521 SC WOR- MERVEER, The Netherlands. Or fax him details at 011-31-75-218-717.

ABCO (Pt.2) :

Not all samples garner an order

In the previous issue of the CAPTAIN'S LOG I told you about the history and current activities of the Abco Trading Corporation in supplying the airlines with quality in-flight dinnerware. This time I'd like to show you some more patterns designed by this New York State company.

Photo 1 shows the current china design of Tower Air. A new design and decoration are in the works.

The casserole dish shown in photo 2 is in use with MarkAir. Abco also supplied casserole dishes to Olympic Airways (photo 3) and Finnair (photo 4). In AUG 92 the company also sampled a new design for Sabena (photo 5).



#1. Tower Air, current design.

In the previous issue I told you that not all samples garner an order. I am pleased to share with the readers of the CAPTAIN'S LOG, through the courtesy of Abco, part of a folder from a presentation the company made to Continental Airlines for what was to become CO's BusinessFirst service. Photos 6 through 12 show the artwork and acetates used for the presentation.

Below: #2. MarkAir, casserole dish.



Left: #3. Olympic Airways, casserole dish.

Left: #4. Finnair, casserole dish.

AIRLINE DINNERWARE

by RICHARD W. LUCKIN

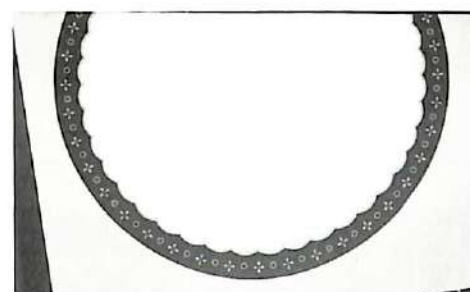


#5. Sample made for Sabena.

Below: #6-12. Artwork, samples and acetates for presentation to Continental Airlines for its BusinessFirst class.



#8.



#9.

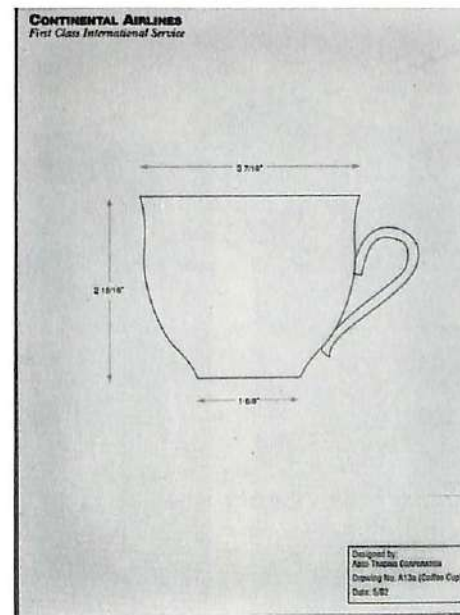
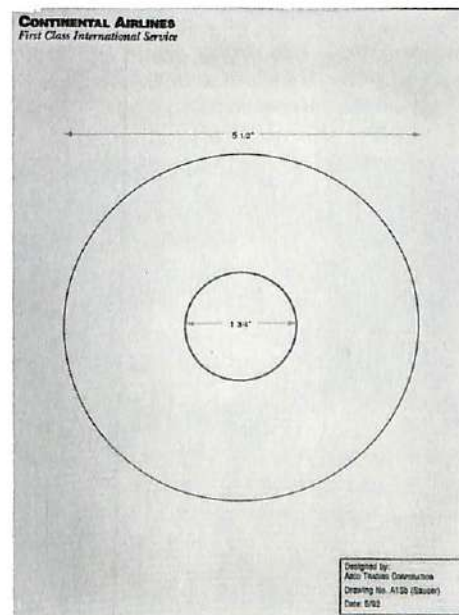
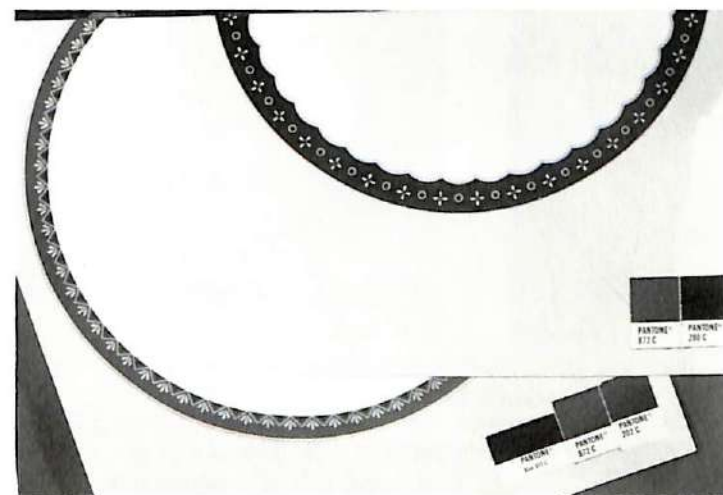
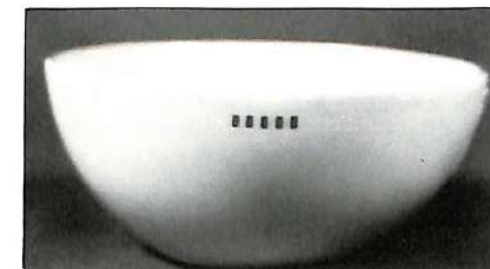


Photo 13 shows another design that was never adopted by Continental. It was created by a corporate image specialist and featured what could best be described as airplane windows. A blue line on the edge of each piece finished the decoration.

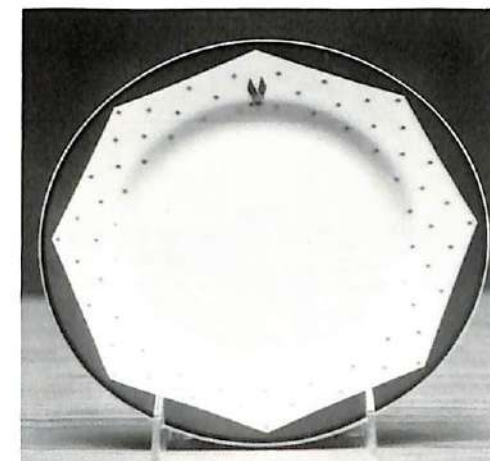
When a new president came on board at CO a couple of years ago, his vision of the new corporate logo and image did not match that of the corporate image company, so the samples were banished to the closet.

A few years ago American Airlines upgraded their international business and first class service. Along with that upgrade came new china. Abco supplied several designs (photos 14 to 20) for consideration. None of them were selected. But Abco took the rejection philosophically.

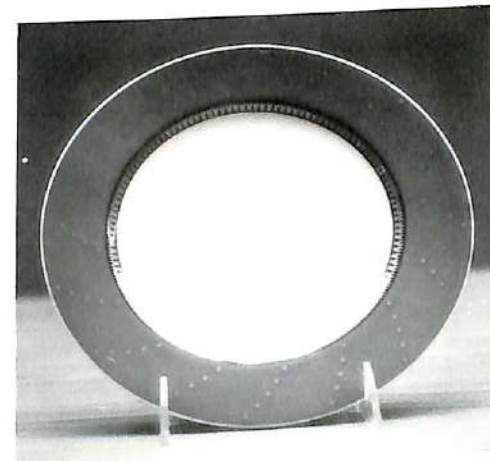
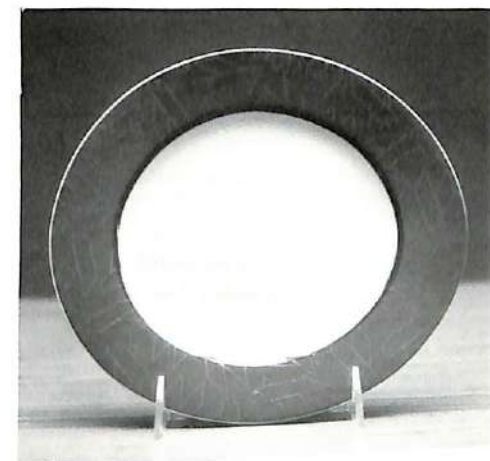
"We just keep them in the closet,



#13. Sample for Continental.



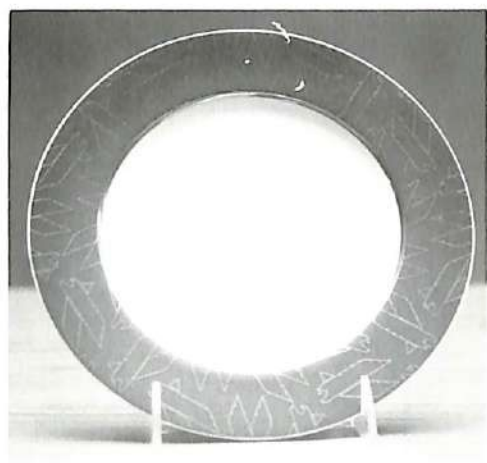
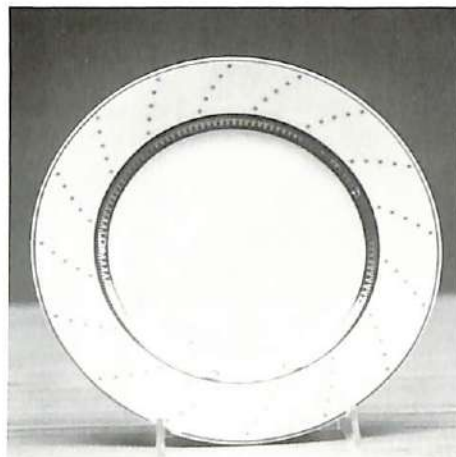
#14-20. Designs submitted for new American Airlines china but not selected by the carrier.



until the next time around," said Abco vice-president Ann Mottola.

Finishing off this column are two more photos taken in the Abco showroom. Photo 21 depicts a wide variety of designs. Distinguishable are Carnival Air Lines, Cayman Airways and Tower Air.

Photo 22 depicts the china designed for UltrAir, using a Polish-made ware. Unfortunately, the airline went out of business before any ware could be ordered.



Special thanks go to Abco CEO Perry Delman, executive vice-president Robert Delman, vice-president Ann Mottola and managing director Peter Kranes for making this story about the company possible.

#21. Wide variety of designs in Abco showroom. They include Carnival Air Lines, Cayman Airways and Tower Air.

#22. UltrAir china that was never used because the carrier went out of business before the china could be delivered.



WHAT IS IT?

by KEN TAYLOR

In the previous issue of "What Is It?" I wrote I would show you some badges and wings from the former USSR this time, including wings from the several regions formerly under Soviet influence.

I had great plans, but my pictures never materialized, so I will proceed with what I have found. (Author's note: Some of these have been featured before in Dick Koran's "Wings and Things" columns over the years, but I am showing them here as part of the entire "package".)

For many years badges and wings from the USSR were almost unobtainable. However, since the fall of the Soviet Union in 1991 it seems that every collection has Aeroflot pieces and every trader box has at least one Aeroflot badge. With that in mind I will show only one hat badge and one jacket wing from the former Soviet Union.

#1 is the Aeroflot pilot cap badge in use from 1970. It may still be in use today.

#2 shows the captain's wing of Aeroflot in use from 1966. It too may still be used by some captains today.

28 DIVISIONS

Until 1991, Aeroflot was the only airline in the country. It had 28 separate divisions, each with their own wings and badges. I am showing the wings of some of these Aeroflot divisions.

#3 illustrates the pilot wing of the North Caucasus division out of the capital Rostov. It dates from the 1970s.

#4 is also from Rostov, of N.P.O. Pankh Air, in use from 1979 to 1991.

#5. Wing from the Tadjik division in what is now the Republic of Tadjikistan in Central Asia with the capital of Dushande. The wing was in use from 1995 to 1991.

#6. The Komi division based in the city of Syktyvkar used this pilot wing from 1960 to 1991. This region is now the Republic of Komi.

#7. The Tyumen division of Aeroflot used this high-quality wing from 1960

Wings from Russia and the independent states



#1.



#2.



#5.



#6.



#7.



#8.



#9.

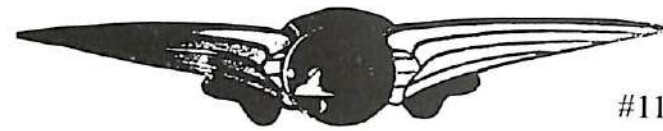
to 1991. It has an enamel center in red, white, blue and gold with gold wings. The letters CCCP (Cyrillic for SSSR) are very prominent at the top.

#8. Wing used by the Magadan division, based at the city of Magadan, until 1991.

#9. Wing of Aeroflot's former Estonian division, based at Tallinn on the



#10.



#11.



#12.



#14.



#16.



#13.



#15.

Gulf of Finland. This is a genuine pilot's qualification breast wing (though a poor quality picture) and was used only in 1984 to celebrate 40 years of aviation in Estonia. This division exists today as Estonia Air in what is now the Republic of Estonia.

WINGS IN USE TODAY:

Let us now leave the past behind and look at the wings and badges of today's airlines in some of the independent states in the former Soviet Union:

BELARUS

#10. Red, white and blue colors are painted on a gold-colored aluminum cap badge and jacket wing of Belavia in Minsk, the capital of Minsk in Belarus (formerly Byelorussia, also known as White Russia). This wing was first used in 1992.

ESTONIA

#11. This all-enamelled pilot cap badge is the only insignia issued by Estonian Air so far. No jacket wings have been produced yet. Estonian Air is the state airline of the new Republic of Estonia. The colors in this badge include three shades of blue with white and yellow. The badge was first issued in 1992.

#12. This pilot wing is also from the Republic of Estonia and was issued by an airline called Eesti Lennukompanii, or commonly ELK. First used in 1992, it is made of bullion and thread on cloth.

#13. This metal ELK wing has the English translation of the company's name, Estonian Aviation Company, printed across the top section. I have been told that 20 of these wings were produced in 1991.

All counted there are eight airlines in Estonia.

LATVIA

#14. Now we visit the Republic of Latvia. This pilot wing has been in use with BEL (Baltijas Ekspresa Linija (Baltic Express Line) since it started service in 1992.

#15. This very high-quality jacket pilot wing is the only badge worn by crew members of Inversija, an air cargo charter company in Latvia. It dates to 1992. Inversija advertises they will deliver your freight to any part of the world by IL-76 charter flight. The airline is based at Riga.

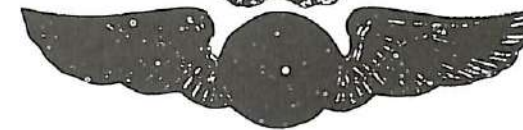
#16. Cap badge (top) and jacket wing from the Latvian airline Transeast, which started services in 1991.



#17.



#19.



#20.



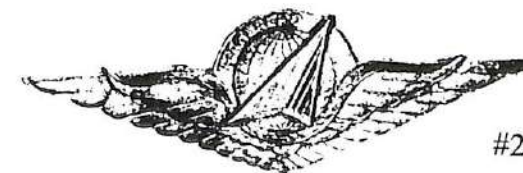
#21.



#22.



#23.



#24.



#25.

#17. Baltic International Airlines is a joint Latvian-American venture founded in 1992. These are its hat badge (top) and jacket wing.

#18. Cap badge (top) and jacket wing of Latavio Latvian Airline, also based at Riga. The airline was formed in 1992.

#19. Cap badge (top) and wing of Latcharter of Riga, founded in 1992.

#20. Riair is another airline operating out of Riga, Latvia. Rigas Gaisa Linijas Ekspresis (Riga Airlines Express) was formed in 1992 and this is their cap badge. The jacket wing has the same design.

RUSSIAN WINGS

The following are a few wings from Russia. First a couple of older wings.

#21. I was given this jacket wing many years ago by Oscar Stonberg, a long-time and devoted wing collector. He said he had obtained it from an A.T.C. pilot named Christianson who flew American Lend-Lease aircraft to Russia. I have no information on whether it is actually Russian or some make-up piece.

#22. This number 2 jacket wing was worn by right-hand seat Aeroflot cockpit crew and is pre-1966.

Now for the very modern.

#23. This jacket wing is from Aerolicht, an independent airline based at Moscow. The common name is Alak. This brightly-colored (red, blue, white and black) wing is made of plastic with a pin back and looks like a kiddie wing, but it is a genuine pilot wing.

#24. Transaero was founded in Moscow in 1990, received its operating certificate in 1991 and flew its first charter in AUG 92. This wing is its first issue, used from 1991 to 1993.

#25. The current Transaero wing looks like this. It was first issued in 1993 and remains in use today.

I thank my good friend and correspondent Igors Krivcovs of Riga, Latvia, for supplying the illustrations of the wings and badges shown here, and for the ever-important information that came with it.

STICKER CHATTER

by DON THOMAS

The bulk of this column is dominated by new stickers, BILs and tags of airlines in Scandinavia and the Middle East, thanks to several of our regular contributors. But there are plenty of other new ones too.

ANNE MALM of the International Airline Stewardess Museum in Sweden contributed the following items from Sweden and Denmark:

#1. A large sticker from Malmo Aviation showing the airline's BAe 146 short-range jet. The colors of the livery are red and yellow with a black aircraft outline, on white.

#2. This Malmo Aviation BIL is in the same colors, with the airline's red and yellow eagle logo prominent.

#3. This Falcon Aviation sticker comes in two sizes, 6x2 in (15.5x5.5 cm) and 3x1 in (7.2x2.5 cm). Its colors are blue for the name and red for the logo on white.

#4 Linjeflyg uses this BIL in blue and orange on white, while

#5. Transwede has this BIL in blue, yellow and grey on white. (See also #28 for another Transwede label.)

Malmo, Falcon and Linjeflyg are domestic airlines in Sweden.

The next two BILs are from Denmark:

#6. A small Danair tag which comes in dark blue on white, and

#7 one from Maersk Air in aqua (top half) and dark blue (bottom half) with white name and logo. (Both sides are shown.)

Maersk started as a shipping line and I used to see their tramp freighters in many ports around the world back in the 1920s. It started domestic scheduled and charter air services in 1969. Scheduled short-range European services are now also operated.

#8 BILL DEMAREST contributed this Flightstar BIL. It comes in three vertical and the colors are dark blue on white, with a very light-blue large star on the right (which doesn't reproduce). Flightstar was a domestic operator in South Africa with ATR72 and Airbus A320, but it suspended operations on 11 APR 94.

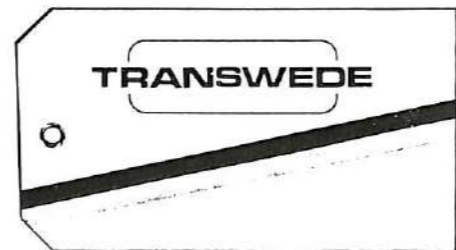
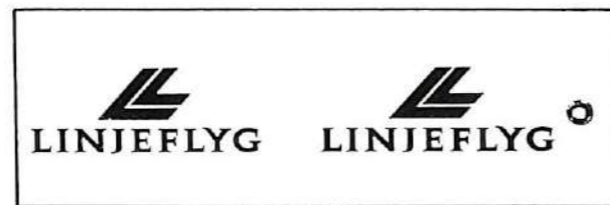
#8.

FLITESTAR

Name _____
 Naam _____
 Permanent Address _____
 Permanente Adres _____

 Country _____
 Land _____

TR44



FRANK LICHTANSKI sent in a nice lot of BILs: #9 shows both sides of Reno Air's QQuick Escapes service BIL. The colors are dark green on off-white and it shows the airline's MD-82.

#10 is Egyptair's new BIL, which comes in three vertical. The instructions in English and Arabic are at the top in white on blue. The BILs themselves are in maroon and gold on white, with the text in blue. Remarkable is that there is no score line between the instruction panel and the top BIL to separate them. (See #28 for an older BIL from Egyptair.)

The next two BILs are from Air Algeria.

#11 is in red on white, with the name and address text in English and Arabic in black. It comes in two vertical and has instructions in English and Arabic on the back of the backing material.

#12 comes in three vertical, with all printing in red on white. I suspect the instructions are on a panel at the top, but I can't be certain because the top part is torn off



#9.

NAME

PHONE _____

ADDRESS _____

CITY / STATE / ZIP _____

HOTEL/ROOM #

QQUICK ESCAPES VIA **RENO Air**

#10.

Please lock your baggage and affix one of these labels to each piece.

نرجو أن تغلق حقائبك وأن تضع إحدى هذه البطاقات على كل منها

EGYPTAIR مصر للطيران

Name _____ الاسم _____

Address _____ العنوان _____

Telephone _____ التليفون _____

Destination _____ محطة الوصول _____

#10.

AIR ALGERIE الخطوط الجوية الجزائرية

Nom _____ اللقب _____

Adresse _____ العنوان _____

Pays _____ البلد _____

#9.

لاجتنب كل حادث فقدان .
 المرجو لصق هذه البطاقتين داخل وخارج الحقبية ، كما يرجى كتابة المعلومات بكل عناية المطلوب عدم اعمال غلق مزلاج الحقبية .

#11.

EGYPTAIR مصر للطيران

Name _____ الاسم _____

Address _____ العنوان _____

Telephone _____ التليفون _____

Destination _____ محطة الوصول _____

#11.

AIR ALGERIE الخطوط الجوية الجزائرية

Nom: _____ اللقب _____

Prénom: _____ الاسم _____

Adresse: _____ العنوان _____

Pays: _____ البلد _____

Tél: _____ الهاتف _____

#11.

POUR EVITER TOUT RISQUE DE PERTE, VOUS ETES INVITES A DECOLLER CES 2 ETIQUETTES ADHESIVES APPLIQUER CHACUNE D'ELLES A L'INTERIEUR ET A L'EXTERIEUR DE VOTRE VALISE, EN PRENANT SOIN D'INSCRIRE LES RENSEIGNEMENTS DEMANDES. N'OMETTEZ PAS ENFIN, DE PROCEDER AU VERROUILLAGE DE VOTRE BAGAGE.

#12.

EGYPTAIR مصر للطيران

Name _____ الاسم _____

Address _____ العنوان _____

Telephone _____ التليفون _____


Destination _____ محطة الوصول _____



from the strip I have. Pictures and explanatory text about prohibited items are printed in red on the back of the backing material.

#13 is from AirUK. It shows the Union Jack in red, white and navy blue. The airline's name and other printing are also in navy blue.


#13.

20644 

Name _____
Permanent Address _____
Address _____
City, State, Zip _____
Telephone () _____

COUNTRY _____ PHONE _____

#14.

 **HAWAIIAN AIRLINES**
HAL 0107

IMPORTANT
Please complete and attach this ID tag to the outside of your luggage.
Thank You

FOR RESERVATIONS—Nationwide Toll Free (800) 367-5320
Honolulu Toll Free (800) 537-5100
Neighbor Islands Toll Free (800) 882-8811

Name _____
Address _____
City, State, Zip _____
Telephone () _____

#14. Hawaiian BIL with a red hibiscus flower and purple (violet?) text.

#15. Aer Lingus uses this BIL in dark/light green, and blue on white. Note that it also instructs the passenger to place the luggage under the seat.


Please place under the seat in front of you 

Flight No. _____ Date _____

Carrier does not accept any liability for damage to and/or loss of Cabin Baggage used only for the flight for which issued.

#15.

#16. Manx Airlines operates out of the Isle of Man, located in the Irish Sea between Britain and Ireland. Its BIL is in dark green on white and is two-sided, with both sides identical.



Please attach this label and lock your baggage

Name _____
Contact address _____
Permanent address _____

#16.

#17.

Lietuvos avialinijos

ČIA BUVO
Lietuvos avialinijų
KELEIVIS

#18.

DAVE CHERKIS as usual managed to find some unusual new labels. This time they include four from Lithuania Airlines.

#17 & 18 have a bright-red background with white text and silver logo. #19 shows a caricature of the airline's 737 in red, white and silver on white, and

#20 speaks for itself. It is also in red (head) and black (text) on white, with the logo in silver. Could anyone send us a translation of the text on these labels?

#21 shows an older EgyptAir BIL. The colors are brown on white and it comes in two versions, one dull and the other glossy. Both are in three vertical.

#20.



AŠ SKRAIDAU
LIETUVOS AVIALINIJOMIS...!

#19.



Lietuvos avialinijos
(8 22) 752585

Please lock your baggage and affix one of these labels to each piece.

رجوان تغلق حقائبك وأن تضع إحدى هذه البطاقات على كل منها

 **مصر للطيران EGYPTAIR**

Name _____ الاسم _____
Address _____ العنوان _____
Telephone _____ الهاتفون _____
Destination _____ محطة الوصول _____

 **مصر للطيران EGYPTAIR**

Name _____ الاسم _____
Address _____ العنوان _____
Telephone _____ الهاتفون _____
Destination _____ محطة الوصول _____

#21.

#22. This Gulf Air bumper sticker comes in orange, blue, brown and green for the scenery, green "Arabian Gulf" text and gold hawk logo and name. The top and bottom text lines are in black.

#23 is a two-vertical of Gulf Air. Its main colors are gold (name and logo) and alternating grey and pink horizontal lines.

#24. New Oman Air BIL in four-vertical. It has a black border and text. The logo is in green, red and silver.

#25. Green on white Saudia BIL with extensive instructions at the top (with the main text lines in red instead of green).

#26. This Delta Air Lines "Dusty the Delta Air Lion" sticker may have been issued for children. Its colors are orange and yellow, with black text, on white.

#27. Delta's "Oasis" label for LAX comes with a true desert scene: a green palm tree, yellow foreground and sky, separated by a purple mountain range. The text is in navy blue.

#28. Here is another Transwede label with the airline's name and MD-83 aircraft outline in dark blue and the cheatlines on the aircraft in dark and light blue and yellow.

#29. This small label depicts the cooperation by Finnair, Lufthansa and Transwede (l-r) at Stockholm's Arlanda Airport. The background is black. (Is this March 27 of 1995, or earlier?)

#28.



TRANSWEDE

#28.

#29.



FINNAIR • Lufthansa • TRANSWEDE
Together in Terminal 2 Arlanda
from March 27


#22.

NON STOP TO THE

ARABIAN GULF

طيران الخليج
GULF AIR


ABU DHABI, BAHRAIN, DOHA, MUSCAT



#23.

NAME _____ الاسم _____
ADDRESS _____ العنوان _____
COUNTRY _____ البلد _____
PHONE _____ الهاتف _____

#24.



Name _____ الاسم _____
Address _____ العنوان _____
Country _____ البلدة _____
Phone _____ هاتفون _____
MOAS GSD 021

#26.

DUSTY THE DELTA AIR LION
FANTASTIC FLYER™



#26.

#27.

Take Five at LAX

DELTA'S OASIS



41

#25.

935-6649 (Rev. 05/93)

لا تنسى
تأكد من أنك قد ملأت بطاقة التعريف الخاصة بك على الحقيبة التي ستضعها في الطائرة قبل المغادرة.
1. قفل الحقيبة وتثبيت بطاقة التعريف الخاصة بك في الحقيبة قبل المغادرة.
2. تأكد من أنك قد ملأت بطاقة التعريف الخاصة بك في الحقيبة قبل المغادرة.
3. تأكد من أنك قد ملأت بطاقة التعريف الخاصة بك في الحقيبة قبل المغادرة.
4. تأكد من أنك قد ملأت بطاقة التعريف الخاصة بك في الحقيبة قبل المغادرة.

DON'T FORGET SAFEGUARD YOUR BAGGAGE

1. Lock and label your baggage inside and out
2. Check-in your baggage ON TIME
3. Remove money, documents, valuables, medicines, keys and avoid carriage of restricted articles
4. Report immediately any baggage problems.

YOU MUST LABEL IT

saudia السعودية

Name _____ الاسم _____
Address _____ العنوان _____
Tel: _____ الهاتفون _____

saudia السعودية

Name _____ الاسم _____
Address _____ العنوان _____
Tel: _____ الهاتفون _____

You never forget the first time.

virgin atlantic 

#30.

#30. JOHN HORVATH of Olympic Airways in Chicago sent in this large Virgin Atlantic sticker that could easily double as a bumper sticker. The top is grey with white text, the bottom is white with grey text and the logo is in red. There is another sticker like this, with different text.

#31. From PETER RENTZSCH came this Berline label. The colors are light

blue and silver on white. Berline (the name actually is Ber line but is rarely printed like this) is based at (East) Berlin's Schoenefeld Airport and flies two Russian IL-18 propjets.

My first book, "Nostalgia Panamericana," is now out of print. The others, "Lindbergh & Commercial Aviation,"



#31.

"Poster Art of the Airlines," "Nostalgia Northamericana," "Airline Artistry," and "Nostalgia Artistica" are now priced at (U.S.) \$9 each, postpaid to members. With postage now at \$1.24 per book, that is a bargain. I am running low on some of these books, so get your order in quickly if you want them.

JUNIOR CREW INSIGNIA

by STAN BAUMWALD

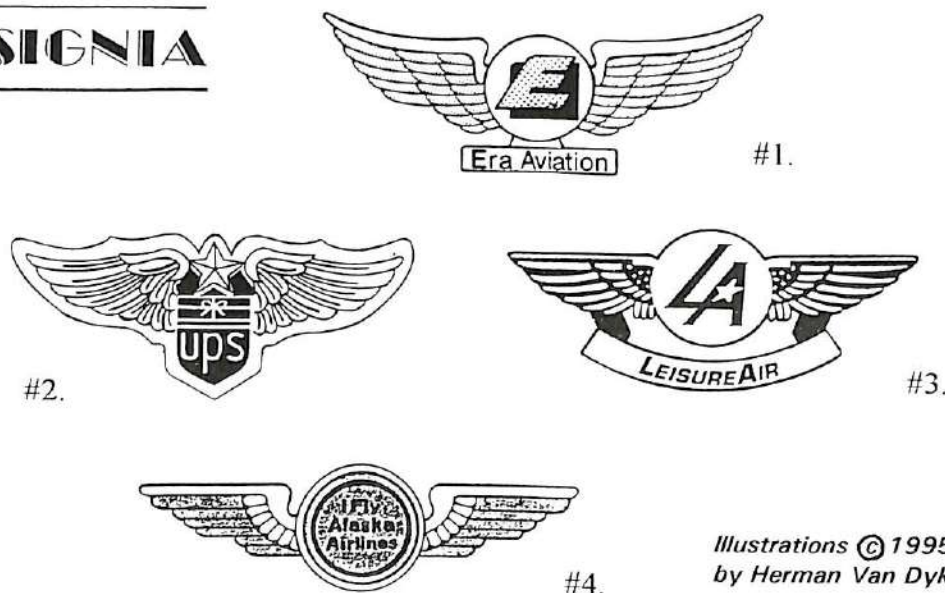
Very slim pickings this time, folks. If it hadn't been for the show in Atlanta, I would not have been able to present you with a column about new junior wings at all this time.

Perhaps it is the airline economy that is giving us fits when we try to find new airline wing issues, but things sure are not well out there. I have even heard a rumor that TWA is seriously thinking of eliminating their junior wings.

DAVE CHERKIS did send along a variation of the PSA junior wing, but I feel the variation is so slight, it just goes to prove that if you look long and hard enough, you can find variations in many different issues. In fact, JOHN COLLENTINE points out that if you look on the back of some Stoffel wings, you will see along with their name a small number 1 or 2 or 3 and so on. To me this means different runs of the same wing and I am sure that with each run there is the possibility to find a variation.

John Collentine also sent along the following information about the British Airways Junior Jet Club:

According to his brochure, the J.C.C. is an international club for young people - up to 16 years old - who have flown on scheduled flights of British Airways. If you qualify for the club and want to join, contact them at:



British Airways Junior Jet Club, P.O. Box 115, West London Terminal, Cromwell Road, London, SW7 4ED, U.K. and send one British pound or equivalent.

As I said above, thank goodness I went to the Atlanta show and found three new issues there.

#1. ERA Aviation came up with a Stoffel S-5 style wing in silver with a red "E" and black name. This airline flies out of Alaska and does mostly charter work with helicopters.

#2. UPS came out with a wing made of gold foil. And I mean that it is gold

Illustrations © 1995 by Herman Van Dyk

all-around. It is a foil stick-on type.

#3. Last but not least is one of the recent upstart airlines, Leisure Air. This is a gold wing with blue lettering. It is a pin-back.

#4. Before I forget, Alaska Airlines has re-issued a wing. All their junior wings are the same except for the color of the letters. They put out a new black-lettered wing (or perhaps it is extremely dark blue, I can't tell which), but this time they eliminated the pin-back and used a stick-on back instead.

And that's all folks. Hope to meet you again in the next issue.

Happy Collecting.



California Central Martin 404 postcard from IAWP. Photo by Carl Thompson.

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

Paul F. Collins

This issue of the LOG will start our 21st year as a helper to the airline memorabilia collector. Over the last 20 years we have seen the hobby of collecting grow from a handful of collectors meeting at private homes to groups of hundreds meeting to buy, sell and trade items as small as a slide to actual parts of aircraft. We have come a long way! We still have a long way to go!

By the time you receive this issue, AI 95 will be history and we will be looking forward to traveling to Bloomington, MN for AI 96, our 20th show. My wife Pat and I are really looking forward to hosting the next convention. We will be sending out information on registration and other activities in the next several issues of the LOG.

As you may have noticed we are now using a little better grade of paper to print the LOG. I appreciate the comments that a number of you have made, either by telephone or letter, with regards to this change. All future issues of the LOG will be printed on this paper--glad you like it!

I have received several questions regarding the way the roster is now being handled. One member wrote stating that she has never belonged to an organization that charged members for the membership list. I am sure that she meant that the organization did not make their list a separate charge, but you can bet the cost was included in whatever her membership rate was. Of course, this is what we did for years, until the cost of printing the roster became as expensive as printing a copy of the magazine. I could have raised the subscription fee to \$25.00, to cover the cost of the roster, but I am sure many of you would have objected to that. And I would have agreed with you. Since there is now a separate charge for the roster, of those that have renewed for 1995, about two-thirds of those renewing have not ordered the roster, which tells me a lot of people had no use for the book and we were wasting money by printing 1500 copies a year, plus updates.

Another question has regards to the printing in the update list the entries of those that do not purchase a roster. The current roster (1995-1996) contains the entries of anyone that had a membership/subscription that ended with any of the Vol 20 issues.

The update list will contain the entries of new members, changes of address and any renewal that has changes in what the member collects. If no changes are indicated, the entry will remain as it appears in the roster. This will reduce the number of pages that must be used for the update, thus lowering the cost just a little. If anyone has any questions on this, please give me a call at HQ and we will talk about it. At this time about 275 roster booklets have been ordered by members. I sure there will be more as the renewals come in.

With regards to renewals, with this printing of the first issue of volume 21, only about a little less than half the membership of some 1400 members have renewed. What this does is cut down on the number of pages in this issue and the next issue of the LOG. I know it is a lot to expect 100% renewals at the very beginning of the year, but I have no idea what to base the budget for the year on. If I would base it on what is on hand at this time, the four LOGs for 1995 would contain about 25 pages each. However, I do have a feeling the majority of the 1400 that subscribed in 1994 will once again subscribe in 1995, along with some new members that I hope we can sign up. Since we are going to get a fast turn around from the printer on this issue, there has been less time for members to send in their renewals, thus reducing the amount of cash now on hand to get out the next three issues. Also with a reduced number of renewals, there will be more members having their LOG sent by individual mailing instead of the bulk mail permit. We'll talk about this at the convention business meeting and I'll let you know the results in the next issue.

You might notice the reduced advertisements in this issue of the LOG. Since the last issue came out I have had very little time to contact those that have advertised in previous issues of the LOG to see if they were interested in continuing to advertise. I am still looking for someone that would be interested in being in charge of obtaining advertising. I think we might have someone to do the membership work, but we need someone that could call or write customers. Anyone interested?

On page 47 you will note there is an update listing of back issues of the LOG that are still available. I appreciate all the orders that have come in recently for these older issues of the LOG. We are now out of the Pan Am issues, plus we are getting a little low on several others. Each back issue is \$4.00 which includes postage in the U.S. and Canada. If air mail delivery is requested, add \$2.00 per issue.

A final comment on the roster updates before we close. These updates will not be mailed with your LOG as has been past practice. All LOGs in the bulk mailing must be the same weight. The updates will be sent in a separate mailing to U.S. members. All foreign updates will be mailed in the envelope with the LOG.

Until next time, I hope you had a great time at AI 95 and will look forward to seeing you at Bloomington, MN for the big 20 blast.

Happy Collecting!

Paul

(continued from page 45)

form and something about the time period when each uniform was worn. If you collect uniforms this is certainly a book you would need on your reference shelf. Mr. Feld has worked long and hard to obtain the fine collection that he currently has. Drop Bob a line if your interested in obtaining a copy.

"The Plane News," the quarterly journal for those that collect aviation toys and models, is featuring the Boeing Stratocruiser in their current issue (No. 25 May 1995). If you collect in this field, this issue is one that you "must have!" This issue is chock full of color photos of display models, tin toys and other items along with descriptions of all items illustrated. You can get a copy of the issue mentioned above and a subscription form by sending \$11.00 to "The Plane News," P.O. Box 845, Greenwich, CT USA 06836. If additional information is required, call 203-629-5270.

On September 30/October 1, 1995, a planes, trains and auto 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, air-plane 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.

Henry Holden, of the DC-3/Dakota Historical Society, has just recently come out with a new book, on what else, the DC-3! This book is titled "The DC-3 & C-47 Story." The book comes in either soft or hardbound cover, has 450 plus photos and 3-view drawings on 315 pages. So what could another book on this subject tell us that all the other books published in the last 60 years has not told us? Mr. Holden explains that during his research for an article he did for AAHS Journal, he discovered what a unique airplane the DC-3 was. He also uncovered some information that had not been previously published. Along with this new information and lots of photographs, Mr. Holden feels that he does have something "new" to present on an "old" subject that you will find interesting and informative. Henry states that this is not the final book on the subject, because the old Gooney Bird is still flying, just about anyplace in the world you go. When will the final chapter be written? Maybe never? The book retails for \$39.95 in hardcover and \$29.95 in soft. There is a \$3.95 shipping and handling charge. To order write Aviation Heritage Books, PO Box 665, Destin, FL 32540. Send check, MO, Visa or MasterCard.

This information is for those of you that are interested in STEAMBOATS! The week of October 9, 1995 will find some 19 riverboats meeting at the landing in Cincinnati, OH for TALL STACKS III. From the 11th of October until the 15th, there will be boat rides, boat races, early and late diner cruises on those boats that have the facilities, singing, calliope playing and much more. The event three years ago drew almost 2 million people to the 5 day event! On hand will be The Belle of Louisville, the Delta Queen, the Mississippi Queen, the new American Queen and ships from other mid and south US river ports. I will be obtaining some flyers containing information you would need to participate in the

activities in October. If interested write or call Society HQ and I will be happy to mail you the info. TT 95, 13739 Picarsa Dr, Jacksonville, FL 32225 or cal 904-221-1446.

Gary Plomp of Watsonville, CA has written informing me of a new group that is interested in restoring a Douglas DC-6. The organization is called RADIAL REMINISCENCE. The aircraft that they will be restoring in airworthy and will be flown to California where the restoration project will be done. At present, the group is looking for new members and sponsorship to help finance the work to be done. If anyone is interested in the organization, the address is: Gary Plomp, 105 Progress Drive, Watsonville, CA 95076.

Books Americana Inc, have recently released a new book "Collecting Toy Airplanes." Described as "an identification & value guide" and the first reference work devoted exclusively to collecting toy airplanes. Hundreds of photos and listings with full descriptions and values featuring: AeroMini, Bachman, Dinky, Edison, Fastwing, Hubley, Lintoy, Mercury, Soledo, Tekno, Tootsietoy, Wildwing, Cox-Thimble-Drome, plus many others. Also includes tin airplanes and tin helicopters. The book is softbound with 220 pages and will retail for \$22.95. If your interested in this book, please call Society HQ as we may be able to get you a 20% discount on your purchase.

AIRLINE LOGOS REPRODUCED IN PEWTER

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

* MUG COLOR CHART

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

SEND ORDERS TO:

YESTERDAY'S AIRLINES 784 Fairway Circle
Baldwinsville, NY 13027

Shipping/Handling charges 1 item \$2.00
2 or more items \$3.50

SHIP TO:

Shipping Charges to Alaska and Canada Invoiced Separately

NAME:

ADDRESS:

PRICES EFFECTIVE 12/1/93



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
140 W. Possum Road
Springfield, OH 45506



NEW AIRLINER VIDEOS

Just Planes at Los Angeles

Available now... Over 2 hours... Only \$24.95
See over 80 airlines including: AeroCalifornia, Aeroflot, Aeromexpress, Aeroperu, Air New Zealand, Air Pacific, Alaska, AOM, Atlas Air, China East, Egypt Air, Eva Air, Great American, Hawaiian, LTU, Malaysia Cgo, Markair, MGM, Reno Air, Skywest, Taca, Thai, Vang and Vasp. Some rare visitors include: Asiana's 747-400 Freighter, British Asia Airways 747-400, Corsair 747, Canada 3000 A320, Southwest 737's in Shamu colors plus Arizona One, Lone Star and Morris Air livery's.

Just Planes at Hong Kong

Available May 15th... Only \$24.95
Do not miss this spectacular video filmed from a wide variety of locations around "Kai Tak" airport where daily visitors include airlines from all over the world. 747's and other wide-body aircraft are Hong Kong's main attraction, with lots of new Chinese airlines operating around the clock.

Airlines Flying "The Boeing 747"

Available May 15th... Only \$24.95... Special \$19.95 for first 1000 videos sold...
A Just Planes Special Presentation takes a look at the most famous commercial airliner of all times. See every airline that's ever operated the jumbo from 1969 to 1995, that's over 130. Lots of spectacular air to air scenes plus cockpit footage, and much more.
Order your copy TODAY. This special price is valid for a limited time only!

JUST PLANES VIDEOS
P.O. BOX 285214
BOSTON, MA 02128-5214
USA Toll Free (800) PLANES-6
Information (617) 539-3225
24-hour Fax Line (617) 539-3224

Pay by US check or moneyorder.
We accept Visa & Mastercard.

Add \$4.50 S&H for domestic orders.
Int'l order pay actual shipping.
All videos available in PAL system--
add \$5 per video.

BACK ISSUES CAPTAIN'S LOG

Following is a list of all available back issues of the LOG. Each issue is \$4.00 which includes postage to the U.S. and Canada (all others add additional \$2.00 per issue for air mail or magazines will be mailed via surface mail rate). The listing is by Volume, issue number, number of issues still available, year published and featured material. 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. Please note that two issues have the wrong volume and number. Vol 18 No. 3 is Vol 18 No. 4 (La Guardia Field on cover). Vol 18 No. 1 is Vol 19 No. 1 (Delta DC-9 on cover). Sorry for this mix up. Still plenty of Vol 20 on hand.

Vol XII	No 2	11	1986	CP Air
Vol XIII	No 1	10	1987	Ozark
Vol XIII	No 2	34	1987	Zeppelins
Vol XIII	No 3	26	1987	Miscellaneous
Vol XIII	No 4	14	1987	B-707/720
Vol XIV	No 1	16	1988	DC-1 DC-2
Vol XIV	No 2	15	1988	DC-3
Vol XIV	No 3	41	1988	CAAC
Vol XIV	No 4	13	1988	DC-8
Vol XV	None of the Volume available			
Vol XVI	No 1	5	1990	DC-3
Vol XVI	No 2	100	1990	Alaska A/L
Vol XVI	No 3	19	1990	Ansett A/L
Vol XVII	No 2	21	1991	B-747
Vol XVII	No 3	21	1991	N Central
Vol XVII	No 4	12	1991	Ecuadoriana
Vol XVIII	No 2	36	1992	Aeroflot
Vol XVIII	No 4	24	1992	Cubana
Vol XIX	No 1	70	1993	Miscellaneous
Vol XIX	No 2	130	1993	Miscellaneous
Vol XIX	No 3	10	1993	Miscellaneous

ADVERTISE IN THE LOG

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

COLLECTORS MODEL AIRCRAFT

Wooster • Toys and Models
Atlantic • Wesco • Schabak

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

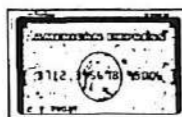
We are your ultimate model resource!

CALL OR WRITE US FOR FREE CATALOGS

DARON
WORLDWIDE TRADING INC.

18 Passic Ave., Unit 6, Fairfield, NJ 07004
Order: 800-776-2324 FAX 201-882-8322

Fast mail-order hobbies worldwide!



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

Manufacturer/Publisher Member of the Hobby
 Industries of America



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

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



Cockpit Data Plates Original Aviation Collector cards on METAL



FRONT

A
C
T
U
A
L

S
I
Z
E

SPECIFICATIONS			
AIRCRAFT	DOUGLAS DC-3	FIRST DC-3 FLIGHT	17 DEC 1935
#	21798	C/N #	2702
LENGTH	64' 5 1/2" / 19.65m	HEIGHT	36' 11" / 11.16m
SPAN	94' 7" / 28.81m	MAX. T/O WEIGHT	25,000 LBS / 11,340 KG
ORIGINAL POWER PLANTS	2 P.W. R-1830 TWIN MASS. 14 CYL 1200 HP EA.	CRUISING SPEED	180 MPH / 304 KM HR
THIS A/C MFD.	11 MAR. 1940	ORIGINAL CONFIGURATION	DC-3
OPERATOR	AMERICAN AIRLINES	PHOTO	AMERICAN AIRLINES

BACK

DC-3 COLLECTOR SERIES

Durable photographic-like
 image on satin-finished aluminum

\$5 each/set of 4 - \$16
 add \$1 S+H

#1 - PBA N136PB c/n1997
 #2 - American Airlines N21798 c/n2202
 #3 - Vintage Airways N22RB c/n4926
 #4 - Piedmont Airlines N44V c/n4545

Send .32¢ stamp & # 10 envelope
 for complete list of 55 data plates to:
 Black Hawk Publishing Co.
 P.O. Box 24
 Mt. Freedom, NJ 07970

8th Annual

NEWARK AIRPORT AIRLINE COLLECTIBLES SHOW & SALE

hosted by the Tri-State Airline Historical Society

Saturday, September 9, 1995
 9:00 a.m. to 5:00 p.m.



★ TRADING/BUYING/SELLING OF AIRLINE MEMORABILIA ★

- SLIDES
- PILOT WINGS
- CHILDREN'S WINGS
- DINING SERVICE ITEMS
- BOOKS
- POSTERS
- PLAYING CARDS
- MODELS
- PHOTOS
- POST CARDS
- TIMETABLES
- AND MUCH MORE

At The

Holiday Inn: JETPORT

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

- Courtesy Shuttle Van to/from Newark Airport
- Special Weekend Room Rates: US \$69/Night (Single/DbI)
 Mention Show - Book 21 days or earlier for special rate!
- Pan Am Aware Store
- Friday Night Get-Together and Slide Show
- Friday Night Slide Auction by Eddy Gual

General Admission: \$4.00 (Payable at Door)

Children Under 12: Admitted Free

TABLES SOLD OUT — WAITING LIST STILL AVAILABLE

Send Registration Form To:

William Gawchik
 88 Clarendon Avenue
 Yonkers, New York 10701-5540
 (914) 965-3010
 FAX (914) 966-1055

FOR MORE INFORMATION, CALL:

★ BILL HOUGH (212) 689-3936

NO TABLE REFUNDS WITHIN
 21 CALENDAR DAYS OF SHOW

PLEASE PRINT CLEARLY OR TYPE

DISPLAY TABLE: U.S. \$34.00 (Includes 2 Admissions)

No of Display Tables: _____ at \$34.00 ea. = \$ _____

Name _____

Address _____

Tel: () _____

Fax: () _____

Wooster

Collectors Series Aircraft

when you carry Wooster plastic models, because Wooster has your aircraft - from the Concorde to the Boeing 777. These high gloss plastic models are in meticulous detail, using no decals. Models come with plastic stand and attractive

for maximum visual impact. series models are available in 1:200 and 1:250 scale. And ask about the Classic Range Series and Super Range Series offering superb quality larger models.



is proud to be the exclusive North American importer of Wooster, the model airplane!

Serving over 100 airlines worldwide.

DARON
WORLDWIDE TRADING INC.

Tel. 201-882-0035 • Fax 201-882-8322
18 Passaic Ave, Unit 6, Fairfield, NJ 07004

Super Range
Series

Classic Range
Series

DARON IS YOUR ULTIMATE MODEL RESOURCE