



**THE JOURNAL FOR COLLECTORS OF AIRLINE MEMORABILIA**

SUMMER 1995 EDITION VOL. 21, NO. 2

# CAPTAIN'S LOG



Who can identify this wing?  
See inside



Arrow Air McDonnell Douglas DC-8-62F (AF) N1803, Msn. 45891/299, ex-EC-EQI  
By MICHAEL BOLDEN, 1st place in print category of AI'95 photo contest

**ALSO IN THIS ISSUE:**

**MOHAWK AIRLINES LIVES ON THROUGH POSTCARDS**

**NEW AIRLINES IN FLORIDA CREATE LOTS OF "PAPER STUFF"**

**NATIONAL AIRLINES' HISTORY TOLD THROUGH ITS SCHEDULES**



**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.

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**THIS IS YOUR EDITORIAL TEAM:**

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

ASSOCIATE EDITORS/DEPARTMENT HEADS:

International ..... JOOP GERRITSMMA, 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 GERRITSMMA, 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, 20 Eric Court, OLDSMAR, FL 34677 **NEW ADDRESS!**  
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 22911

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WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMMA. THANK YOU!

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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.

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*DC-7B N6202B, Msn.45363, was the second of her type for National Airlines. Delivered on 03 OCT 57, she remained in service until sold on 28 AUG 64. Two weeks later she ended up with the Shillelagh Travel Club She was withdrawn from use and broken up in APR 71.*

*(Photo from Joop Gerritsma collection)*

**CAPTAIN'S LOG**

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EDITOR: Joop Gerritsma  
EDITORIAL ADDRESS:  
P.O. Box 776

WELLAND, Ontario  
Canada L3B 5R5

Tel (905) 735-1036, Fax (905) 735-4242

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**FLIGHT MANIFEST**

Take-off Talk ..... Joop Gerritsma

**2. CONGRATULATIONS** to the AI'95 committee for a great show.

Postcard Corner ..... Allan Van Wickler

**3. MOHAWK** lives on in postcards and more cards from the Regionals.

Wings & Things ..... Richard Koran

**7. "Paper Stuff"** from new Florida airlines.

Sticker Chatter ..... Don Thomas

**11. JAPAN AIR LINES** and other stickers.

Playing Cards ..... Thomas Dragges

**15. MINIS, JUMBOS** and other shapes.

Airline Modeling ..... Gerry Cole

**17. MD-11, 737**, even a **C-47** are new.

Airline Schedules ..... George W. Cearly Jr.

**20. NATIONAL AIRLINES.** Its history told through its schedules.

**32. AI'95 PHOTO CONTEST** winners.

Airline Dinnerware ..... Richard W. Luckin

**35. YOUR INPUT** is needed.

Airline Happy Hour ..... Al Tasca

**37. KLM** swizzle sticks examined and three sticks for you to identify.

What is it? ..... Ken Taylor

**39. Charter wings** from Canada, plus Question and Answer section.

Junior Crew Insignia ..... Stan Baumwald

**42. "Hawaiian wing"** mystery remains.

**43. Bookcase** ..... the Editor

**45. WAHS news** ..... Paul Collins

**Congratulations to IA'95 committee**

I am writing this a week after coming home from the annual Airliners International convention at the Marriott Camelback Inn in Scottsdale, Arizona, just outside Phoenix. And I congratulate the organizing committee under Alan Merckle on their choice of venue. We had plenty of space for dealers, contests and auctions, fine guest rooms with excellent room service for those staying at the hotel and a friendly hotel staff all-around.

The banquet on Saturday evening was well-organized and went very smoothly. The guest speaker was interesting, but could have been a bit more to the point.

A big thank-you also goes to Southwest Airlines, Marriott's Camelback Inn, Budget Rent-a-Car Arizona and Super Shuttle. Their help is much appreciated.

The young members of 310 (Paradise Valley) Squadron, Arizona Civil Air Patrol, deserve a lot of credit. They did a great job on security detail and in guiding visitors in the right directions. Thank you all! Thanks also to the color guard of 305 Falcon Sqn. for presenting the colors at the opening of the banquet. And thank you, Lt. Col. Joyce Kienitz and Lt. Gene Goerke (director of the cadet program for the State of Arizona). You're having two groups of fine young people to work with.

The news media appear to have given AI'96 good coverage. Two local newspapers and the local TV station featured us and NBC's Today show gave the it national exposure. I was told it would even be sent out in Europe.

Not having been in Arizona before, what amazed me most was the climate. It was well over 100 degrees Fahrenheit (over 40 degrees Celsius), but dry as a bone. Not like the sticky humidity we are suffering through this summer in southern Ontario, where I live.

**Collectibles were expensive**

Having said this, I wonder if dealers and some WAHS members are not pricing themselves and our convention out of existence. I was not in Atlanta last year, but I was in Washington, D.C. in 1993. And I could not believe my ears when I heard some of the prices being asked this year for various collectibles. Two years ago I paid \$4 for a postcard in a series issued by KLM in the mid-1930s and not all that rare. This year, the asking price for a card in the same series - also not a very rare card either - was \$12.50 and for another one \$20. I don't know if the two dealers in question did sell them, but they did not sell them to me, that's for sure.

Prices for second-hand books were also substantially higher than two years ago. I did not check out the prices of wings, stickers and other items, but I was told by others that many prices were steep. Some collectors (as opposed to professional dealers) who were selling sur-

plus items, seemed to be the ones asking the highest prices. It almost seemed they were trying hard to earn back the costs of airfare and accommodation. Come on fellows, remember us, the average collectors? This is a hobby for most of us, not an investment of our life savings.

Fortunately, there were also dealers who asked reasonable prices and I came home with several new and second-hand books, a stack of photographs and a good handful of postcards for my collection.

Elsewhere in this issue is more coverage of specific parts of the convention.

**A stormy trip**

I flew to and from PHX on American Airlines and this gave me my first ride on a Fokker 100, on the BUF-ORD leg. I was amazed at how quit this little twin-jet is both from the outside and the inside. All other three legs, ORD-PHX, PHX-ORD and ORD-BUF were on the McDonnell-Douglas MD-82, another fine aircraft.

The stopover at ORD was, to me, an example of where airline transportation is still being held back by circumstances beyond its control. Shortly after we cleared the ramp following pushback for departure to PHX, it started raining heavily and all westbound departures were held up because of the storm, which was lying west of the city. Southbound flights departed more or less on time. When we were finally cleared for departure, there were 20 aircraft ahead of us and actual takeoff was an hour and a half behind schedule.

**There is more:**

Of course there is more in this issue of the CAPTAIN'S LOG than AI'96 coverage, much more! We have the contributions of our regular editors, and I am sure you will enjoy their efforts.

This group of people works many hours to bring you a full serving of news and features in every issue, without remuneration. Why not drop them a line every so often to let them know you appreciate their efforts?

That's it for now. May your weather always be CAVU and all your flights VFR.

*Joe*

**MOHAWK lives on in postcards**

In the early 1950s I flew a few times to/from ALB in DC-3s and DC-4s of Colonial Airlines and C-46 Commandos of the U.S. Air Force Reserve.

These trips provided me with my earliest memory of Mohawk Airlines as I distinctly recall a silver DC-3 pointed out to me. Years later I met their ad guy in the pretty, small college town of Hamilton near Utica. Oh, what treasures he had of Mohawk. For example, the original art for their annual reports!

I wonder what ever happened to that stuff. John Danner from NJ would give his eye-teeth for it.

All this leads up to the 22 Mohawk golden oldies in my possession: nine DC-3s, five Convairs, six BAC One-Elevens, one FH-227 and the headquarters building at Oneida County Airport where, years later, I met with the good people of the great regional carrier Empire Airlines, before they were picked up by Piedmont.

I hope the six Mohawk cards I have picked out are sufficiently rare for you to enjoy, while we fondly remember this former regional carrier.

*(Van's cards are supplemented by four from the Bill Demarest Collection - JG)*

**SKY-HIGH CARD PRICES**

This is being written more than a month before the PHX convention, but the activity doesn't seem to abate, does it? The reports I am getting still indicate whopping

prices for the truly rare cards. I bid \$35 recently on a card listed for \$30 in a mail auction and lost by more than 100%. I expect the same feeding frenzy in PHX that we witnessed in ATL last year.

Larry Myers' material is among the best, (if not the best) that I see during the year. A thorough professional, he grosses close to \$40 a card as a result. Interestingly, military aviation cards are about one-quarter of that.

**THIS IS YOUR COLUMN**

Remember, this is *your* column! By all

means, be in touch. What is new? What do you hear? What do you want to see? What did you just obtain? What ticks you off especially?

There is some potential in the Aviation Post Card Club, eh? Haven't heard of them? Get in touch with Bill Baird in Aurora, IL or Phil Munson in the U.K. I imagine their efforts to communicate will mature nicely.

Hope you came to PHX and that we got together .....

Best, Van



VW Observation deck and plane ramps at Newark Airport. Photo courtesy of The Port of New York Authority.



**MOHAWK AIRLINES POSTCARDS**

*Mohawk Airlines was founded as Robinson Airlines on 06 APR 45 at Ithaca, N.Y. The airline was certified on 20 FEB 48 and started operations on 19 SEP of that year, flying between Ithaca (N.Y.) and New York City with a single-engine Fairchild F-24. DC-3s were soon added and on 23 AUG 52 the company's name*

ONEIDA COUNTY AIRPORT  
Oriskany, N.Y.

Located midway between Utica and Rome, this fine, modern port serves the entire central New York area with passenger air mail, air freight and charter service.

was changed to Mohawk Airlines. Nine of the 10 Robinson DC-3s were still in service then.

Four former Chinese Air Transport Convair CV-240s came into service on 01 JUL 55 and Mohawk became the first U.S. local service airline to offer pressurized cabin service. At about this time, the headquarters were moved to the Oneida County Airport at Utica-Rome, N.Y. Seven more CV-240, ex-Swissair, joined the fleet in 1956 and in OCT 64 the airline sold its 14 Martin 4-0-4 to Ozark Airlines and took the latter's four CV-240 in trade. Five new CV-440 joined the fleet between DEC 58 and AUG 59 and three ex-KLM CV-340, converted to CV-440, followed from MAR 64 to JUN 64.

Mohawk's territory included roughly the area bounded by New York, Boston, Massena, Buffalo and Cleveland. In 1956 it was also granted routes to Detroit, MI and Erie, PA. Toronto was also added.

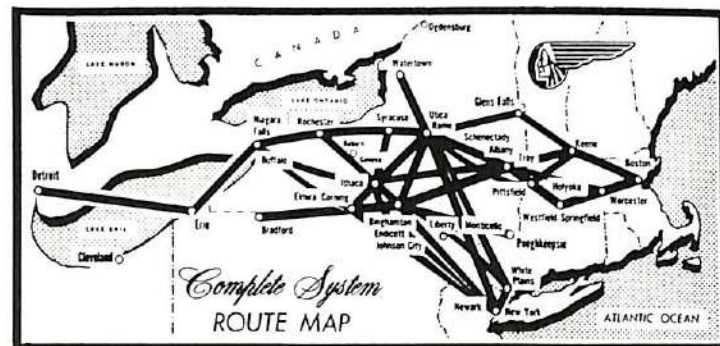
On 15 JUL 65 the airline placed the first of four 69-passenger BAC One-Eleven twinjets in service. They had been ordered in Britain on 26 JUL 62 for its major services into New York City and Boston, but by JUL 70 the fleet of more than 20 were operating over most of the network. Mohawk became the first of the local service carriers with pure jets and the One-Eleven soon proved itself to be the right choice

for the airline.

In JAN 65 Mohawk Airlines ordered 18 Fairchild-Hiller FH-227 propjets to replace its Convairs. The first one went into service on 01 JUL 66 on routes in upstate New York. Including repeat orders, Mohawk acquired 23 FH-227.

On 12 APRR 72, Mohawk merged into Allegheny Airlines and its network and fleet were integrated into those of Allegheny.

Postcards shown are from the Alan Van Wickler Collection (VW) and the Bill Demarest Collection (BD) - Ed.



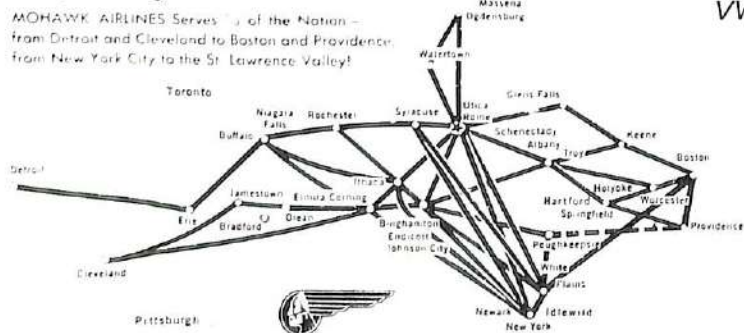
THE MOHAWK CONVAIR 240—pictured on the reverse side of this card links the principal cities of the industrial North-eastern U.S. along the Route of the Air Chiefs . . . connects them with the nation and the world. Fly MOHAWK!



Convair 240 (formerly Swissair, note the livery)

Complete System ROUTE MAP

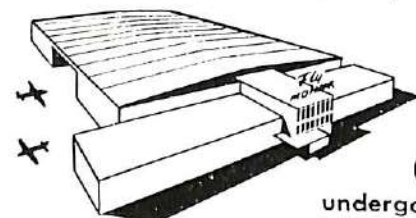
MOHAWK AIRLINES Serves 13 of the Nation - from Detroit and Cleveland to Boston and Providence; from New York City to the St. Lawrence Valley!



VW



Convair 240 (formerly Chinese Air Transport)



BD

MOHAWK Convair Cosmopolitan

undergoes phase overhaul in permanent work dock which allows maintenance men to reach every area of plane, an exclusive feature of new \$3 million Headquarters Plant at Oneida County Airport, Utica-Rome, New York, which has two hangars each as large as a regulation size football field.

Convair 440 N4403, Msn 486 "Airchief Shenandoah" del. new to Mohawk. Was built for LACSA, but not taken up.

VW



MOHAWK'S Luxurious GOLDEN Metropolitan 440

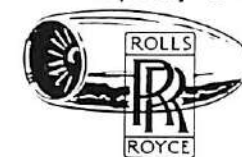
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BD

MOHAWK'S ONE-ELEVEN FAN-JET

The newest jet in the sky in '65 is designed especially to serve Mohawk's busy commuter routes. The powerful Rolls-Royce Spey fan-jet engines are at the rear of the plane . . . for swift, silent travel. The spacious seating and luxury interiors offer living-room comfort at 550 miles per hour!



BD



FLY MOHAWK

The First Airline in the East with ONE-ELEVEN fan-jet service!



ONEIDA COUNTY AIRPORT  
Utica-Rome, New York

One of Mohawk Airlines' BAC 111 Fan-Jets sits on the apron in front of the control tower.

VW

One-eleven and Convair 440 at

BROOME COUNTY AIRPORT  
Binghamton, New York

VW



Fairchild-Hiller FH-227, Msn 511 "City of Glens Falls"

BD

Warren County Airport

Glens Falls, N. Y.

Located in the heart of the Adirondack Resort Area, serving Warren, Washington, Saratoga & Essex Counties. Mohawk Airlines feature latest Jet Aircraft in year around operation. Also available Charters, complete field services, Weather Station, Storage, Tie-downs, Snack Bar, Car Rentals.

Color by R. K. Dean

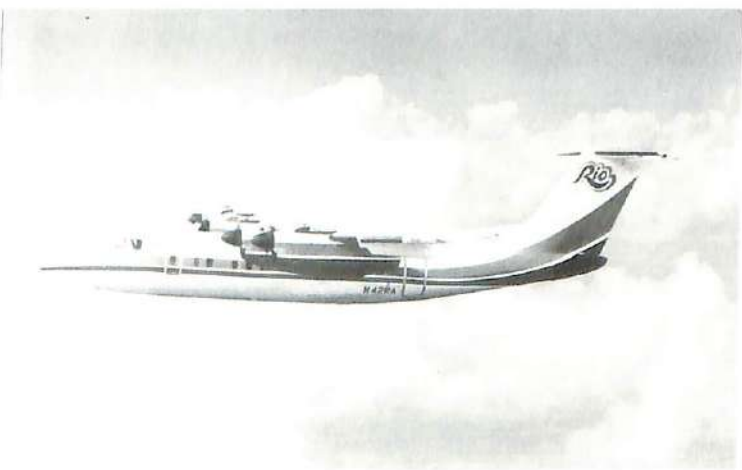
5



COMMAND AIRWAYS operated commuter services based on New York City independently and as part of the American Eagle system. The airline was formed in 1966 and merged into Flagship Airlines in JUN 91. Illustrated is one of the airline's Shorts 330.



ROYALE AIRLINES operated from Shreveport, Louisiana to New Orleans, Lake Charles and Lafayette and exclusively to the military base of Fort Polk, with Beech 99. The airline was founded in 1969. Bandeirantes and G-159 Gulfstreams were added later as the network expanded. The carrier ceased operations during 1989.



RIO AIRWAYS, an intra-state carrier in Texas, operated from Killeen, first with Twin Otters and Beech 99, later also Dash-7 (shown) and Beech 1900. Founded in 1967, Rio Airways became a Delta Connection carrier in 1984. It ceased operations 27 FEB 87.



AIR WISCONSIN began scheduled commuter services in AUG 65 from Appleton, Wisconsin with Twin Otters and quickly expanded to 15 points in seven states. Fairchild Metros (shown) joined the fleet and in MAR 83 the first jets followed - four BAe 146-200. The United Express title was adopted on 26 OCT 86 and the airline merged with Aspen Airways on 30 APR 91.



HOLIDAY AIRLINES was founded in 1979 and operated commuter services from Newark, New Jersey with Twin Otters (shown). Operations ceased on 18 DEC 89.



PRINAIR, based at San Juan, Puerto Rico, was once America's largest commuter airlines and its large fleet of Riley Herons (shown) were seen throughout much of the northeastern Caribbean. The airline ceased operations in 1985.

## WINGS & THINGS

by RICHARD KORAN

# NEW GUYS ON THE BLOCK IN FLORIDA are creating paper "stuff" for collectors

I went down to the St. Petersburg/Clearwater County Airport in Pinellas County, Florida, not too long ago and I fell into a number of paper "goodies" --- not wings, but items for folks who collect paper "stuff." I spent at least an hour, sifting through the paper mill along the airline counters ... something different from what I usually do.

Different indeed, because I was not finding wings, but the other part of locating something, like pleasant conversation. Of course, the pilots are always looking around for someone to take them on a ride.

American Trans Air announced plans on 07 MAR 95 that it is beefing up service at St. Petersburg/Clearwater International Airport (PIE) in Pinellas County. The airline, the largest charter airline at the airport, said it would begin flights to Fort Wayne, Nassau, the Bahamas and Miami this spring. When the flights started up, the airline had 49 flights per week, up from 35. Most are additional legs on flights from northern cities.

Flights are coming nonstop to Pinellas from cities such as Milwaukee and Indianapolis and are then making a short hop to another Florida city.

The airline, which also goes by the initials ATA, flies Boeing 727 and 757 on their routes. Because many passengers have PIE as their final destination, ATA has open seats for the final legs and is willing to sell them at fares much lower than most airlines. It charged an introductory fare of \$39 on the intra-Florida and Nassau flights.

"It is a good way for us to use some inventory that otherwise would go unsold," said Rick Larsen, ATA's marketing vice-president. In addition to the new cities, American Trans Air plans to expand the number of flights to Ft. Lauderdale and Orlando.

The Indianapolis-based airline is the largest charter carrier in the nation. It has gradually expanded into scheduled service, primarily by targeting leisure travelers. Its costs are among the lowest in the industry.

SeaCoast Airlines, another newcomer, flies you to and from Key West in a twin-engine aircraft. AirTour also skims along the water to Key West. Air Sunshine is a commuter and charter operation, based at Ft. Lauderdale and with service at PIE. Canadian has a number of flights coming down from the "frozen" North (which is decidedly "hot" this summer, with temperatures hovering around the 90 degrees Fahrenheit - JG). Canadian flies 737s mostly, with their nice grey paint scheme and red cheatline.

Keys Air will fly you to Key Largo, Marathon and Key West in a single-engine floatplane, leaving the land-bound route to the Keys. Air South has connections to Raleigh/Durham, Columbia,



### AMERICAN TRANS AIR

ATA frequently flies into St. Petersburg/Clearwater airport with a very nice "tail" to say the least.. Too bad we can't print the color, because this is one great paintjob. Perhaps they will do another ... perhaps Salvador Dali? ... who knows, maybe the airline will become the new Braniff with all their colors. The crew still wear their regular Am Tran uniforms.

Atlanta, Myrtle Beach, Jacksonville, Tallahassee, St. Petersburg/Tampa and Miami MIA.

Standing at the St. Petersburg/Clearwater Airport, I saw an Express One 727 arrive at the gate. I stood around for a while, then approached the captain and introduced myself as a former American Airlines 727 captain just enjoying my favorite airplane

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### SOME OF THE PAPER "STUFF"

acquired at St. Petersburg/Clearwater Airport (PIE) in Florida. The "stuff" includes company brochures and leaflets, a BIL and newspaper advertisements.

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## LATE NEWS LATE NEWS

Effective immediately, my new address is: **20 Eric Court, OLDSMAR, FL 34677.**



Depart from the St. Pete/Clearwater Airport for a spectacular low flying narrated AirTour as you skim along the coast to Key West. Upon arrival, take in the sights and sounds of Duval Street, or escape to azure waters for Diving, Fishing, or Sailing. This incredible getaway includes transportation to Mallory Square, discounts to attractions, Frequent FunClub, free hotel reservations, low fares and more.

Ask about our money-saving Sneak-A-way Package!

ITS PLANEFUN  
**SEA COAST AIRLINES**  
813 531-8520

I told him I had a little story to tell him about an Express One and an American Airlines on the same airway, but separated in the contrails.

As we passed in the atmosphere, I asked the captain in Express One if it would be possible to acquire one of their wings. The captain gave me the telephone number to call and, in a few days, the wings appeared in my mail slot at ORD. That was a great one --- in the air, no less.

By the way, I did send him an American Airlines pilot wing.

KIWI International Air Lines is quartered at Tampa International at present. As I have said before, KIWI was one of the best along the coast and I hope they will be resurrected. I remember when I saw the first KIWI wings ... they were of the kiddie variety ... made of plastic for both the jackets and hats. The wing is now made of metal and enamel as we have seen before. Kiwi was operating out of Newark at that time.

I received a nice letter from Charlie Dolan in which he said he had acquired a KIWI hat badge and wing ... great for him! He is really working hard at it and I can't wait to see some of his new acquisitions. By the way, Charlie also acquired one of the new American West wings. Very nice, indeed. He'll be loaded, I am afraid, with wings ... and stories ... from their cruise in and around Bermuda. Must be something in the water!

### Bainbridge revisited

For years I would fly over Bainbridge Air Base, where I started my flying career for the air force and the air national guard. I've looked down from my left seat many times, remembering my first opportunity to actually get into an air force airplane, the T-43 and T-28. Diane had never seen the town of Bainbridge itself, so we drove through it. I showed her the Confederate monument in the park, still keeping watch.

Taking a walk myself, I wanted to see the lunch counter I went to for a real meal when I first got to town. What I remember about that first breakfast after all the food on the base, is that I



### GOING BACK TO BAINBRIDGE

In my early Air Force days, I proudly posed with some of my buddies in front of a T-28 trainer. From left: A/C Satow, A/C Koran (that's me), Mr. Tunis P. Thrasher and Lt. Hargrove.

## AIR SOUTH

### Flight Schedule

Effective March 15, 1995

## FLIGHT SCHEDULE

Effective MARCH 1, 1995

### "America's Best Airline"

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### AIR SOUTH & KIWI AIR

Air South timetable of 15 MAR 95 and Kiwi International Air Lines issue of 01 MAR 95. Both airlines serve the Florida market.

wanted some bacon and eggs and something that tasted like cream of wheat. What the waitress gave me was something I'd never had before. She said, "Them's grits and you're a Yankee."

I did eat the grits.

The lunch counter was closed when Diane and I visited Bainbridge. There is a lawyer's office now.

The base sure is different now than it was when I was stationed there. We had to proceed through a gate and when we got there, both of us had to wear a RED tag. We could not take any pictures in the area of the barracks, since this is now a state hospital.

Driving toward the flight line, I saw what was our pool. After you had soloed for the first time, you got tossed into the pool. I survived, and so did my white hat.

Diane and I continued toward the flight line and I met a fellow who was tinkering with a Beechcraft Baron airplane. Nice plane and I told him I used to work for Beechcraft until I got into the airlines. He said he thinks American Airlines is one of the best airlines around ... nice plug for American, since it doesn't have anything at Bainbridge that would resemble a counter or whatever.

Walking along the old hangars, I spotted some of the build-

Name/Nom \_\_\_\_\_  
Address/Adresse \_\_\_\_\_  
City/Ville \_\_\_\_\_  
Country/Pays \_\_\_\_\_  
Phone/téléphone \_\_\_\_\_

Canadi-en

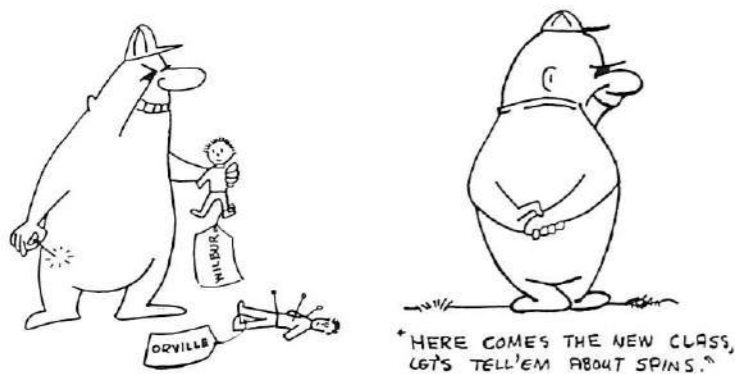
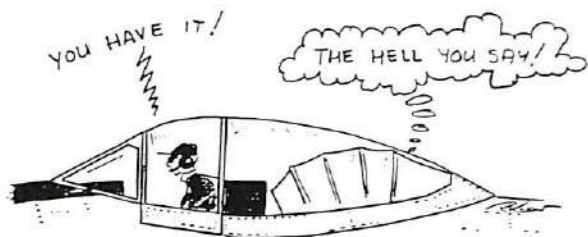
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Country/Pays \_\_\_\_\_  
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Canadi-en

ings that are still recognizable from my time, along with the birds flying around them. I went into one of our former operations buildings at BAB and into a building where I heard "pilots" in a room. I introduced myself and I told the guys they are doing a great job. One of them would be taking off in an hour or so.

When it was time for us to leave, I gave them a thumbs-up signal, and told them to be safe, always. Diane and I continued our ride out of town, enroute to Atlanta for the next stop.

Oh, yes ... we did leave the red tag at the gate!



**CARTOONS** drawn by Dick Koran for Bainbridge reunion and anniversary book.



**KIWI INTERNATIONAL AIR LINES**

"FLY KIWI" and "KAPTAIN KIWI" button with uniform epaulettes in yellow. The beak and boots are also yellow and the uniform is tan.



**RETURN TO BAINBRIDGE**

**BAINBRIDGE ARMY FIELD**

In AUGUST, 1942, on this 2,053 acre tract, the U.S. Army constructed a basic flight training field. It remained open until 1945. At its peak 9600 officers, enlisted men trainees and WACS were stationed here. There were 700 civilian employees. several hundred WW II German P.O.W.s were imprisoned here. In 1951 Southern Airways School, a private company, contracted with the U.S.A.F. to train its pilots. The base closed in 1961 and became an industrial park.

Erected by

The Historic Chattahoochee Commission and the Decatur County Historical Society 1980

J.J.Jaxon Co. - Eupaula, AL



**APOLLO AIRWAYS**

The name Apollo Airways appears in yellow on a field of turquoise. Below it are a yellow airplane on red and a green fuel truck on a yellow field.. With thanks to TOM KALINA.

**STICKER CHATTER**

by DON THOMAS

**ARTISTIC STICKERS FROM JAPAN A.L.**

As I was writing this column in May, it was already summer here in Florida, with the temperature at 95° Fahrenheit (35° Celsius). Warm, but I still like it better than zero. I spent a week in March in French Guiana chasing butterflies. Not much luck as it was raining most of the time. Going up a jungle river in a long pirogue, over rapids, with two hours of rain in the face, was interesting, to say the least. The jungle lodge had very primitive bathroom facilities, but the French cooking was very good, with vin ordinaire with every meal. They celebrated my 89th birthday in Cayenne.

#1-2. BILL DEMAREST sent in these two labels from the new Frontier Airlines. The large one is white on dark green, the other has black text and a blue-light green-dark green logo on white. I will miss Bill's column on postcards, but I welcome Allan Van Wickler, who I have known for many years as a avid specialist in postcards, as the new postcard editor.

#3. This Lone Star Airlines BIL came from PAT McCOLLAM. It comes in blue on white.

#4. This Condor 767 label was contributed by our good friend HECTOR CABEZAS in Germany. The aircraft is white and all text is black, everthing on a gold-yellow background. The text on the rim says "The new Condor B767: Comfort without limits!" Hector and JOHN PROVAN, both historians from Flughafen Frankfurt/Main, are helping in the extensive exhibits in the air museum at the old Rhein-Main Air Base. The museum will be well-worth a visit.

RONALD RHODES in Canada sent in a few photocopies of labels. The new ones are:

#5. Ghana Airways in German, a label of many colors, and #6. Canadian Airways International in black, blue and red on white.

#7. Dr. DAVID BRADFORD of England sent this large Kazakhstan Airlines sticker which he picked up in Germany.



#1



#2



#4



#3



#5



#6



#7

Text on the rim is in black on white, letters and logo in the center in blue on white fading to grey from top to bottom. The circles around the logo are yellow (outer) and white. This label has the sticky side on the front for application to glass.

#8-9-10. DAVID WIGSTON of South Africa mailed in three types of BILs from SAA/SAL, some of which may have been shown here before. #10 is the type now in use.

HENK HEIDEN has become a regular contributor to "Sticker Chatter." This time he sent in the following:

#11-12. How about these birds from Japan Air Lines? The Japanese are artistic, aren't they? He says these are part of a series of 10 advertising the airline's McDonnell-Douglas MD-11. Henk sent in photocopies, but these labels are in several colors.

#13-14-15-16. These Malaysia labels are part of series of which I have shown others in the past. Malaysia is now a world-wide airline.



#8



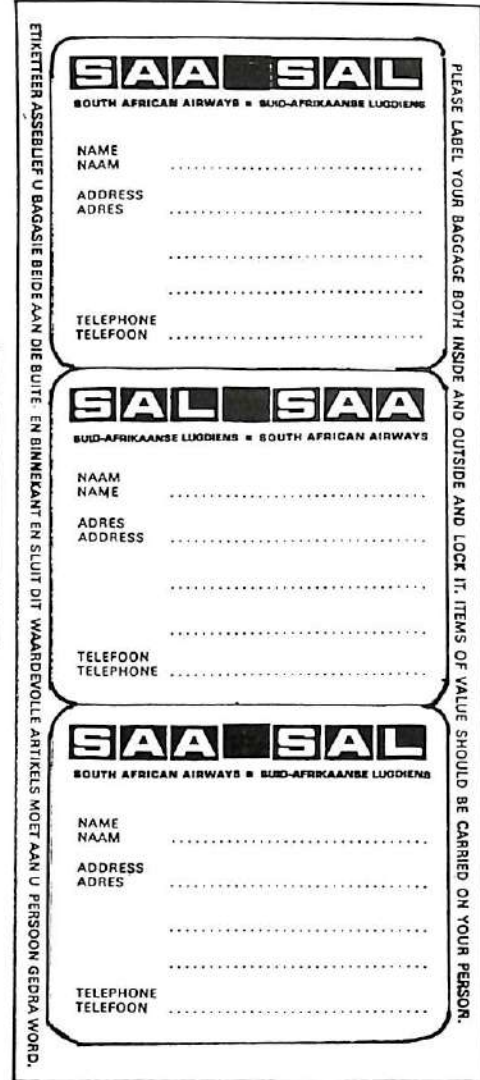
#10



#11



#12



#9



#15



#13



#14

#17. "Brazil's Airline VARIG has a heart for you" this small label says in German. Germany is an important destination for the airline. The name is in blue, heart shape in red, other text in black, all on a white background.

#18. Air India 60th anniversary label. It was issued in 1992 and comes in many colors on white.

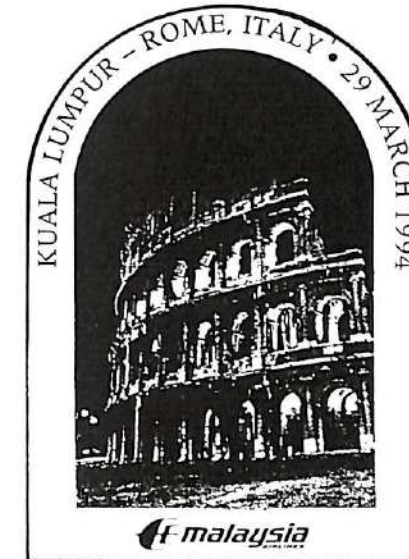
#19. Henk says this KLM "Passport to Europe" label comes in two sizes. The background is blue sky with the dark-blue European Union flag in the lower half. Text at the top is in white, but the text and logo line-up at the bottom are in black on white.

#20. This Aero Lloyd label has yellow, orange and red/brown bands (top to bottom) with blue logo and name. It says "The friendly German airline" in German at the bottom. Also sent in by Henk.

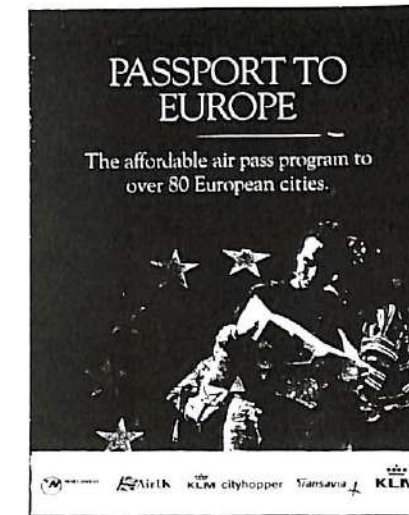
DAVE CHERKIS is another high-volume contributor to this column. This time he supplied:

#21-22. Ansett New Zealand has these two colorful labels to advertise the attractions of the North Island (#21) and the South Island (#22) of the country.

#23. Not surprisingly, Ansett Australia has the same logo as its New Zealand branch. This label comes in dark blue and a little gold (top part of the "A") on white.



#16



#19



#20



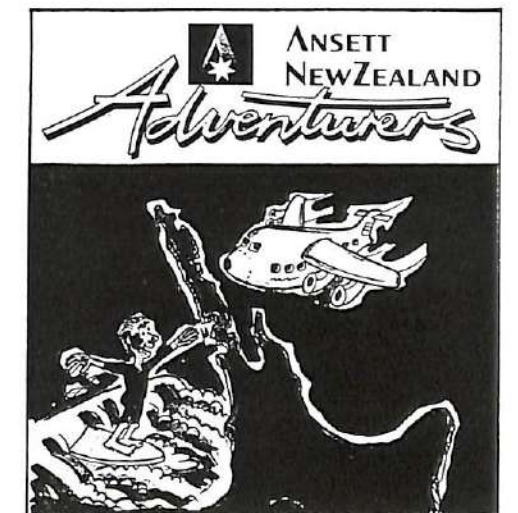
#23



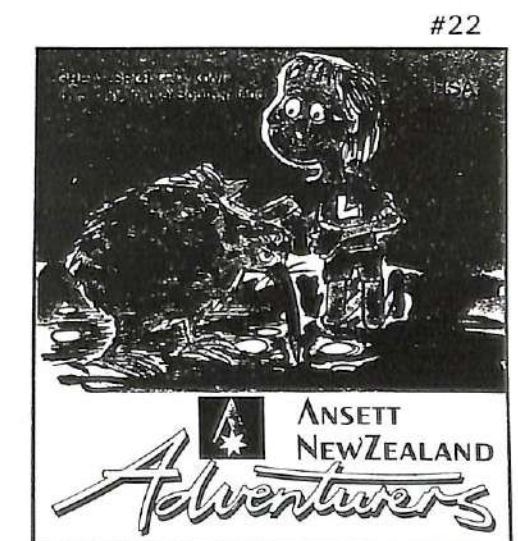
#17



#18



#21



#22



#24. World Airways label in silver with blue text on white. World offers charter services to anywhere in the world.

#25. "Silly-face" Varig label in white and two shades of blue. Beats me which type of aircraft it is supposed to depict. It could be the 747, judging by the "swollen" head and the three windows at the top.

#26. Aviaco of Spain has this even-sillier label. I suppose the aircraft under the young skateboarder's arm could be a DC-9.

#27-28. Finally, British World has these two club labels. The Leo the Lion Club is for junior travellers and the Smile High Club would appeal more to the grown-ups.

Dave also sent in a Boeing 767 label from Britannia Airways and MD-11 labels from Swissair and Garuda Indonesia. Both have been shown in "Sticker Chatter" before.

#29. JOOP GERRITSMA brought this Pacific Express sticker home from the AI in Phoenix. It has blue and red (EXPRESS) text with the IL-76TD aircraft in monochrome black and white.

#30. This Royal Tongan Airlines BIL comes in red printing on white, also through Joop.

#31. Finally, from the same source, comes this Northwest Airlink BIL. It is of thin board and has black text on very bright, almost luminescent green.



#24



#25



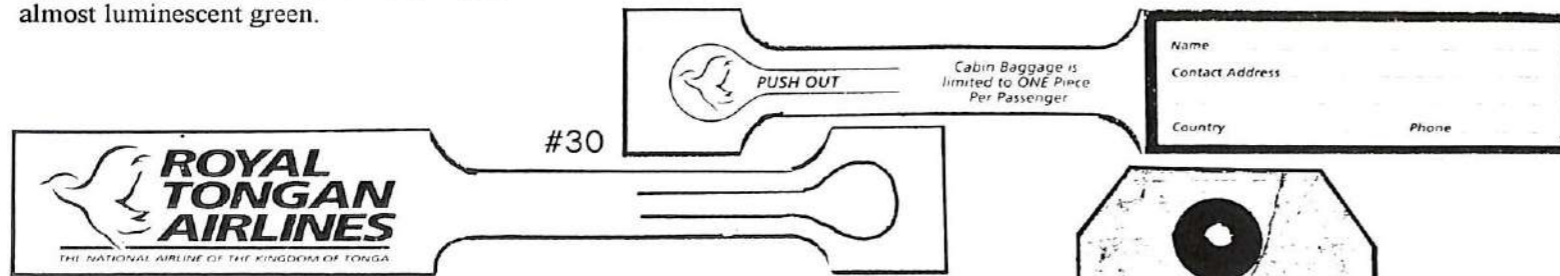
#26



#27



#28



#30



#31



#29



Fig. 1

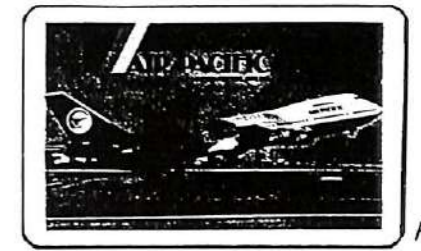


Fig. 2

## From minis to jumbos to round cards

## AIRLINE PLAYING CARDS

by THOMAS DRAGGES

## PLAYING CARDS IN ALL SHAPES

Greetings from the playing card column of the CAPTAIN'S LOG. In this issue I will feature some oversized cards, mini-cards, circular ones and one with two of its corners cut off to make it look like a box.



Fig. 1: Air New Zealand has issued at least six mini-decks over the years. This card depicts a DC-10. Others have featured the 747 and 767.

Fig. 2: Air Pacific's mini-card shows their 747 in its yellow, orange, pink and blue (from front to back) colors.

Fig. 3: The first oversized card shown here is from All Nippon Airways. It pictures a 747 taking off. The words "Super Jumbo," the background text with the airline name, and the border are in blue. The reverse shows what appears to be a child's drawing, but I cannot tell you what the Japanese text says. Could any of our readers please help us? Thank you!

Fig. 4: ANA also issued this mini-deck with a dark-blue background and white ANA initials.

Fig. 5: British Airways has issued a variety of mini-decks with pretty much the same picture. There are some color and border variations. This deck comes with a dark-blue background (shown) and a red background. Both have a white border.

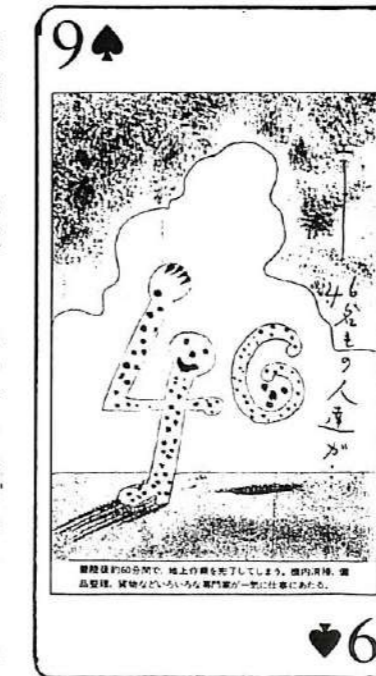


Fig. 3



Fig. 5



Fig. 4



Fig. 6

Fig. 6: This Federal Express card has been made to look like a box. The slogan "It's not just a package. It's your business" under the logo is in black print and may be difficult to make out here. The card features three different shades of brown to outline the sides of the box.

Fig. 7: Lauda Air offers this oversized card, but it is not quite as big as the All Nippon card in Fig. 3. The logos are in red on white. Note the unusual joker.

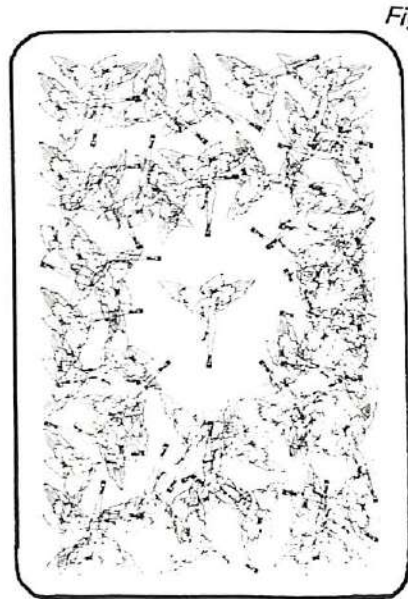


Fig. 7

Fig. 8: This oversized Northwest Orient card was the first of its kind that I know of. It was known as the "talking card" because each had a travel question in English, Japanese, Chinese and one other Oriental language, which I can't identify. Could any of our readers please tell us what this third language is? Thank you!



Fig. 9: The mini-decks of Japan Air Lines mostly have the same pattern as their standard-size decks. The card pictured here is in red, white and gold. Its mate has blue instead of red.

Fig. 10: UTA mini-deck. These have been issued with different background colors. Shown is the blue one.

Fig. 11 & 12: Qantas has issued mini-decks and circular decks. One of each is shown. The mini-card comes in multiple colors, the circular one is in orange and pink, black printing and a white logo within a white border. The card's outside border is also in white.



Fig. 11

Fig. 13: The final card comes from Varig and is another circular issue. It has a blue background. The four-pointed stars are one white superimposed on a black one turned 45 degrees. The name VARIG and the border are also in white.



Fig. 8

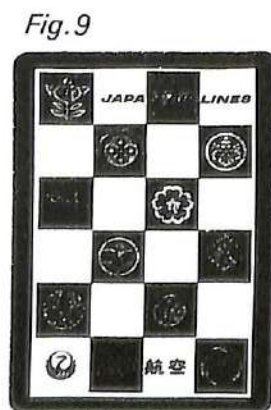


Fig. 9



Fig. 10

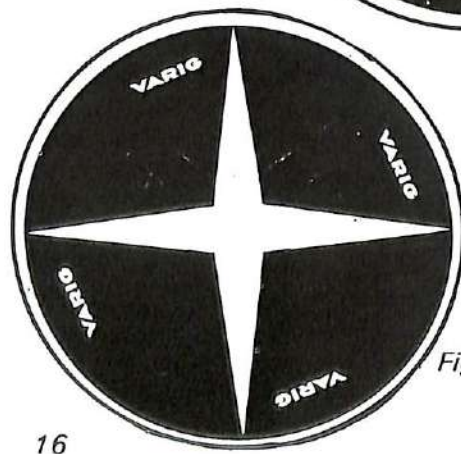


Fig. 13

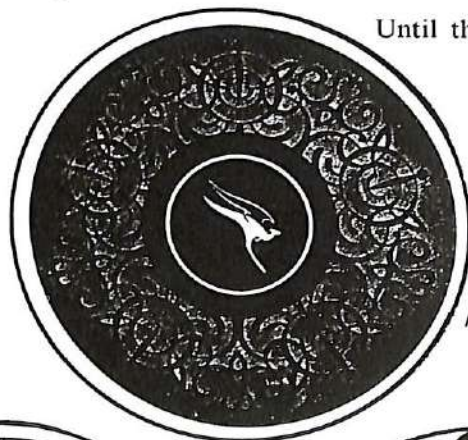


Fig. 12

These are only a few examples of "odd-shaped" cards. Many other airlines have issued similar cards.

Until the next time. Happy Collecting!

## Is "gold" real gold on Gulf Air decals?

There is plenty of **kit news** to start this column with, so let's go to it. CLINT GROVES at Airlines America/ATP has the new Welsh Models Boeing 777 in 1/144 scale in stock, at U.S.\$60.00. This is a very large model, the largest Welsh has yet attempted. Major components are vacuformed in heavy plastic, with resin detail parts and white metal landing gear. The fuselage is molded, European style, with depressions for the cockpit and passenger cabin windows. These can always be filled in when you are using decal windows, but it is much easier to open the windows with a file when the depres-

## AIRLINE MODELING

by GERRY COLE

## Are some kit makers acting "foolishly?"



Revell's Airbus A340 in 1/144 scale, by Tony Schneider

## New kits: an MD-11, 737, even a C-47

sions are present, if the modeler desires the added realism. The decals are complete and of excellent quality, with the current United grey and dark-blue scheme.

The long-rumored Hasegawa 1/200 scale MD-11 is out in Japan and should be exported to North America by the time you read this. Markings are for the Japan Air Lines "J-bird" scheme, with the bird motif on the winglet, and in Finnair markings with the cartoon children on the fuselage. Hasegawa calls it the "Moonmings Europe" and who am I to argue. The same markings may also be available on the old DC-10 kit, if you are really into Moonmings.

Hasegawa has re-released their 1/200 scale 737-200 kit with Japan Transocean Air decals, a JAL-type grey nose stripe motif with multiple red stripes on the vertical tail. By now most of you have seen the Hasegawa 1/200 scale 747-400 with Virgin Atlantic decals.

Doyusha has re-released the old Nitto 1/100 scale C47 with SMB Stage Lines titles with a black coach profile on the vertical fin. As with their DC-3 kit, there are some corrections and improvements that may be made with this kit in the rudder hinge area, the landing gears and the engines.

E.J. WELDON of CBS Models writes to suggest that some of the major kit manufacturers are acting foolishly. Testors has discontinued their DC-3 kit in 1/72 scale, and wouldn't even sell him some of the passenger door insets for re-sale. Sounds to me like it is time for a resin reproduction to be offered.

Revell is reported to be unhappy with the sales of their domestic US-boxed 767-300 kit. Have you seen any on the shelves of your local hobby store lately? All I find are the high-priced Revell-Europe versions. Do you suppose there is any chance they would rather sell \$25 kits than \$9 ones? Write to Revell Monogram at 8601 Waukegan Road, Morton Grove, IL 60053-2295, attention to their marketing coordinator, and suggest they box both the 767 and the new Fokker 100 in the U.S.A. You might explain that airline modelers tend to purchase a large number of kits for use with aftermarket decals. That is, if the price allows them to do so.

### Magazine is back:

The big news this time is the reappearance of our own specialized modeling magazine under a new publisher, someone

with a good background in our hobby. RUSSELL BROWN, owner of AHS Decals, has already published his first issue of *Airline Modeller*. Featured are articles on adding Valsan winglets to either a Royal or Delta 727 model, converting the Revell A320 to either an A321 or an A319, a photo essay on Boeing 727-100 wing features, accurizing Revell's A320 winglets, plus the usual reviews and new-product announcements. There are 20 pages in the first issue, with good B/W photo reproduction quality and readable text. The cover price is U.S.\$6.00, with four-issue subscriptions from Russell at U.S.\$24.00 per year. To keep this excellent magazine going, Russell needs your subscription support. He has printed sufficient copies of the first issue, so that we may all have one. For a subscription, including issue #1, send your credit card number and expiry date to AHS at 24 Burwell Crescent, Markham, Ontario, Canada L3P 6T5.

Oh yes, PLEASE continue to send your model photos and modelling tips to me here at the CAPTAIN'S LOG as well. I too need your support, to keep this column successful.

### New decals:

When I discussed the latest Liveries Unlimited decals in the previous issue, I said I felt the "gold" for the titles and for the fin and engine nacelle falcons on the Gulf Air A340 Golden Falcon sheet should be more-metallic, rather than just a dark mustard yellow. It appears I was wrong. My first airline model was an Airfix 1/144 scale 737-200, decorated with ATP's Gulf Air decal sheet. I still consider that sheet one of the prettiest decals ever produced for an airliner model. One reason is the combination of the metallic gold titles and falcon on the tail. It was a tradition continued with the metallic gold markings on the Revell-Europe version of the Gulf Air 767-300. However, as JENNINGS HEILIG has since noted, Gulf Air colors have changed. A look at the A340 photo at the bottom left of the 1995/96 "JP Airline-fleets International" cover shows the "golden" falcon in a mustard yellow/brown. Jennings, I apologize for my error, but what a shame! Oh well, I still have those 1/200 scale Gulf Air Tristar decals from Air Jet Advance that I can use to satisfy my lust for gold-trimmed airliners.

The following advice on the Liveries Unlimited A340 decal comes from Jennings Heilig. The darker purple correction decal was necessary due to a printer's problem. Don't cut the lighter purple away from the green and red on the decal sheet or you'll never get the stripes to line up correctly. Apply all three colors as they are, THEN either cut off the lighter color or apply the corrected darker purple section on top of the lighter one. I suggest the latter approach, but be sure the bottom decal has lots of time to dry.

So, what's new from Liveries Unlimited? Is there anything in a pretty gold decal for your model editor? Well, as a matter of fact, there is. They have announced a Mohawk BAC One-eleven decal in 1/144 scale. These are the jets I grew up with in upstate New York. There are also FedEx 727-100 and -200, DC-10 and MD-11, Airbus A310 and A300, plus Aloha 737, Lacs A320, Cathay Pacific A330/A340, a US Postal Service 727-100C and an Air Niugini A310. In 1/72 scale there is an Island Air Twin Otter and the red, white and blue North Central "Herman" scheme for the DC-3. I haven't seen any of these yet, so we'll wait until the next time for a review.



Carnival Air Lines 737-200 from the old Airfix kit, by Tony Schneider. (All photos by the builders of the models.)



Tom Sheridan updated this old CV-990 model with Microscale decal stripes and lettering to produce this Modern Air livery.



Airfix BA Vanguard in 1/144 scale, built by Fred Del Monico.

Right: Sudan 727 in 1/144 scale from Airfix, built by Lloyd Evans with ATP decals.

If you are wondering how to mix the proper shade of light blue for use with those Liveries Unlimited Korean Air decals, look no further. Xtracolour Paints in the U.K. have added Korean Airlines blue, color X308, to their line of gloss enamels. The U.K. price is 80p per tinlet. The whole line of Xtracolour paints are available from Hannants at Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk, NR32 2AT, England. Note that Xtracolour also includes Southwest ochre, BA grey and blue, KLM blue and Boeing "707" grey in their line.

Aerocolours Graphics have followed up their National Sun King fleet with the multi-hued fleet of AirWest from the late 1960s. There are the DC-9 in both 1/144 and 1/200 scale, with pink/orange, red/gold, blue/gold and blue/green livery. Registrations and titles are printed for both the -10 and -30 models in each scheme. On each instruction sheet are photos of DC-9s of both types. Great shots that help the modeler know other details of that era. The 727-100 wore only three color schemes, blue/gold, green/blue and pink/orange. Again, the decals come in 1/144 and 1/200 scale.

Finally, there are decals for the Fairchild F-27 in all four schemes worn by the DC-9 in 1/144 and 1/72 scale. The latter should look great on the ESCI F-27 kits. All decals sheets include titles, multiple registrations and exit outlines. There are no window decals for either the cockpit or the passenger cabin. Sheets are U.S.\$5.50 for the 1/200 scale DC-9 and 727 and for the 1/144 scale F-27. The 1/144 scale DC-9 and 727 sheets and the 1/72 F-27 sheet, are \$6.50.

About the FedEx DC-10 sheet I mentioned in the previous issue, VINCE KLIMAS notes there are not enough stripes to do an MD-11. Two sheets are required for that. My thanks to Vince for the complimentary review samples.

A new company, Aviagraphics, has produced some interesting new items, including a 1/144 scale TWA DC-9-30 decal in current colors, and a -40 decal with proper registrations for the same carrier in 1/100 scale for the old but excellent Nitto kit. There are also decals in 1/144 scale for



a Kiwi 727-200, TWA 747-100 and JAL 747. Contact AA/ATP for prices and availability, as I haven't seen them myself.

Above: Ethiopian 757, decorated with ATP 727/707 decals, by Lloyd Evans.

### Modeler photos:

First a duo from TONY SCHNEIDER from Louisville, Kentucky, all in 1/144 scale. The 737-200 uses the Liveries Unlimited Carnival Air Lines decals on the old Airfix kit. The Lufthansa Airbus A340 is straight from the box, including the kit decals. Tony did fill the cockpit windows and added an ATP Airbus window decal. The lower fuselage grey is Testors 1731 gloss grey with white added. He says that most of the lower fuselage decals provided in the kit don't show, and they numbered more than 70! He also would prefer thinner Revell-Europe kit decals. Wouldn't we all.

TOM SHERIDAN from Sunrise, Florida, sends a photo of his Convair 990. This was an old kit, built years ago, that he updated with Microscale decal stripes and lettering to produce the Modern Air color scheme.

The BA Vanguard comes from FRED DEL MONICO of Elizabethtown, Kentucky

This is the re-released Airfix kit in 1/144 scale, with the poor-quality cockpit windows filled with white putty. Fred used an AHS Vanguard cockpit window decal, but Kristal Clear for the cabin windows.

The Sudan 727 and Ethiopian 757 remind us that beautiful models don't always require using the latest decals. LLOYD EVANS built the 727 from the Airfix kit, and finished it with ATP decals. His 757 is decorated using the beautiful ATP 727/707 decal sheet. Posing the models on mirror bases provides a nice touch. Lloyd is from Wellington, New Zealand and has promised to send more photos and model information after he relocates in the U.K.

### Departure lounge:

I recently received my copy of the WAHS membership roster. Just for fun, I counted the number of members who specified "C2", building models. The total is 269 and that doesn't include those with too many interests to list each one. I am impressed by the large audience, and I hope Joop and I are keeping you satisfied.

# AROUND THE WORLD of Airline Schedules

Copyright 1985, 1995, George Walker Cearley, Jr.

## NATIONAL AIRLINE TAXI SYSTEM

The National Air Taxi System was founded soon after the great Stock Market Crash of October, 1929. The company made sightseeing and charter flights around the Chicago area. Don K. Franklin was pilot and general manager of the line, which operated out of Chicago Municipal Airport at 63rd and Cicero Avenue from 1930-34. Horton Hale was the other pilot and Charlie Banks was the maintenance man who looked after the company's three planes - a Ryan B.5 monoplane, a Ryan B.7 monoplane, and a Butler "Blackhawk" biplane. The Ryans were used for charters and sightseeing flights over Chicago, while the Butler "Blackhawk" was used for pilot training and sightseeing flights for passengers who preferred an open cockpit plane. The Butler "Blackhawk" was sold at the time National was awarded the Florida Air Mail Route and never left Chicago. Contrary to what has been published, National never owned a Butler Monoplane, and no Butler aircraft went to Florida.

Spent the extra days in Florida!

**ONE DAY AIRPLANE SERVICE**

between CHICAGO and FLORIDA East Coast

10 DAY AIR CRUISE \$235

NATIONAL AIRLINE TAXI SYSTEM CHICAGO

**Two Hours Away**

FRENCH LICK SPRINGS HOTEL

via NATIONAL AIRLINE TAXI SYSTEM

**Fast Special Planes TO FRENCH LICK SPRINGS HOTEL**

EVERY FRIDAY AT 4:00 P.M. RETURNING TO CHICAGO MONDAY AT 10:00 A.M.

Special Parties Arranged at Any Time, No Increase in Tariffs.

NATIONAL AIRLINE TAXI SYSTEM

Early 1930's charter destinations of National Airline Taxi System included Florida and French Lick, Indiana. (Thomas and Cearley Coll.)

Below: Air Mail Route 31 contract awarded by the Post Office Department, from Daytona Beach to St. Petersburg, to D. K. Franklin and G. T. Baker - Contractor. The airline was operated from the beginning under the name of National Airlines System, even though the award was granted to Franklin & Baker. (Cearley Coll.)

Route AM-31, Daytona Beach, Fla. to St. Petersburg, Fla., D.K. Franklin & G.T. Baker - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Frequency	Points between which service is authorized	Distance (miles)	Service authorized	One-way trips per annum	Miles of service per annum	Rate per airplane mile	Annual Rate	
1	a	Daytona Beach Fla - St Petersburg, Fla	153	15	135	365	55,845	3.17	\$ 9,493.65
2	a	St Petersburg, Fla - Daytona Beach Fla	153	15	135	365	55,845	.17	9,493.65
Totals -			306			111,690	.17	18,987.30	

Intermediate stops enroute: Orlando, Lakeland, and Tampa, Fla.

Note: The distance (miles) between termini is being checked by the Department of Commerce and may be changed slightly from that now shown.

Requirements:

Day service required.

Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7E; passenger facilities required (no stokers prescribed) in addition to seat and express loads on all schedules.

Equipment operated at present: Single motor equipment available. Average cruising speed, 110 miles per hour.

Equipment listed on bid: Single motor planes.

(\*) a means daily

**NATIONAL AIRLINES SYSTEM**

ALBERT WHITTED MUNICIPAL AIRPORT, P. O. BOX 608 ST. PETERSBURG, FLORIDA

G. T. Baker, General Manager

RESERVATIONS

Southbound—Wire National Airlines System, 305 West Adams Street, Jacksonville, Florida

Northbound—Wire National Airlines System, Municipal Airport St. Petersburg, Florida

HOTELS—TRAVEL BUREAUS—TELEGRAPH OFFICES

**Jacksonville-St. Petersburg**

	1 Daily	Mix	2 Daily
Apr 28 1935			
Eastern Standard Time			
AM	6:30	0	7:15
6:30	0	JACKSONVILLE	7:15
7:15	0	DAYTONA BEACH	8:00
7:45	0	ORLANDO	8:30
8:20	0	LAKELAND	9:00
8:45	0	TAMPA	9:30
9:00	0	ST. PETERSBURG	9:45

Equipment—Trimotor planes

Ground Transportation—To and from all airports

During 1935 National acquired one Stinson "U", and two Stinson SM-6000B trimotors

**National Airlines**

Multi-Motored Planes Two Way Radio

ST. PETERSBURG, FLORIDA

NEW YORK - WASHINGTON - TAMPA - ST. PETERSBURG

Via E. A. L. to JACKSONVILLE

Read Down Via N. A. S. to ST. PETERSBURG Read Up

Trip No. 1	Eastern Standard Time	Trip No. 2
9:10 P.M.	Lv. New York	Ar. 5:35 A.M.
10:15 P.M.	Lv. Washington	Lv. 4:15 A.M.
12:35 A.M.	Lv. Raleigh	Lv. 2:30 A.M.
2:10 A.M.	Lv. Savannah	Lv. 12:15 A.M.
3:35 A.M.	Ar. Jacksonville	Lv. 11:10 P.M.
8:00 A.M.	Lv. Jacksonville	Ar. 9:35 P.M.
8:45 A.M.	Lv. Daytona Beach	Lv. 8:35 P.M.
9:15 A.M.	Lv. Orlando	Lv. 8:25 P.M.
9:50 A.M.	Lv. Lakeland	Lv. 7:55 P.M.
10:15 A.M.	Lv. Tampa	Lv. 7:30 P.M.
10:30 A.M.	Ar. St. Petersburg	Lv. 6:35 P.M.

CHICAGO - ATLANTA - TAMPA - ST. PETERSBURG

Via E. A. L. to JACKSONVILLE

Read Down Via N. A. S. to ST. PETERSBURG Read Up

11:00 P.M.	Lv. Chicago	Ar. 6:15 A.M.
12:30 A.M.	Lv. Indianapolis	Lv. 5:05 A.M.
1:15 A.M.	Lv. Louisville	Lv. 4:10 A.M.
2:10 A.M.	Lv. Nashville	Lv. 3:15 A.M.
3:30 A.M.	Lv. Chattanooga	Lv. 1:45 A.M.
4:45 A.M.	Lv. Atlanta	Lv. 12:55 A.M.
7:10 A.M.	Ar. Jacksonville	Lv. 11:30 P.M.
8:00 A.M.	Lv. Jacksonville	Ar. 9:35 P.M.
8:45 A.M.	Lv. Daytona Beach	Lv. 8:35 P.M.
9:15 A.M.	Lv. Orlando	Lv. 8:25 P.M.
9:50 A.M.	Lv. Lakeland	Lv. 7:55 P.M.
10:15 A.M.	Lv. Tampa	Lv. 7:30 P.M.
10:30 A.M.	Ar. St. Petersburg	Lv. 6:35 P.M.

MIAMI - ST. PETERSBURG SPECIAL

Est. Only	EASTERN STANDARD TIME	Sun Only
11:45 A.M.	Lv. St. Petersburg	Ar. 4:10 P.M.
1:25 P.M.	Ar. Miami	Lv. 2:30 P.M.

ST. PETERSBURG POR: Havana and Miami, Sat. and Sun. Only.

WASHINGTON POR: Pittsburgh, Baltimore, Philadelphia, Cleveland, Detroit, Milwaukee, Akron & Points North & West.

NEW YORK POR: Boston, Montreal, Albany, Buffalo, Rochester Syracuse, Utica, Burlington, Bangor, Hartford, New Haven, and Points North & West.

ATLANTA POR: New Orleans, Birmingham, Mobile, Dallas, Los Angeles, El Paso, and Points West & North.

CHICAGO POR: Minneapolis, Seattle, Omaha, Kansas City, Salt Lake, San Francisco, Los Angeles & Points West, North.

LOUISVILLE POR: St. Louis, Cincinnati, Memphis, Cleveland, and Points East and West.

RESERVATIONS

Telegraph Offices, Hotels

Airline Ticket Offices and Airports

MAIL, PASSENGER and AIR EXPRESS SCHEDULE

Corrected to March 8, 1936 Subject to change without notice

Left: National Airlines System March 6, 1936, timetable. Center: "Serving Florida" promotion. (Both: Cearley Coll.)

**NATIONAL AIRLINES**

INCORPORATED

PASSENGERS-AIRMAIL-AIR EXPRESS

Serving Florida

JACKSONVILLE

DAYTONA BEACH

ORLANDO

LAKELAND

TAMPA

ST. PETERSBURG

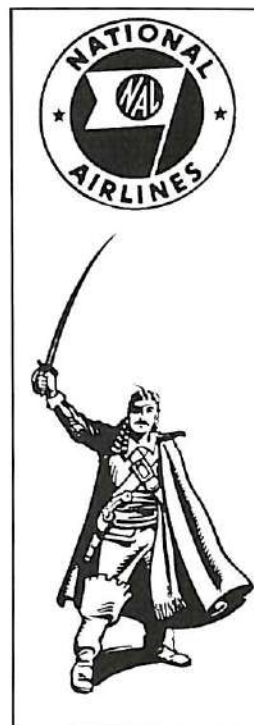
MIAMI

Corrected to April 25, 1938

NEW ORLEANS • JACKSONVILLE • TAMPA • MIAMI

READ DOWN	Trip 2 Daily	Light Type—A.M. Dark Type—P.M.	Trip 1 Daily	READ UP
A.M.	8:30	Lv. NEW ORLEANS (GT)	Ar.	6:45 P.M.
"	9:30	Lv. GULFPORT	Lv.	"
"	9:30	Lv. MOBILE	Lv.	9:40
"	10:00	Ar. PENSACOLA (GT)	Lv.	5:05
"	10:15	Lv. PENSACOLA (GT)	Ar.	4:50
"	"	Lv. MARIANNA	Lv.	"
"	12:40	Lv. TALLAHASSEE (ET)	Lv.	4:35
"	1:55 P.M.	Ar. JACKSONVILLE (ET)	Lv.	3:15
Trip 3 Daily	Trip 1 Daily	Light Type—A.M. Dark Type—P.M.	Trip 2 Daily	Trip 4 Daily
P.M.	A.M.	8:30	Lv. DAYTONA BEACH (ET)	Ar.
"	"	9:10	Lv. ORLANDO	Ar.
"	"	9:45	Lv. LAKELAND	Ar.
"	"	10:15	Lv. TAMPA	Ar.
"	"	10:25	Ar. ST. PETERSBURG	Lv.
"	"	7:15	Lv. ST. PETERSBURG	Ar.
"	"	"	Lv. TAMPA	Lv.
"	"	7:35	Lv. SARASOTA	Lv.
"	"	"	Lv. FT. MYERS	Lv.
P.M.	A.M.	8:50	Ar. MIAMI (ET)	Lv.
"	"	"	"	5:00 P.M.
"	"	"	"	A.M.

Left: Spring 1938 timetable featuring "Serving Florida" promotion, routes, and L-10 "Electra". (Cearley Coll.)



**Serving Florida**

NATIONAL AIRLINES

DAYTONA BEACH

ORLANDO

LAKELAND

TAMPA

ST. PETERSBURG

MIAMI

FT. MYERS

FLORIDA

DAILY Schedules

Corrected to January 1st, 1938

TAMPA - ST. PETERSBURG - MIAMI

NEW YORK - WASHINGTON - CHICAGO - ATLANTA

READ DOWN SOUTHBOUND	FLIGHT TYPE—A.M. DARK TYPE—P.M.	READ UP NORTHBOUND	
Flite 3 P.M.	Flite 1 A.M.	Flite 2 P.M.	Flite 4 P.M.
2:00	9:10	Lv. New York via E. A. L. Ar.	5:20
3:25	10:45	Lv. Washington, D. C. Ar.	3:40
5:35	1:45	Lv. Charleston, S. C. Ar.	12:45
8:15	3:30	Lv. Jacksonville Ar.	11:00
11:15	6:45	Lv. Chicago via E. A. L. Ar.	5:50
12:35	8:05	Lv. Indianapolis Ar.	4:30
1:35	9:05	Lv. Louisville Ar.	3:30
2:50	10:20	Lv. Nashville Ar.	2:15
4:55	12:25	Lv. Atlanta Ar.	12:05
8:15	3:30	Lv. Jacksonville Ar.	11:00
9:25	5:00	Lv. DAYTONA BEACH Ar.	9:40
9:55	5:25	Lv. ORLANDO Ar.	9:10
10:20	5:55	Lv. LAKELAND Ar.	8:30
10:30	6:15	Lv. TAMPA Ar.	8:10
"	6:25	Ar. ST. PETERSBURG Ar.	7:55
"	7:15	Lv. ST. PETERSBURG Ar.	6:20
"	7:30	Lv. TAMPA Ar.	6:10*
"	7:45	Lv. SARASOTA Ar.	5:50
"	8:15	Lv. FT. MYERS Ar.	5:20
"	9:00	Ar. MIAMI Ar.	4:30
P.M.	A.M.	P.M.	A.M.

\* Accommodation stop for passengers ticketed to or from Ft. Myers, Miami or beyond.

Above and right: National timetables from early 1938. (Cearley Coll.)



Routes of National Airlines, 1938. (Cearley Coll.)

**NATIONAL AIRLINES**

INCORPORATED

CORRECTED TO MARCH 1st, 1939

THE BUCCANEER ROUTE

U.S. AIRMAIL-PASSENGERS-AIR EXPRESS

**NATIONAL AIRLINES**

INCORPORATED

CORRECTED TO JUNE 1st, 1939

FLY THE BUCCANEER ROUTE

NEW LOW FARES TO AND FROM MIAMI

U.S. AIRMAIL-PASSENGERS-AIR EXPRESS

Schedules from 1939 showing L-10 "Electra" and new route from Jacksonville to New Orleans (Cearley Coll.)



Right and below: In 1945, Ted Baker made an attempt to acquire the Puerto Rican airline, Caribbean Atlantic Airlines, Inc. (Caribair) and link it to National's domestic system via a route extension between San Juan and Miami.

Caribair schedules below and right from Spring 1945. (Cearley Coll.)

**CARIBBEAN-ATLANTIC AIRLINES INC.**  
MAYAGÜEZ-PONCE-SAN JUAN-ST. THOMAS-ST. CROIX

READ DOWN READ UP

FLY TO	FLY TO	FLY TO	FLY TO	EFFECTIVE MAY 15, 1945	FLY TO	FLY TO	FLY TO	FLY TO
3-4	7-8	11-12	17-18		1-2	5-6	9-10	13-14
7:45 AM			5:40 PM	1. MAYAGÜEZ, P.R. (AT)	7:30 AM			5:30 PM
8:00 AM			5:55 PM	2. PONCE, P.R.	7:45 AM			5:45 PM
8:15 AM	11:15 AM	5:55 PM	6:05 PM	3. SAN JUAN, P.R.	8:00 AM	11:00 AM	5:45 PM	5:55 PM
8:30 AM	11:30 AM	6:10 PM	6:20 PM	4. ST. THOMAS, V.I.	8:15 AM	11:15 AM	5:50 PM	6:10 PM
8:45 AM	11:45 AM	6:25 PM	6:35 PM	5. ST. THOMAS, V.I.	8:30 AM	11:30 AM	6:00 PM	6:25 PM
9:00 AM	12:00 PM	6:40 PM	6:50 PM	6. ST. CROIX, V.I. (AT)	8:45 AM	11:45 AM	6:10 PM	6:40 PM
9:15 AM	12:15 PM	6:55 PM	7:05 PM		9:00 AM	12:00 PM	6:20 PM	6:50 PM
9:30 AM	12:30 PM	7:10 PM	7:20 PM		9:15 AM	12:15 PM	6:30 PM	7:00 PM
9:45 AM	12:45 PM	7:25 PM	7:35 PM		9:30 AM	12:30 PM	6:40 PM	7:10 PM
10:00 AM	1:00 PM	7:40 PM	7:50 PM		9:45 AM	12:45 PM	6:50 PM	7:20 PM
10:15 AM	1:15 PM	7:55 PM	8:05 PM		10:00 AM	1:00 PM	7:00 PM	7:30 PM
10:30 AM	1:30 PM	8:10 PM	8:20 PM		10:15 AM	1:15 PM	7:10 PM	7:40 PM
10:45 AM	1:45 PM	8:25 PM	8:35 PM		10:30 AM	1:30 PM	7:20 PM	7:50 PM
11:00 AM	2:00 PM	8:40 PM	8:50 PM		10:45 AM	1:45 PM	7:30 PM	8:00 PM
11:15 AM	2:15 PM	8:55 PM	9:05 PM		11:00 AM	2:00 PM	7:40 PM	8:10 PM
11:30 AM	2:30 PM	9:10 PM	9:20 PM		11:15 AM	2:15 PM	7:50 PM	8:20 PM
11:45 AM	2:45 PM	9:25 PM	9:35 PM		11:30 AM	2:30 PM	8:00 PM	8:30 PM
12:00 PM	3:00 PM	9:40 PM	9:50 PM		11:45 AM	2:45 PM	8:10 PM	8:40 PM
12:15 PM	3:15 PM	9:55 PM	10:05 PM		12:00 PM	3:00 PM	8:20 PM	8:50 PM
12:30 PM	3:30 PM	10:10 PM	10:20 PM		12:15 PM	3:15 PM	8:30 PM	9:00 PM
12:45 PM	3:45 PM	10:25 PM	10:35 PM		12:30 PM	3:30 PM	8:40 PM	9:10 PM
1:00 PM	4:00 PM	10:40 PM	10:50 PM		12:45 PM	3:45 PM	8:50 PM	9:20 PM
1:15 PM	4:15 PM	10:55 PM	11:05 PM		1:00 PM	4:00 PM	9:00 PM	9:30 PM
1:30 PM	4:30 PM	11:10 PM	11:20 PM		1:15 PM	4:15 PM	9:10 PM	9:40 PM
1:45 PM	4:45 PM	11:25 PM	11:35 PM		1:30 PM	4:30 PM	9:20 PM	9:50 PM
2:00 PM	5:00 PM	11:40 PM	11:50 PM		1:45 PM	4:45 PM	9:30 PM	10:00 PM
2:15 PM	5:15 PM	11:55 PM	12:05 PM		2:00 PM	5:00 PM	9:40 PM	10:10 PM
2:30 PM	5:30 PM	12:10 PM	12:20 PM		2:15 PM	5:15 PM	9:50 PM	10:20 PM
2:45 PM	5:45 PM	12:25 PM	12:35 PM		2:30 PM	5:30 PM	10:00 PM	10:30 PM
3:00 PM	6:00 PM	12:40 PM	12:50 PM		2:45 PM	5:45 PM	10:10 PM	10:40 PM
3:15 PM	6:15 PM	12:55 PM	1:05 PM		3:00 PM	6:00 PM	10:20 PM	10:50 PM
3:30 PM	6:30 PM	1:10 PM	1:20 PM		3:15 PM	6:15 PM	10:30 PM	11:00 PM
3:45 PM	6:45 PM	1:25 PM	1:35 PM		3:30 PM	6:30 PM	10:40 PM	11:10 PM
4:00 PM	7:00 PM	1:40 PM	1:50 PM		3:45 PM	6:45 PM	10:50 PM	11:20 PM
4:15 PM	7:15 PM	1:55 PM	2:05 PM		4:00 PM	7:00 PM	11:00 PM	11:30 PM
4:30 PM	7:30 PM	2:10 PM	2:20 PM		4:15 PM	7:15 PM	11:10 PM	11:40 PM
4:45 PM	7:45 PM	2:25 PM	2:35 PM		4:30 PM	7:30 PM	11:20 PM	11:50 PM
5:00 PM	8:00 PM	2:40 PM	2:50 PM		4:45 PM	7:45 PM	11:30 PM	12:00 PM
5:15 PM	8:15 PM	2:55 PM	3:05 PM		5:00 PM	8:00 PM	11:40 PM	12:10 PM
5:30 PM	8:30 PM	3:10 PM	3:20 PM		5:15 PM	8:15 PM	11:50 PM	12:20 PM
5:45 PM	8:45 PM	3:25 PM	3:35 PM		5:30 PM	8:30 PM	12:00 PM	12:30 PM
6:00 PM	9:00 PM	3:40 PM	3:50 PM		5:45 PM	8:45 PM	12:10 PM	12:40 PM
6:15 PM	9:15 PM	3:55 PM	4:05 PM		6:00 PM	9:00 PM	12:20 PM	12:50 PM
6:30 PM	9:30 PM	4:10 PM	4:20 PM		6:15 PM	9:15 PM	12:30 PM	1:00 PM
6:45 PM	9:45 PM	4:25 PM	4:35 PM		6:30 PM	9:30 PM	12:40 PM	1:10 PM
7:00 PM	10:00 PM	4:40 PM	4:50 PM		6:45 PM	9:45 PM	12:50 PM	1:20 PM
7:15 PM	10:15 PM	4:55 PM	5:05 PM		7:00 PM	10:00 PM	1:00 PM	1:30 PM
7:30 PM	10:30 PM	5:10 PM	5:20 PM		7:15 PM	10:15 PM	1:10 PM	1:40 PM
7:45 PM	10:45 PM	5:25 PM	5:35 PM		7:30 PM	10:30 PM	1:20 PM	1:50 PM
8:00 PM	11:00 PM	5:40 PM	5:50 PM		7:45 PM	10:45 PM	1:30 PM	2:00 PM
8:15 PM	11:15 PM	5:55 PM	6:05 PM		8:00 PM	11:00 PM	1:40 PM	2:10 PM
8:30 PM	11:30 PM	6:10 PM	6:20 PM		8:15 PM	11:15 PM	1:50 PM	2:20 PM
8:45 PM	11:45 PM	6:25 PM	6:35 PM		8:30 PM	11:30 PM	2:00 PM	2:30 PM
9:00 PM	12:00 PM	6:40 PM	6:50 PM		8:45 PM	11:45 PM	2:10 PM	2:40 PM
9:15 PM	12:15 PM	6:55 PM	7:05 PM		9:00 PM	12:00 PM	2:20 PM	2:50 PM
9:30 PM	12:30 PM	7:10 PM	7:20 PM		9:15 PM	12:15 PM	2:30 PM	3:00 PM
9:45 PM	12:45 PM	7:25 PM	7:35 PM		9:30 PM	12:30 PM	2:40 PM	3:10 PM
10:00 PM	1:00 PM	7:40 PM	7:50 PM		9:45 PM	12:45 PM	2:50 PM	3:20 PM
10:15 PM	1:15 PM	7:55 PM	8:05 PM		10:00 PM	1:00 PM	3:00 PM	3:30 PM
10:30 PM	1:30 PM	8:10 PM	8:20 PM		10:15 PM	1:15 PM	3:10 PM	3:40 PM
10:45 PM	1:45 PM	8:25 PM	8:35 PM		10:30 PM	1:30 PM	3:20 PM	3:50 PM
11:00 PM	2:00 PM	8:40 PM	8:50 PM		10:45 PM	1:45 PM	3:30 PM	4:00 PM
11:15 PM	2:15 PM	8:55 PM	9:05 PM		11:00 PM	2:00 PM	3:40 PM	4:10 PM
11:30 PM	2:30 PM	9:10 PM	9:20 PM		11:15 PM	2:15 PM	3:50 PM	4:20 PM
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12:15 PM	3:15 PM	9:55 PM	10:05 PM		12:00 PM	3:00 PM	4:20 PM	4:50 PM
12:30 PM	3:30 PM	10:10 PM	10:20 PM		12:15 PM	3:15 PM	4:30 PM	5:00 PM
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1:30 PM	4:30 PM	11:10 PM	11:20 PM		1:15 PM	4:15 PM	5:10 PM	5:40 PM
1:45 PM	4:45 PM	11:25 PM	11:35 PM		1:30 PM	4:30 PM	5:20 PM	5:50 PM
2:00 PM	5:00 PM	11:40 PM	11:50 PM		1:45 PM	4:45 PM	5:30 PM	6:00 PM
2:15 PM	5:15 PM	11:55 PM	12:05 PM		2:00 PM	5:00 PM	5:40 PM	6:10 PM
2:30 PM	5:30 PM	12:10 PM	12:20 PM		2:15 PM	5:15 PM	5:50 PM	6:20 PM
2:45 PM	5:45 PM	12:25 PM	12:35 PM		2:30 PM	5:30 PM	6:00 PM	6:30 PM
3:00 PM	6:00 PM	12:40 PM	12:50 PM		2:45 PM	5:45 PM	6:10 PM	6:40 PM
3:15 PM	6:15 PM	12:55 PM	1:05 PM		3:00 PM	6:00 PM	6:20 PM	6:50 PM
3:30 PM	6:30 PM	1:10 PM	1:20 PM		3:15 PM	6:15 PM	6:30 PM	7:00 PM
3:45 PM	6:45 PM	1:25 PM	1:35 PM		3:30 PM	6:30 PM	6:40 PM	7:10 PM
4:00 PM	7:00 PM	1:40 PM	1:50 PM		3:45 PM	6:45 PM	6:50 PM	7:20 PM
4:15 PM	7:15 PM	1:55 PM	2:05 PM		4:00 PM	7:00 PM	7:00 PM	7:30 PM
4:30 PM	7:30 PM	2:10 PM	2:20 PM		4:15 PM	7:15 PM	7:10 PM	7:40 PM
4:45 PM	7:45 PM	2:25 PM	2:35 PM		4:30 PM	7:30 PM	7:20 PM	7:50 PM
5:00 PM	8:00 PM	2:40 PM	2:50 PM		4:45 PM	7:45 PM	7:30 PM	8:00 PM
5:15 PM	8:15 PM	2:55 PM	3:05 PM		5:00 PM	8:00 PM	7:40 PM	8:10 PM
5:30 PM	8:30 PM	3:10 PM	3:20 PM		5:15 PM	8:15 PM	7:50 PM	8:20 PM
5:45 PM	8:45 PM	3:25 PM	3:35 PM		5:30 PM	8:30 PM	8:00 PM	8:30 PM
6:00 PM	9:00 PM	3:40 PM	3:50 PM		5:45 PM	8:45 PM	8:10 PM	8:40 PM
6:15 PM	9:15 PM	3:55 PM	4:05 PM		6:00 PM	9:00 PM	8:20 PM	8:50 PM
6:30 PM	9:30 PM	4:10 PM	4:20 PM		6:15 PM	9:15 PM	8:30 PM	9:00 PM
6:45 PM	9:45 PM	4:25 PM	4:35 PM		6:30 PM	9:30 PM	8:40 PM	9:10 PM
7:00 PM	10:00 PM	4:40 PM	4:50 PM		6:45 PM	9:45 PM	8:50 PM	9:20 PM
7:15 PM	10:15 PM	4:55 PM	5:05 PM		7:00 PM	10:00 PM	9:00 PM	9:30 PM
7:30 PM	10:30 PM	5:10 PM	5:20 PM		7:15 PM	10:15 PM	9:10 PM	9:40 PM
7:45 PM	10:45 PM	5:25 PM	5:35 PM		7:30 PM	10:30 PM	9:20 PM	9:50 PM
8:00 PM	11:00 PM	5:40 PM	5:50 PM		7:45 PM	10:45 PM	9:30 PM	10:00 PM
8:15 PM	11:15 PM	5:55 PM	6:05 PM		8:00 PM	11:00 PM	9:40 PM	10:10 PM
8:30 PM	11:30 PM	6:10 PM	6:20 PM		8:15 PM	11:15 PM	9:50 PM	10:20 PM
8:45 PM	11:45 PM	6:25 PM	6:35 PM		8:30 PM	11:30 PM	10:00 PM	10:30 PM
9:00 PM	12:00 PM	6:40 PM	6:50 PM		8:45 PM	11:45 PM	10:10 PM	10:40 PM
9:15 PM	12:15 PM	6:55 PM	7:05 PM		9:00 PM	12:00 PM	10:20 PM	10:50 PM
9:30 PM	12:30 PM	7:10 PM	7:20 PM		9:15 PM	12:15 PM	10:30 PM	11:00 PM
9:45 PM	12:45 PM	7:25 PM	7:35 PM		9:30 PM	12:30 PM	10:40 PM	11:10 PM
10:00 PM	1:00 PM	7:40 PM	7:50 PM		9:45 PM	12:45 PM	10:50 PM	11:20 PM
10:15 PM	1:15 PM	7:55 PM	8:05 PM		10:00 PM	1:00 PM	11:00 PM	11:30 PM
10:30 PM	1:30 PM	8:10 PM	8:20 PM		10:15 PM	1:15 PM	11:10 PM	11:40 PM
10:45 PM	1:45 PM	8:25 PM	8:35 PM		10:30 PM	1:30 PM	11:20 PM	11:50 PM
11:00 PM	2:00 PM	8:40 PM	8:50 PM		10:45 PM	1:45 PM	11:30 PM	12:00 PM
11:15 PM	2:15 PM	8:55 PM	9:05 PM		11:00 PM	2:00 PM	11:40 PM	12:10 PM
11:30 PM	2:30 PM	9:10 PM	9:20 PM		11:15 PM	2:15 PM	11:50 PM	12:20 PM
11:45 PM	2:45 PM	9:25 PM	9:35 PM		11:30 PM	2:30 PM	12:00 PM	12:30 PM
12:00 PM	3:00 PM	9:40 PM	9:50 PM		11:45 PM	2:45 PM	12:10 PM	12:40 PM
12:15 PM	3:15 PM	9:55 PM	10:05 PM		12:00 PM	3:00 PM	12:20 PM	12:50 PM
12:30 PM	3:30 PM	10:10 PM	10:20 PM		12:15 PM	3:15 PM	12:30 PM	1:00 PM
12:45 PM	3:45 PM	10:25 PM	10:35 PM					

OCTOBER 1953 184 34th St.

# NATIONAL AIRLINES

★ *Airline of the Stars*

NEW YORK • FLORIDA • WASHINGTON  
CUBA • NEW ORLEANS • TEXAS  
CALIFORNIA • DETROIT

*New!*  
**Convair 340**  
SERVICE STARTS SOON

Newest of the World-Famed Convair  
Most Modern Twin-Engine Planes in Service!  
A NEW HIGH in Speed and Comfort!



NOVEMBER 1953

# NATIONAL AIRLINES

★ *Airline of the Stars*

NEW YORK • FLORIDA • WASHINGTON  
CUBA • NEW ORLEANS • TEXAS  
CALIFORNIA • DETROIT

*COMING DECEMBER 15!*

NEW DC-7 Star FLEET

Between New York and Miami  
Make Winter Reservations EARLY!



NATIONAL AIRLINES

## Helicopter Service

Be an earlybird... take the "whirlybird"!

Wonderful new south Florida service... another first from the "Airline of the Stars"!




### DAILY FLIGHTS

South Bound Read Down			North Bound Read Up		
H-41 AM	H-43 AM	H-45 PM	H-40 AM	H-42 AM	H-44 PM
10 15	Lv	WEST PALM BEACH Palm Beach Int'l Airport	Ar	9 55	
10 19	Ar	WEST PALM BEACH Maxine Park	Lv	9 52	
10 20	Lv		Ar	9 51	
10 35	Ar	DELRAY BEACH	Lv	9 46	
10 36	Lv		Ar	9 35	
10 42	Ar	BCCA RATON	Lv	9 29	3 38
10 43	Lv		Ar	9 28	
7 34	7 58	4 00	Ar	9 13	3 21
10 59	4 01	Lv	Ar	9 12	3 22
7 41	11 06	4 08	Ar	9 05	1 15
7 43	11 07	4 09	Lv	9 04	3 14
	11 16	4 18	Ar	8 55	3 05
	11 17	4 19	Lv	8 54	3 04
	4 26	Ar	Lv	8 47	2 57
	4 27	Ar	Lv	8 46	2 56
8 00 AM	11 20 AM	4 33 PM	Lv	7 10 AM	8 40 AM
			Ar	8 00 AM	9 11 PM

### HELICOPTER FARES

	Miami Int'l Airport	MacArthur Causeway	Dal Harbour	Holly wds	Fort Lauderdale	Boca Raton	Delray Beach	W Palm Beach
MacArthur Causeway	3.04							
Dal Harbour	6.09	3.48						
Hollywood	10.43	7.83	4.78					
Fort Lauderdale	13.91	10.87	7.83	3.48				
Boca Raton	20.41	17.83	14.78	10.00	6.96			
Delray Beach	23.48	20.43	17.39	13.04	10.00	3.04		
W Palm Beach	30.00	27.39	24.35	20.00	16.52	10.00	6.96	
Palm Beach Int'l Airport	32.17	29.56	26.09	21.73	18.69	11.74	9.11	3.04

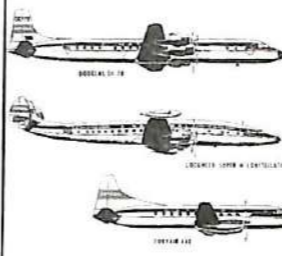
All fares, one way, plus tax

# NATIONAL AIRLINE OF THE STARS

November 1, 1957

NEW YORK • FLORIDA • WASHINGTON • CUBA • TEXAS  
NEW ORLEANS • SOUTH AMERICA • CALIFORNIA • PITTSBURGH

MAKE YOUR WINTER RESERVATIONS NOW!



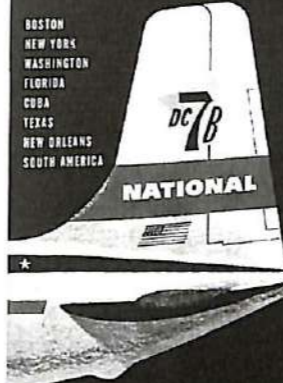
NATIONAL FLIES THE WORLD'S MOST MODERN AIRLINERS  
RADAR EQUIPPED... OF COURSE!

SYSTEM TIMETABLE

# NATIONAL AIRLINE OF THE STARS

December 14, 1957

BOSTON  
NEW YORK  
WASHINGTON  
FLORIDA  
CUBA  
TEXAS  
NEW ORLEANS  
SOUTH AMERICA



NATIONAL FLIES THE WORLD'S MOST MODERN AIRLINERS  
RADAR EQUIPPED... OF COURSE!

SYSTEM TIMETABLE

OCTOBER 26, 1958

# NATIONAL AIRLINE OF THE STARS

FIRST WITH JET SERVICE IN U.S.A.

MAKE YOUR WINTER RESERVATIONS NOW — see pages 14 and 15

AMERICA'S FIRST JET SERVICE TIMETABLE




Effective August 1, 1959

# NATIONAL

airline of the stars

FLY THE JET-POWERED ELECTRA BETWEEN BOSTON NEW YORK AND FLORIDA

SYSTEM TIMETABLE



National Convair 340 timetable from 1953

Inaugural DC-7 timetable showing initial New York-Miami nonstop flights beginning December 15, 1953. (Cearley Coll.)

A Sikorsky S-55 seven passenger helicopter joined the National fleet in November 1953 and was operated on charter flights until February 1, 1954. On that date, National became the first U.S. trunk carrier to operate scheduled inter-city helicopter flights. The service was conducted under a temporary one-year exemption order granted National by the CAB for National to conduct research on the feasibility of helicopter operations to smaller communities and suburbs surrounding large metropolitan airports. (Bentley Coll.)

Timetable (above) features newest aircraft in fleet, Fall 1957 (Cearley Coll.)

This December 14, 1957, timetable features National's then new DC-7B's. (Cearley Coll.)

Left: 707 inaugural schedules, effective December 10, 1958, first appeared in this October 26, 1958, National "America's First Jet Service Timetable"

Cover of August 1, 1959, timetable was first to feature the "Electra" (Cearley Coll.)

THROUGH PLANE SERVICE FROM NEW YORK—WASHINGTON

TABLE 9

	SUNDAY DOMINGO	MONDAY LUNES	TUESDAY MARTES	WEDNESDAY MIERCOLES	THURSDAY JUEVES	FRIDAY VIERNES	SATURDAY SABADO
<b>SOUTHBOUND</b>							
NEW YORK (INT'L)	EST) Lv 5:00	11:00	11:30	5:00	11:00	11:30	5:00
WASHINGTON	Ar 10:20	4:20	4:50	11:20	4:20	4:50	11:20
MIAMI	EST) Lv 7:15	1:15	1:45	7:15	1:15	1:45	7:15
MIAMI	Ar 12:30	6:30	7:00	12:30	6:30	7:00	12:30
PANAMA CITY, R.P./BALBOA, C.Z.	Ar 11:55	5:55	6:25	11:55	5:55	6:25	11:55
CALI, COLOMBIA	Ar 12:25	6:25	6:55	12:25	6:25	6:55	12:25
QUITO, ECUADOR	Ar 12:55	6:55	7:25	12:55	6:55	7:25	12:55
QUAYACUIL, ECUADOR	Ar 1:30	7:30	8:00	1:30	7:30	8:00	1:30
TALARA, PERU	Ar 2:00	8:00	8:30	2:00	8:00	8:30	2:00
LIMA, PERU	Ar 2:30	8:30	9:00	2:30	8:30	9:00	2:30
LA PAZ, BOLIVIA	Ar 3:00	9:00	9:30	3:00	9:00	9:30	3:00
ANTOFAGASTA, CHILE	Ar 3:30	9:30	10:00	3:30	9:30	10:00	3:30
SANTIAGO, CHILE	Ar 4:00	10:00	10:30	4:00	10:00	10:30	4:00
BUENOS AIRES, ARGENTINA	Ar 4:30	10:30	11:00	4:30	10:30	11:00	4:30

Flight 701 "El Interamericano Star" DC-7B first class service. Flights 703 and 705 "El Pacifico" DC-60 tourist service.

TO PANAMA—LIMA—SANTIAGO AND BUENOS AIRES

TABLE 10

	SUNDAY DOMINGO	MONDAY LUNES	TUESDAY MARTES	WEDNESDAY MIERCOLES	THURSDAY JUEVES	FRIDAY VIERNES	SATURDAY SABADO
<b>NORTHBOUND</b>							
BUENOS AIRES, ARGENTINA	EST) Lv 4:55	10:55	11:25	4:55	10:55	11:25	4:55
SANTIAGO, CHILE	Ar 11:45	5:45	6:15	11:45	5:45	6:15	11:45
ANTOFAGASTA, CHILE	Ar 12:15	6:15	6:45	12:15	6:15	6:45	12:15
LA PAZ, BOLIVIA	Ar 12:45	6:45	7:15	12:45	6:45	7:15	12:45
LIMA, PERU	Ar 1:15	7:15	7:45	1:15	7:15	7:45	1:15
TALARA, PERU	Ar 1:45	7:45	8:15	1:45	7:45	8:15	1:45
QUAYACUIL, ECUADOR	Ar 2:15	8:15	8:45	2:15	8:15	8:45	2:15
QUITO, ECUADOR	Ar 2:45	8:45	9:15	2:45	8:45	9:15	2:45
CALI, COLOMBIA	Ar 3:15	9:15	9:45	3:15	9:15	9:45	3:15
PANAMA CITY, R.P./BALBOA, C.Z.	Ar 3:45	9:45	10:15	3:45	9:45	10:15	3:45
MIAMI	Ar 4:15	10:15	10:45	4:15	10:15	10:45	4:15
MIAMI	EST) Lv 11:00	5:00	5:30	11:00	5:00	5:30	11:00
WASHINGTON	Ar 12:00	6:00	6:30	12:00	6:00	6:30	12:00
NEW YORK (INT'L)	EST) Lv 1:00	7:00	7:30	1:00	7:00	7:30	1:00

Flight 709 "El Interamericano Star" DC-7B first class service. Flights 703 and 705 "El Pacifico" DC-60 tourist service.

Above: Inaugural southbound and northbound interchange schedules of National, Pan American, and Panagra, effective September 14, 1955. (Cearley Coll.)

# NATIONAL AIRLINE OF THE STARS


Starting soon!

Direct daily service between

## HOUSTON BOSTON PROVIDENCE

and Florida, Cuba, East and Gulf Coasts

(See page 9)



NEW YORK • FLORIDA • BOSTON • WASHINGTON • CUBA  
TEXAS • NEW ORLEANS • SOUTH AMERICA • CALIFORNIA  
PITTSBURGH

NOVEMBER 1954

# FLY NATIONAL AIRLINE OF THE STARS

SYSTEM TIMETABLE

Effective December 14, 1957 - JANUARY 1, 1958

NEW ORLEANS  
NEW YORK  
HOUSTON  
CUBA  
TEXAS  
SOUTH AMERICA  
CALIFORNIA




CAB decisions in 1956 gave National new routes to Houston, Boston, Providence, and an additional North Carolina stop at Fayetteville.

Effective January 17, 1960

# NATIONAL AIRLINE OF THE STARS

Brightest Star on the Airline of the Stars



The magnificent DC-8, soon to be flying NATIONAL's routes. Watch for announcements.


SYSTEM TIMETABLE

Left: Pre-inaugural advertisement, dubbing the DC-8 as "The Brightest Star on the Airline of the Stars", from the January 11, 1960 timetable.

Effective July 1, 1960

# NATIONAL AIRLINE OF THE STARS

FIRST WITH JETS IN THE U.S.A.



NATIONAL OFFERS DAILY PURE JET SERVICE BETWEEN NEW YORK AND FLORIDA REGARD THE MAGNIFICENT NEW DC-8B

SYSTEM TIMETABLE

Effective October 30, 1960

# NATIONAL AIRLINE OF THE STARS

FIRST WITH JETS IN THE U.S.A.

MIAMI TAMPA NEW YORK NEW ORLEANS



SYSTEM TIMETABLE

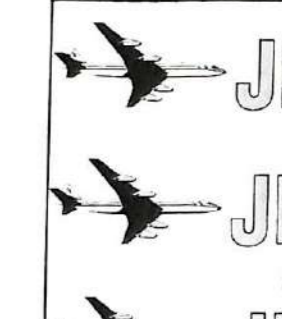
Effective December 1, 1960

# NATIONAL AIRLINE OF THE STARS

JET after JET after JET

THIS WINTER BETWEEN NEW YORK AND FLORIDA

SYSTEM TIMETABLE



Additional DC-8 inaugurals in 1960 included: 1) Tampa-New York, March 15th; and 2) Miami-Philadelphia, also March 15th. The above services were seasonal, being discontinued in Summer 1960, and again resumed that Fall (Timetables: Cearley Coll.)

Effective June 11, 1961

# NATIONAL

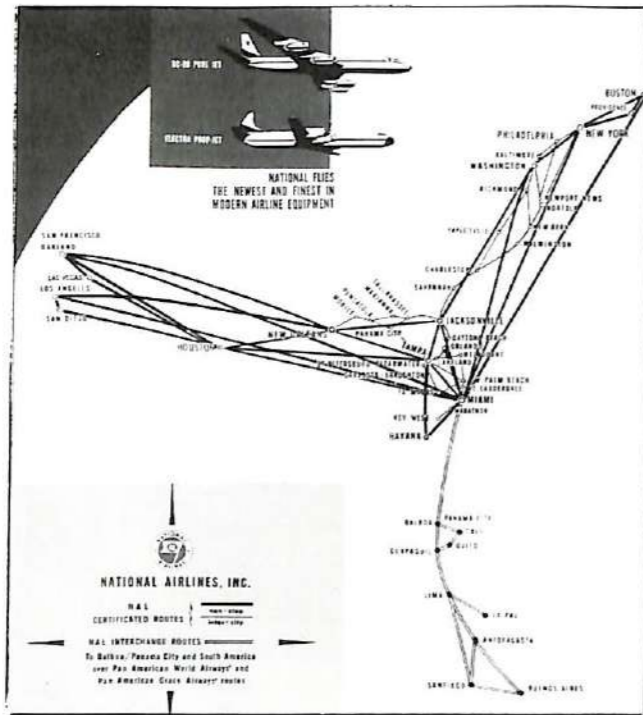
AIRLINE OF THE STARS

## NOW! JETS DIRECT BETWEEN FLORIDA & CALIFORNIA



FIRST WITH JETS IN THE U.S.A.

SYSTEM TIMETABLE



As a result of awards in the Southern Transcontinental Service Case by the CAB, National was granted new routes between Florida, New Orleans, Houston, Las Vegas, San Diego, Los Angeles, and San Francisco, with first flights over the new routes being inaugurated June 11, 1961. Other carriers granted new authority were American, Continental, Delta, and Eastern. (Timetable and routes, Cearley Coll.)

# NATIONAL

AIRLINE OF THE STARS

adds the new



to its Jet-Age Fleet increased speed and performance...superbly quiet

effective December 1, 1961

## SYSTEM TIMETABLE


FIRST WITH JETS IN THE U.S.A.

December 1961 timetable promoting new DC-8-51 fan jet service. (Cearley Coll.)

EFFECTIVE SEPTEMBER 7, 1964

# NATIONAL AIRLINES

## SYSTEM TIMETABLE



This symbol is your assurance of the sumptuous meals, ready smiles and honest effort we make to provide you with the finest in air transportation coast to coast to coast.

TABLE A											
FLIGHT NUMBERS											
5 7 53 53 29 603 81 601 607 605 609 83											
BOSTON (EST)											
NEW YORK (Kennedy)											
NEW YORK (Newark)											
PHILADELPHIA											
JACKSONVILLE											
TAMPA (Int'l) ST. PETERSBURG/CLEARWATER/LAKELAND											
WEST PALM BEACH											
MIAMI (EST)											

New York-Florida southbound timetable, effective December 15, 1964, showing new 727 service. (Cearley Coll.)

A new tone red and blue "N" logo was introduced in 1964 along with the slogan, "Coast to Coast to Coast". The new logo was named "Purposeful N".

BOSTON-NEW YORK-PHILADELPHIA-BALTIMORE-WASHINGTON-NORFOLK-CHARLESTON-FLORIDA

TABLE 1											
FLIGHT NUMBERS											
115 63 67 57 179 153 5 83 53 105											
BOSTON (EDT)											
NEW YORK (LaGuardia)											
NEW YORK (Kennedy)											
NEW YORK (Newark)											
PHILADELPHIA											
BALTIMORE											
WASHINGTON (National)											
NORFOLK											
NEWPORT NEWS											
JACKSONVILLE											
ORLANDO (McCoy Air Force Base)											
TAMPA (Int'l) ST. PETERSBURG/CLEARWATER/LAKELAND											
SARASOTA/BRADENTON											
FORT MYERS											
MIAMI (EDT)											

New York-Florida schedules, July 1, 1967, showing initial DC-8-61 service. (Cearley Coll.)

Effective August 1, 1961

# NATIONAL

AIRLINE OF THE STARS

5 Non-Stop jet flights daily New York-Miami



FASTEST DIRECT JET SERVICE CALIFORNIA MIAMI

FIRST WITH JETS IN THE U.S.A.

SYSTEM TIMETABLE

EFFECTIVE SEPTEMBER 24, 1961

# NATIONAL

AIRLINE OF THE STARS

YOU CAN NOW BOARD A NATIONAL JET IN...



NEW YORK  
LOS ANGELES  
SAN FRANCISCO  
MIAMI  
NEW ORLEANS  
HOUSTON  
TAMPA


SYSTEM TIMETABLE

SYSTEM TIMETABLE • EFFECTIVE SEPTEMBER 4, 1962

# NATIONAL

AIRLINE OF THE STARS

Fall Vacation Bargains by Jet to Florida & the Cool Caribbean




EFFECTIVE DECEMBER 15, 1962

# NATIONAL AIRLINES

## SYSTEM TIMETABLE

WHERE THE NATION GROWS... NATIONAL GOES



Center: Last timetable to carry "Airline of the Stars" slogan. Right: Timetable from Fall 1962 shows new updated star and new company slogan. (Cearley Coll.)

EFFECTIVE JULY 1, 1968

# National Airlines



NOW! ALL JET

System Timetable

With the delivery of Boeing 727-235's, the last prop jet "Electras" were retired from service and National at this point had an all jet fleet (Cearley Coll.)

## Jet nonstop between Atlanta and San Francisco on National? You bet-October 1!

National will jet Atlanta-San Francisco nonstop twice a day each way starting October 1.

Leave Atlanta 9:45 a.m. 8:15 p.m.  
 Arrive San Francisco 11:18 a.m. 9:48 p.m.

Leave San Francisco 12:05 a.m. 12:15 p.m.  
 Arrive Atlanta 7:15 a.m. 7:25 p.m.

As a result of awards in the Southern Tier Competitive Nonstop Investigation, the CAB granted National Airlines an Atlanta-San Francisco route. The eastern terminus of the route was Atlanta, and no route authority was granted between Atlanta and National's already existing destinations in Florida and on the east coast. Thus, there was no National Airlines traffic feeding the route to San Francisco from Atlanta.

In July 1969 the Civil Aeronautics Board granted National Airlines a new route between Miami and London, making National the third U.S. carrier to fly scheduled transatlantic passenger flights. The other two carriers were Pan American World Airways and Trans World Airlines, both with routes to Europe then from northeastern, midwest, and west coast markets.

EFFECTIVE JULY 15, 1970

# National Airlines



The new "convenient" way Nonstop to LONDON daily from Miami 6:30 pm

Avoid Congestion of Northern Airports

See schedules pages 7 & 8





# Our congratulations to the AI'95 Photo Contest Winners



PanAm Boeing 747-121, N747PA, Msn. 19639/2 "Clipper Juan T. Trippe" (Bill Hough)

**PRINTS:** Only color prints were received as entries this year. The winners are:

**1st place:** MICHAEL BOLDEN  
Arrow Air DC-8 at night, in the snow.

**2nd place:** BILL HOUGH  
Panam 747 "Clipper Juan Trippe" being welcomed by the watercannons of firefighters.

**3rd place:** STEVE PINNOW  
American Airlines 727 in the landing while another is waiting for takeoff clearance.

## SLIDES:

**1st place:** DICK ROHRER  
TWA L-1011 in the sunset.

**2nd place:** DOUGLAS BAUDER  
Air China 747-400 in the landing.

**3rd place:** MIKE COSTA  
American Airlines DC-10 in the landing.

## BEST SALON PHOTO:

(Only one winner):  
DOUGLAS BAUDER  
Twin Otter in the landing at St. Barts.

## SPIRIT OF FLIGHT:

(Only one winner): STEPHEN GRIFFIN  
Qantas 747-400.

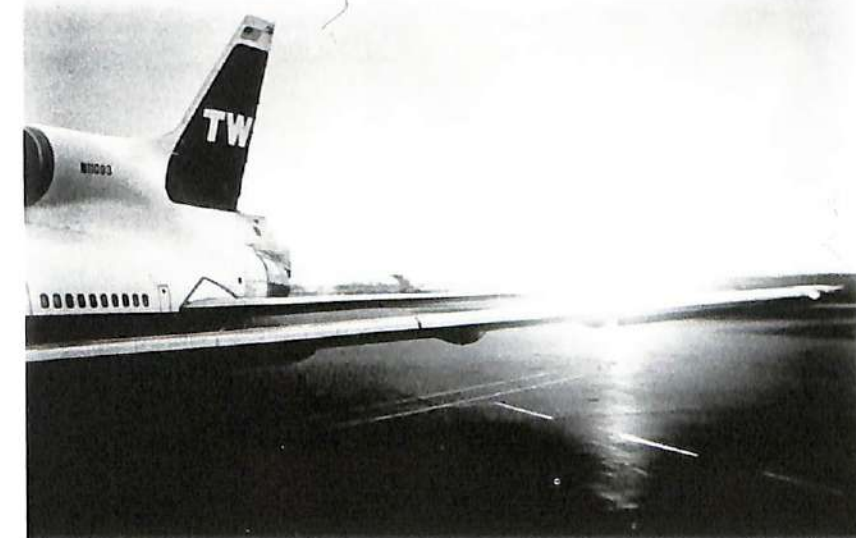
**MUCH TO MY REGRET**  
I must hold the results of the MODEL CONTEST and the photographs until the next issue due to a lack of space.

**ALSO IN THE NEXT ISSUE**  
the questions and answers of the TRIVIA CONTEST.

Joop Gerritsma



American Airlines Boeing 727-233, N880AA, Msn. 21519/1459 (on the runway) and 727-233, N713AA Msn. 22469/1769 (near touchdown) (Steve Pinnow)



Above: TWA L-1011 in the sunset (Dick Rohrer)

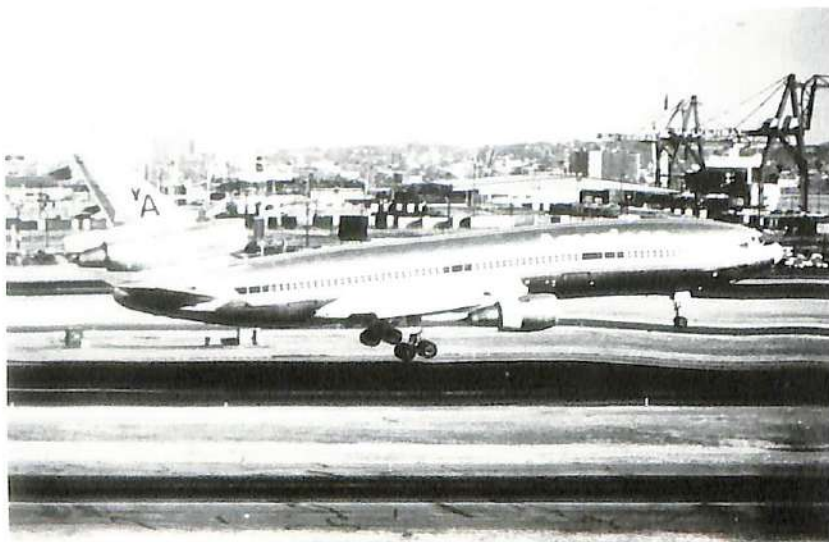
Left: Twin Otter landing at St. Barts (Douglas Bauder)



Above: Qantas 747-438 (Longreach), VH-OJB, Msn. 24373/746 "City of Sidney" in special Aboriginal colors (Stephen Griffin)



Above: Air China 747-4J6 landing at Hong Kong (Douglas Bauder)



Left: American Airlines DC-10 landing (Mike Costa)

*I am seeking answers  
from my readers:*

## Does this column meet your needs?

I thought I'd start this column with a question. Since I rarely hear from anyone regarding the column, I would like to ask: "Does the information meet your needs? Do you find the information of value for your collecting? Having attended several Airliners International conventions, I realize that airline china is not one of the "hot" items, but interest in it does seem to be growing.

If you have any requests or if you would like me to feature anything in particular, just drop me a line or call me. Your feedback **IS IMPORTANT** and I'd sure like to know how many of you out there do collect airline china.

Having said that, now it is on to the purpose of this column - the airline china.

#1. A Delta mug without a handle and red-and-blue decoration. Could this piece have been used as an advertising item or a pencil caddy? No manufacturer is shown on the bottom. If any of you Delta members have the answer, please drop me a line. A postcard would be fine, too.

#2. A pattern used by Nigeria Airways, decorated in dark green. This pattern has been made by Royal Doulton and Wedgwood.

#3. Rosenthal of Germany is the supplier of this Ethiopian china. It features a satin-gold line and lettering. The shape of the china is called "Airline" in the Rosenthal catalog, which lists the saucer as #34621 and the cup as #34627.

#4-5. Alaska Airlines is using this new china pattern these days. Imported by Wessco, it features a light-beige body color with a gold pinstripe along the top. The white design on the side is surrounded by another gold pinstripe. This new china pattern has replaced the "Gold Service" ware of a few years ago.

## AIRLINE DINNERWARE

by RICHARD W. LUCKIN



#1 - Delta Airlines



#4 - Alaska Airlines



#2 - Nigeria Airways



#3 - Ethiopian Airlines



#5 - Alaska Airlines



#6 - Vietnam Airlines

#6. Traveling a little further west from Alaska and a little further south, we find Vietnam Airlines. This cup is currently used in their business class service. The cup features a blue logo and lettering, plus a gold pinstripe on the top edge and handle. This off-white china is rather heavy and doesn't have a maker's name on the back.

#7. Another business class service china is this ware, used on Gulf Air. The cup and saucer show a geometric design, fashioned in pink, salmon and gray. The trim and logo are in gold. All pieces, with the exception of the egg cup, are backmarked with the airline's name. They are made by Noritake of Japan.



#8 - Gulf Air

#8. Gulf Air uses a different pattern for their first-class service. Decoration colors are blue, gray and pink, with the logo in gold.



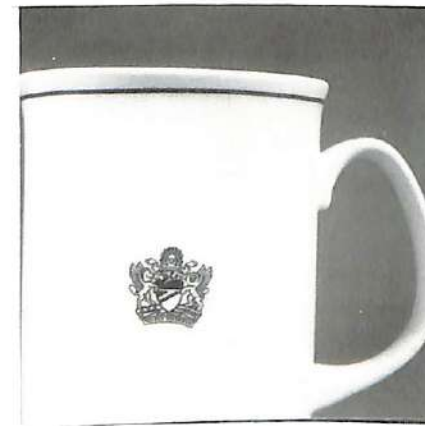
#9 - Air Niugini

#9-10. Not a full-sized cup and saucer, this little demi set was used on Air Niugini and has an all-gold design. As you can see from the backstamp, it was made by Noritake. The airline now has a different pattern, also made by Noritake.



#10 - Air Niugini

#11. Another older piece is this all-silver-decorated pattern made by Royal Doulton for British Airways. If you look closely at the logo, you can perhaps make out the words below the shield, which say "To Fly To Serve". I might add that British Airways is Royal Doulton's largest customer.



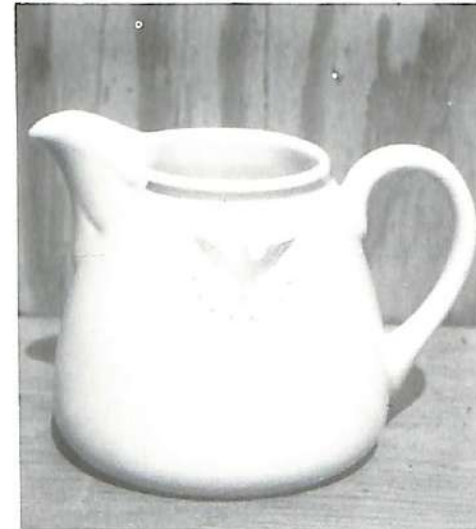
#14 - All Nippon Airlines

#12. While not of Royal Doulton quality and weight, this next cup and saucer set for Air Tanzania is still worthwhile to have in any collection. No mark appears on the back, except for "Aug 90", which could mean the date of manufacture. The logo is yellow while the lettering is in dark blue.



#11 - British Airways

#13. Changing gears, I thought I'd share this unusual creamer for Pan Am's President Service. It is another Noritake item.



#13 - Pan American

Closing out this column will be a few more salt and pepper shakers.

#14. The first one is used by All Nippon Airlines. The decoration is gold and the supplier is Noritake.



#7 - Gulf Air

#12 - Air Tanzania

Finally, a book that includes ALL Transportation China (available late 1995).

It's called **ButterPat World** and will show over 600 patterns of Air • Rail • Ship Ceramic Butter Pats.

Book will also contain:

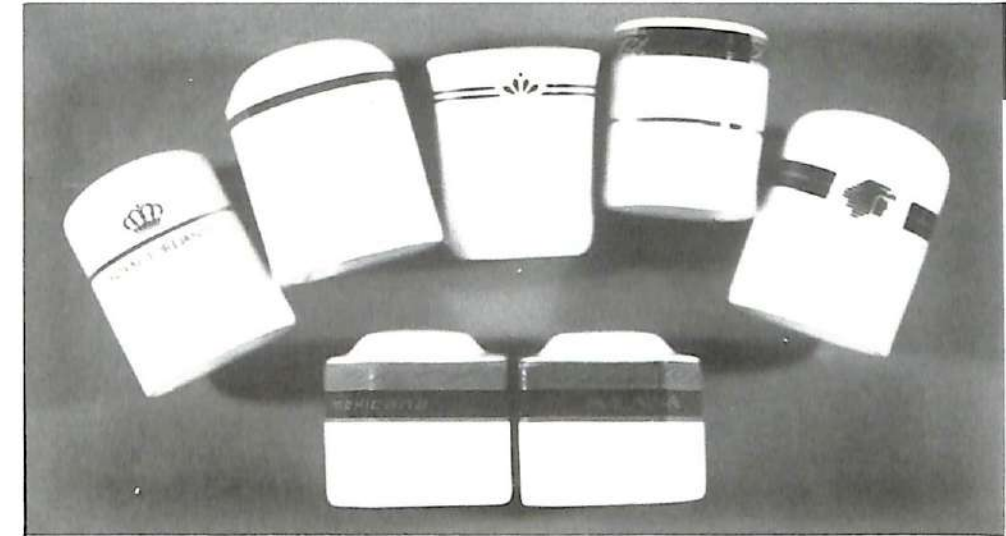
- Production process for butter pats
- Rarity scale
- Reproductions/Bogus pieces
- Manufacturers' samples
- Color section

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

If you have a butter pat you would like to include in **ButterPat World** please write to: RK Publishing • 621 Cascade Ct. • Golden, CO 80403 Phone/Fax (303) 278-0669

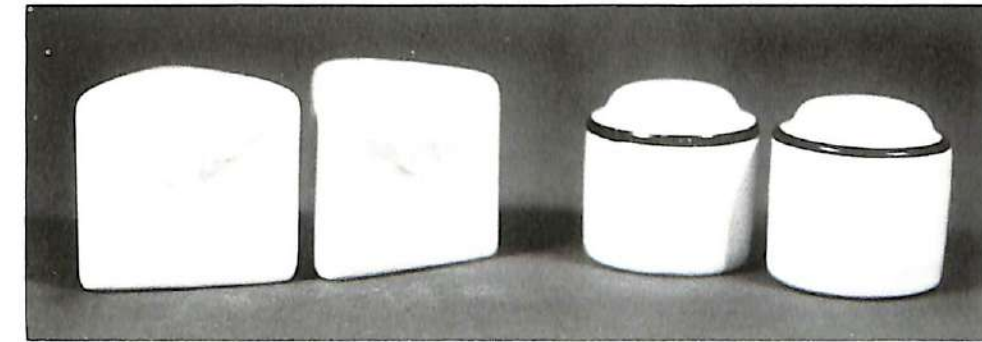
Quality Books for the Collector

#15. Seven shakers are featured in this photo. In the top row, from left, are Royal Jordanian made by Noritake. The second one is used by Mexicana, has a green pinstripe and was sold through Abco Trading. Number three, of South African Airways, has a dark-blue design and is also sold by Abco. Number four is Delta's current first class pattern, sold by Abco. Number five is Aero Mexico, made by Noritake.



The two shakers at the bottom are also made by Noritake. The one on the left is used by Mexicana and the one on the right by Avensa. Both have cobalt-blue decoration with gold trim and lettering. The names of the airlines are in gold in the cobalt.

#15 - (top row, l-r) Royal Jordanian, Mexicana, South African AW, Delta Airlines, Aero Mexico; (in foreground, l-r) Mexicana, Avensa.



#16 - Lauda Air (l) and Air Europe (r)

#16. This final picture shows two sets. The set on the left was made for Lauda-Air and has the airline's logo, a winged runner, in relief on one side. The set on the right was made some years ago for Air Europe. The latter has one dark-red pinstripe and is marked AE on the bottom. No maker is

indicated on this set.

In the near future I expect new Midwest Express and Tower Air china, as well as U.S. Africa's first exclusive design for china. You'll see it here when pictures are available.

Well, that is it for this time around. I may have another in-depth story on a major china importer on the west coast. Until next time.

HAPPY COLLECTING!

## AIRLINE HAPPY HOUR

by AL S. TASCA

Hello again! I have two new sticks to show you this time, and since one of those is from KLM, I am adding some other sticks from that airline to the column.

But before I am going into those, a special thanks to SEAN MATEJOWSKI of Crosby, TX, for his response to my first "Please Help!" in the Winter 1994/95 issue of the CAPTAIN'S LOG. He says the stick I tentatively identified as being from Excalibur Airways (Fig. C, see right) is indeed from this airline, which is based in the U.K. He believes this stick was used on

## A KLM collection

their Airbus A320-200 service. The logo on the aircraft is silver on an all-purple tail. The fuselage is white with purple titles.

Thanks again, Sean!

Fig. 1. This is the latest US Air stick, received from WAHS member JEFFREY WAGNER of Charlotte, North Carolina. It is identical to the stick shown as #10 in the

Vol. 20 #3 (Fall 1994) issue of the CAPTAIN'S LOG, except for the smaller, different-style letters, which he says is the airline's new logo. Incidentally, both styles have the maker's name "Spit-it usa" on the front just forward of the point. In the Fall column I said there is no name.

My thanks for the information and the sticks, Jeffrey.

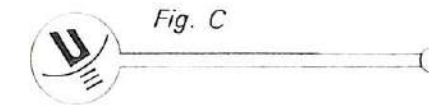


Fig. C

Fig. 1

Fig. 2. This masher was sent to me by DORIS LEMAR of Lima, Ohio. It is 6" (15.24 cm) long and the bottom has a 0.5" (1.27 cm), half-round piece of plastic that extends 0.5" (1.27 cm) away from the shank. It is of clear plastic with a raised logo and name in dark blue on one side only. The manufacturer's name, Spir-it usa, is on the reverse just forward of the masher. Doris said she was given this masher on a trip to Holland this past April.

While we are on KLM, we might as well show some other sticks and picks from this airline:

Fig. 3. This 6" (15.24 cm) long stick matches the masher of Fig. 2, but it has a bubble end with the same manufacturer's name in the same spot.

Fig. 4. This pick seems to match the previous two as it is also clear and one-sided, but the logo and name are not raised and are of a lighter blue. It also has the manufacturer's name Spi-it usa forward of the pointed end.

Another 6" (15.24 cm) one-sided stick (not shown) is similar to the one in Fig. 3, but it has a raised gold logo and name instead of the dark blue. The stick comes in transparent dark brown, but I also have one that is a bit lighter. Both have bubble ends and the same manufacturer's name forward of the bubble. I also have a 4" (10.16 cm) pick that matches the lighter brown stick, but the gold logo and name are not raised. Again, the same manufacturer, just forward of the point.

Fig. 5. This 5.5" (14 cm) one-sided stick is in Royal blue with the logo, name and text in hot-stamped gold. I also have an identical stick without the text on the shank. It is clear with gold flakes inside the plastic. The logo and name on this one is black and both sticks have round ends instead of the bubble ends. Same manufacturer, same place.

Fig. 6. Last of all is this 3 and 7/8 inch (9.85 cm) pick. This white pick is thicker than the other picks shown, with a somewhat triangular shank and it has a raised logo and name inside a raised ridge around the top in gold. The vertical ridges under the top are also raised, but they are the same color as the pick. I also have one in off-

white with what appears to be a silver logo, name and raised ridge, although it has faded and the color is difficult to tell.

And this concludes the information I have on KLM sticks and picks.

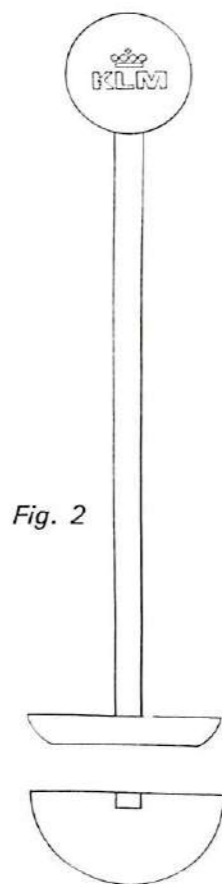


Fig. 2

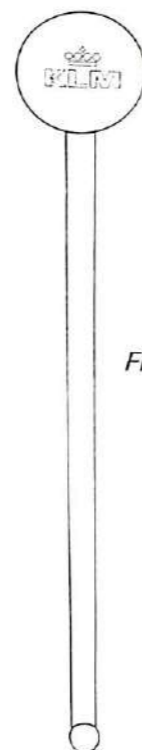


Fig. 3

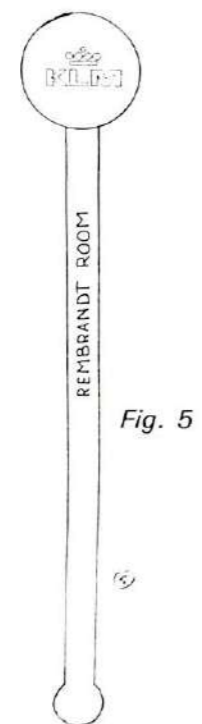


Fig. 5



Fig. 6



Fig. 4

**Please Help!**

Three of the four "Please Help" sticks shown in the Winter 1994/95 issue remain unidentified at the time of writing. (Fig. A, B and D). I am showing them again and ask you to see if you can identify them. Thank you!

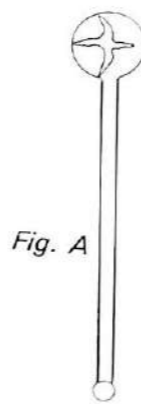


Fig. A

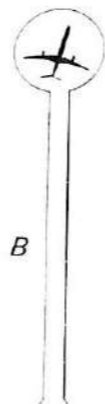


Fig. B



Fig. D

**WHAT IS IT?**

by KEN TAYLOR

**More charter wings from Canada**

There has been a shortage of your questions and answers to fill the space allotted. So I have included pictures of wings and badges found in other collections. It now seems this column is evolving into a "This is it!" column. But if you will send me more questions and answers, we will be able to return to the original concept of "What is it?" How about letting me know your thoughts on this.

Recently, at a local junk show, I came across a rather unique, aged, pin-back button, circular in shape, two and a half inches in diameter with black text on a white background. It reads:

U.S. NAVAL AIR STATION  
LAKEHURST, N.J.  
1937  
GROUND CREW  
PASS NO. 42  
TRANSATLANTIC AIRSHIP SERVICE  
C.R. ROSENDAHL  
COMMANDER U.S.N.  
COMMANDING

No, it was not for sale. It had been brought to the show for me to see and drool over. It didn't fit with wings anyway.

**More Canadian wings**

Continuing with my series on Canadian wings and cap badges, I'd like to show you a few badges from the many past and current charter airlines in Canada.

Fig. 1 shows the cap badge and jacket wing of **Holidair**, a small Calgary-based charter airline that operated five DC-8s from DEC 87 until it folded in AUG 88. The badges are gold-colored metal with a blue, plastic center and a gold maple leaf. Capt. Max Brunner supplied the wing and a cap with the badge attached.

Fig. 2 depicts the badge and wing of **Keer Air Transport (KAT)** of Edmonton, Alberta in the 1960s. The assets of Keer Air



#1. Holidair



#1. Holidair



#2. Keer Air Transport



#2. Keer Air Tr.



#3. Rimouski Airlines



#4. Quebecair



#4. Quebecair

were taken over by Air Commonwealth in NOV 69.

Fig. 3 is the all-enameled jacket wing from **Rimouski Airlines** in the Province of Quebec. Rimouski started up in 1946 under the name Le Syndicat d'Aviation de Rimouski. The name was changed to Rimouski Airlines in 1947. It was changed to Quebecair in JAN 1953 after Rimouski had amalgamated with Gulf Aviation.

Fig. 4 **Quebecair** used this cap badge and wing design from 1953 to 1964.

Fig. 5 **Matane Air Service** was born in 1946, again, in the Province of Quebec. This first suit patch was used from the beginning. I collected it in 1961.



#5. Matane Air Services

**Fig.6** Also from Quebec, this is the 1946 pattern for the cap badge and jacket wing of **Northern Wings Limited**.

**Fig. 7** **City Express** of Toronto, Ontario, used this badge and wing in the 1980s. They are all enamel, in yellow, white and blue. A later badge had orange enamel instead of the yellow.

**Fig. 8** Now to 1975 with an airline cap badge and wing of what never was an airline! **Skywest** was formed that year by the federal and provincial governments to operate services to several sparsely-populated settlements on the Canadian Prairies. It died the same year without flying a single revenue-mile when promised federal funds were withheld.

**Fig. 9** shows the cap badge and wing of **Northward Aviation**, a charter airline from Edmonton, Alberta, from its start-up in 1967 until operations ceased in 1981.

**Fig. 10** **Iford Riverton Airways** of northern Manitoba used this pattern for its jacket wing in the 1970s. Iford Riverton changed its name to Air Manitoba in 1987.

**Fig. 11** Winnipeg, Manitoba, was home to a small charter airline known as **Lamb Air** in the 1970s. The company used gold-color metal wings with a red enamel center and a large, white letter **L**.

**Fig. 12** **Perimeter Airlines** is a small charter airline and flight school based at Winnipeg. This wing was collected while still in use with the company in 1989.

**Fig. 13** Fort Smith in Canada's Northwest Territories (NWT) is the home of **Buffalo Airways**. This wing was in use in the 1980s.

**Fig. 14** Calgary-based **Jetair** used these wings in the 1970s. The company ceased operations in 1977.

#### QUESTIONS AND ANSWERS

First, I have an answer for you.

**#116.** JOHN CORPENNING, ERIC OLSON and GORDON CRAGG all write this wing is from **Purdue Airlines**, which was closed down in 1972.



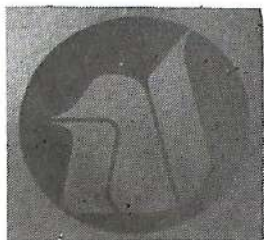
#6. Northern Wings



#7. City Express



#7. City Express



#8. Skywest



#8. Skywest



#9. Northward Av'n



#9. Northward Aviation



#10. Iford Riverton Airways



#11. Lambair



#12. Perimeter Airlines



#13. Buffalo AW



#14. Jetair

Gordon wrote that his friend Capt. Graham Pesce flew for Purdue Airlines as a captain on the DC-6 and DC-9. Capt. Pesce also flew the Hugh Hefner "Bunny Jet" during his career.

(From the Editor: The name Purdue Airlines was adopted in 1967 as the new name for the Purdue Aeronautics Corporation, an affiliate of Purdue University. Incorporated in 1942, PAC's prime function was the operation of aircraft for the professional pilot training program of the university's Aviation Technology Department.

In the late 1960s it operated two DC-6A/B specially modified as "flying teachers" to give lessons to some 2,200 schools by means of airborne television. They were internally equipped as flying TV studios.

Four DC-3 and a DC-6 were operated on passenger and cargo services under a supplemental air carrier certificate awarded in 1967.

When the airline was closed down in 1972, its fleet included three DC-9-30 and two DC-3.

Following are several new questions that I hope you will be able to answer.

**#131.** CLARK SKILLMAN would like to know from which country these badges are, and from what time.

**#132** comes from DEREK HUGHEY. It is a cap badge, but from where and when?

**#133 - 134.** JOHN PIERCE would like to know the identification for these badges. If indeed they are badges. Who, where and when?

**#99.** This is a correction. I, Editor Joop Gerritsma, made a mistake when typing out the identification for this wing for the Winter 1994/1995 CAPTAIN'S LOG (p.35). I called it Aero Costa Rica, but its real identity is Aero Costa of Columbia, as BILL SOHMER had pointed out when he sent in the ID in the first place. My apologies.



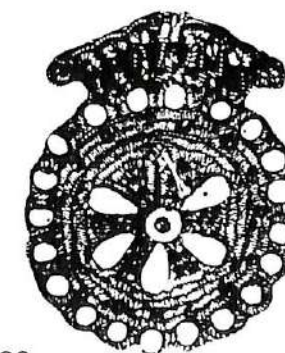
#116



#131



#132



#133



#134



#99. Aero Costa

## JUNIOR CREW INSIGNIA

by STAN BAUMWALD

# The "Hawaiian-wing-mystery" deepens

Remember the Hawaiian wing that isn't a Hawaiian wing? I showed it in the Winter 1994/95 issue (p.32, wing #3). DAVE CHERKIS wrote to say "I saw a boy at LAX wearing one. His father told me the flight attendant gave it to him while on the flight. I began calling and sending letters and eventually, someone told me they had been made for Hawaiian but after distribution, the airline realized it wasn't what they were looking for and pulled as many as possible. I managed to get hold of some."

BILL GAWCHIK told me these wings were available from the in-flight magazine and could be ordered from Hawaiian Air.

Putting this together with information from my source, who says these wings were never issued to children, I, rather than belabor the point, put this into the unsolved mysteries category. What really matters is that, as far as I am concerned, it is a kiddie wing and it will be entered in my book as such. Whether it was a gift shop item, a reject or came from the company store only confuses the issue.

At the Dallas show a few months ago, I purchased an Air New Zealand junior wing from Bill Gawchik (#1). Since then I have learned this wing comes in a kit given to small children when they get on board the aircraft. Aside from the wing, the kit includes a certificate, a magic slate board, a mission pack with games and coloring material, and a 747-300 pop-out and assembly model. Very nice and it should keep the little ones busy for hours. My experience is that when a wing is distributed in a kit, it will become fairly rare since it is given out one at a time rather than when they come in packages of 10.

When I was in Germany this past April on a little R&R, I naturally visited with my friend HECTOR CABEZAS. In fact, we spent the night at his place. Hector was kind enough to show me the new set-up of his museum on the Rhein/Main side of FRA. When he gets settled, it really will become

a stop-off point for every collector of airline memorabilia. In fact, we can include collectors of military memorabilia as well because Hector also has a quite extensive display on the Berlin Airlift. A must for all visitors to Frankfurt. And when you get a chance to see Hector's collection of wings and insignia, you will understand why I consider him to have one of the largest and finest in the world.

All of this leads me to a junior wing Hector gave me. It is probably the first issue of Thai Airways International (#2). I say this because what I believed was the first issue, is made of pot metal, but this wing is of heavy metal.

I don't want to forget those who are motoring in the Munich area. Drop in and visit the museum of ALOIS FRANKFURTER. Alois, who lives out in the country, has devoted the entire space in one of his barns to his collection of airline memorabilia. Everything from models to uniforms to wings and more. His museum is officially recognized by the State of Bavaria. A place well worth the stop, but write Alois in advance because he travels quite a bit and is gone many weekdays.

My good friend PEDRO MUNIZ was scrounging around the Miami airport as he usually does, and he came up with a new issue by Cayman Airways (#3). It is a Stoffel S-4 style, gold with very dark-blue lettering.

I also acquired three new wings of the puffy kind made in China (the wave of the future?). They are Air Aruba (#4) which is gold with blue lettering; Air Pacific (#5) of Fiji, in white and blue, and Air Club International (#6), a charter airline from Montreal. The colors are blue and green on white. The airline has been in business for about a year and flies charters from Montreal and Toronto with two Airbus A310 and one 747.

That's it for now! Until the next time and happy hunting!

ILLUSTRATIONS  
© 1995  
by HERMAN VAN DYK



#1. Air New Zealand



#2. Thai Airways International



#3. Cayman Airways



#4. Air Aruba



#5. Air Pacific



#6. Air Club International



by George Hamlin  
Photography by Mel Lawrence

### SKYLINERS 3 A Journey to Asia George W. Hamlin, Photography by Mel Lawrence

**Publisher:** Airways International, Ltd.,  
P.O. Box 1109, Sandpoint, Idaho, USA.  
**ISBN number:** 0 9525355 0 5  
**Hardcover,** 120 pages; 115 color photos.  
**Year of publication:** 1995.

In this third volume in the Skyliners series of photobooks, author George Hamlin and photographer Mel Lawrence take us on a colorful journey of the Orient.

The full-page photographs illustrate what many (including this reviewer) would call "the good old days" at Hong Kong, Haneda (the former Tokyo International), Don Muang, Manila and other airports in the region, with the glorious propliners and early jets of the fifties, sixties and seventies. How about a Thai Airways DC-3? Or a Union of Burma Airways Viscount, Intercontinental DC-4, Japan Airlines CV-880, Japan Air Service DH Dove, Fuji Airlines CV-240, Cathay Pacific L-188, Pan American C-54A, DC-7C and Stratocruiser (the latter in PAA and in meatball colors), Korean Air Constellation ... ? I could go on an on listing these beautiful aircraft and airlines. But it is much more fun to look for yourself and indulge yourself in a journey of unabashed nostalgia. You don't even need a passport or airline ticket. And the good part is, after your first journey through the pages of this book, you can go back over and over again, without additional costs. No collector, modeler or other airline buff should pass up this book.

If there is one (small) criticism I may offer, it is the lack of an index.

(Review by Joop Gerritsma)

## BOOKCASE

### COMMUTER AIRLINES of the United States R.E.G. Davies & I.E. Quastler

**Publisher:** Smithsonian Institution Press,  
470 L'Enfant Plaza, Suite 7100, Washing-  
ton, D.C. 20560, USA.

**ISBN number:** 1-56098-404-X  
**Hardcover,** 480 pages; 39 aircraft photos,  
23 photos of commuter airline builders, 18  
maps, 4 other illustrations, many tables.  
**Year of publication:** 1995.

This book, simply put, tells you every-  
thing you always wanted to know about the  
commuter airline industry in the U.S., but  
did not know where to find.

The authors explain how and why the  
commuter airlines as we know them today,  
came into being, from their small begin-  
ning as fixed-base and air taxi operators to  
fully-recognized "mini-airlines." Mind you,  
some are not so "mini" at all.

They examine the growth of several  
commuter carriers, and the effects of gov-



ernment regulations and of the Derelution  
Act of 1978 on the industry. The battle by  
the growing commuters for code-sharing  
with the "big" airlines, before most com-  
muters were absorbed in some way or an-  
other by the larger airlines, is explained.

In a series of 22 profiles, the authors  
look at the personal careers of commuter  
pioneers. They include well-known names  
such as Gary Adamson (Air Midwest),  
the legendary Capt. Charles Blair (Antilles  
Air Boats) and "Pappy" Chalk (Chalk's Fly-  
ing Service), Joe Fugere (Pilgrim Airlines),  
Dick Henson (Henson Airlines) and oth-  
ers, but also many whose names have es-  
caped public attention, but who are indus-  
try "greats" nevertheless.

Of particular value are the route maps,  
most drawn by "REGD" himself. However,

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it is with a few of the maps from other  
sources that I am having some trouble.  
Could the ones on pages 46, 47, 77 and 99  
(but especially 46 and 99) not each have  
been printed vertically on a full page, rather  
than horizontally on less than half a page?  
Each shows the entire contiguous United  
States, but as it is, they are so small, they  
are virtually useless.

For the purposes of this book, the U.S.  
is divided in 13 geographic areas and their  
operators are extensively highlighted in the  
tables. Additionally, a 26-page(!) index  
makes finding your way around easy.

A "must-have" book for the serious air-  
line historian. (Review by Joop Gerritsma)

### DOUGLAS PROPLINERS DC-1 - DC-7 Athur Percy

**Publisher:** Airline Publishing Ltd., 101  
Longden Road, Shrewsbury SY3 9EB,  
England.

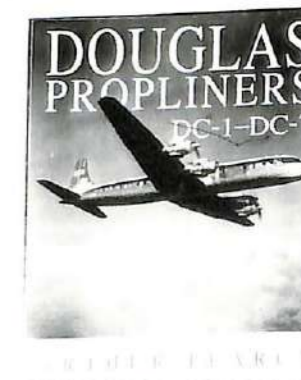
**ISBN number:** 1 85310 261 X.  
**Hardcover,** 160 pages; 194 B&W photos;  
36 color photos.

**Year of publication:** 1995

Arthur Percy, it would appear, has  
made writing about the DC-3 his third ca-  
reer after his retirement from the USAF  
(Europe) and the (British) Ministry of Sup-  
ply. He has his name to several books and a  
large number of magazine articles on this  
aircraft alone.

In this latest book he broadens his ho-  
rizon and presents a well-written and de-  
tailed history of the development of the  
"Magnificent Seven," as he calls them - the  
Douglas propliners.

Not surprisingly half of this book is  
taken up by the chapters on the the DC-1  
(8 pages), DC-2 (21 pages), DC-3 (35  
pages), Super DC-3 (8 pages) and DC-3  
propjets (8 pages).



The DC-4, DC-6 series and DC-7 series are all described in detail, as are the Canadair DC-4M and Carvair offshoots of the DC-4 and there is an 8-page chapter (with 12 B&W and 2 color photos) on the DC-5.

The author goes into great detail about the operational histories of the Douglas propliners and the DC-2 and DC-3 chapters bristle with details clearly setting out the different military and civil versions, aircraft drafted into the U.S. military and the air forces of other countries at the outbreak of WW2, DC-2s sold and assembled in Europe by Fokker and more.

On the minus side are a number of regrettable typographical and other errors. There are several misspellings of names of individual aircraft. On p. 128 the headings of the table don't match up with their columns. DC-5 PH-AXB of KLM is named "Bergeend" by the author, while two photographs in the book clearly show the name is "Boschduif". Northwest Airlines did NOT operate the DC-2 and neither did Western (p.37).

Still, this is a good and detailed history of the Douglas propliners, which ruled the world of civil and military air transport for nearly half a century. If you have been looking for just such a book, you need look no further. (Review by Joop Gerritsma)

### The Flight Attendant CAREER GUIDE

Tim Kirkwood

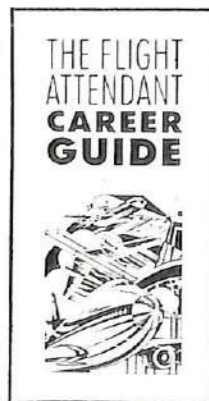
**Publisher:** TKE Publishing, P.O. Box 6455, Delray Beach, FL 33484-6455, USA.

**ISBN number:** 0-9637301-4-2

**Library of Congress card no.** 93-85322  
**Softcover,** 86 pages.

**Year of publication:** 1993, with annual updates.

The author is a flight attendant with a major U.S. airline. He wrote this guide to help those who want to enter the profession and are looking for information before sending in their application. He talks about the qualifications required, such as educational background, social skills, physical condition,



grooming, previous work experience and personal attitude.

Also explained are the job interview, types of airlines that employ FEs, the training and work of FEs, seniority and flight scheduling, career benefits and so on are all explained.

(Review by Joop Gerritsma)



### THE SPIRIT OF DAN-AIR Graham M. Simmons

**Publisher:** GMS Enterprises, 67 Pyhill, Bretton, Peterborough, England.

**ISBN number:** 1 870384 20 2

**Hardcover,** 256 pages; 212 B&W photos; 33 color photos.

**Year of publication:** 1993

This book came to my attention only recently. It tells the history of the British independent airline Dan-Air Services (a.k.a. Dan-Air London) from its beginning as a small air transport brokerage house to Britain's largest independent airline with charter and scheduled services throughout Europe and the Middle East, but also across the Atlantic and to other parts of the world.

The final two chapters present a full fleet list illustrated with color photographs, and a list of key dates in the airline's history.

Recommended for anyone who is interested in how smaller airlines operate, and for those interested in the deHavilland Comet jetliner, of which Dan-Air owned the largest number in the world: 51, including several bought for spare parts only.

(Review by Joop Gerritsma)

### The ONE-ELEVEN Story Richard J. Church

**Publisher:** Air-Britain (Historians), (Sales Dept.) 5 Bradley Road, Upper Norwood, London SE19 3NT, England.

**ISBN number:** 0 85130 221 1

**Hardcover,** 212 pages; 33 B&W photos; 64 color photos; 37 full pages of diagrams, tables and route networks.

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**Year of publication:** 1994.

This large-format book sets new standards for the already excellent Air-Britain publications. It details the technical development and operational history of this, the first British jetliner that also saw widespread service in the U.S.A. and was phased out by its last major operator, USAir not very long ago.

To this reviewer's delight, "The One-Eleven Story" is heavy on operational data, and includes 72 pages with capsule histories of 1-11 operators and the services on which they used their aircraft, complete with individual fleet lists. Also included are 28 pages of route maps. Another 48 pages give the individual aircraft histories in great detail, but this section will soon be out of date as aircraft continue to change hands in the last years of their lives. The final nine pages contain a detailed registration cross-reference index and a list of the abbreviations used in the text.

A fine book for those interested in aircraft type histories.

(Review by Joop Gerritsma)

### JP AIRLINE-FLEETS International, 1995/96 ed. Ulrich Klee and others

**Publisher:** Bucher & Co., Kanalstr. 17, CH-8152 Glattbrugg, Switzerland.

**ISBN number:** 3 85758 129 8

**Softcover,** 668 pages; 72 color photos.

**Year of publication:** 1995

This 29th edition of the annual "JP" presents the fleets lists of more than 5,400 operators around the world. Included are commercial airlines, specialty-, non-commercial government-, relief operators and leasing companies. The information is correct through MAR 95. An indispensable handbook for just about anybody who is interested in any aspect of the airline industry, either as a hobby or professionally.

(Review by Joop Gerritsma)



**NORTHWEST Orient AIRLINES L. R. LOCKHEED ELECTRA/JET**

ABOVE: Airline issued post card of Lockheed Electra. This card is part of set issued by Northwest a number of years ago.

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

by

Paul F. Collins

Airliners International '95 is now history, and it's time to thank Al Merkle and his committee for a great time at the Camelback Resort. There was plenty of airline memorabilia for everyone, and I am sure that no one left Phoenix without something new/old for their collection. Society headquarters would like to hear from any group that would be interested in hosting a future AI convention.

By now most of you know that AI '96 will be held in Bloomington, MN and be hosted by myself and my wife Pat. We hosted the first convention at the Americana at CVG in 1977 and we are looking forward to hosting the 20th anniversary show. Information on the convention will be mailed out with the next issue of the LOG. Start making your plans now! We would like to see as many of you as possible in Bloomington next July!

Over the years we have held Society business meetings at the annual convention. Our meeting usually followed the convention business meeting. Each year less and less members have attended the meetings, for one reason or another. Unless something of great importance needs to be brought before the members, we will no longer have a Society business meeting at the AI convention. If you have a problem with how the Society is being operated, please write or call me, and I will be happy to help clear up any misunderstandings. Any comments on this decision are welcome.

At this time, I would like to thank those Society members in the Bloomington area that have volunteered their time to help run the convention. There have also been a number of others, outside the Bloomington area who have also volunteered their time and talents to help assure that AI '96 will be a success. The names of all these volunteers will be listed in the convention program. Speaking of the program, we will be selling advertising space in this booklet, so it will certainly be an item worth saving. We are also planning on publishing a lot of AI convention history in this program, so it will be something you can put among your collectibles. If you are interested

in placing an advertisement in the program, please contact Society HQ, and we will be happy to quote advertising rates.

As mentioned earlier, we will be sending out convention material with the next issue of the LOG. A couple of things will be a little different than they have been over the last several years. One such item is the rules and entry forms for contests. There will be a box to check off on the registration form to indicate that you would be interested in participating in the slide/photo contest or the model contest. This material will be sent only to those requesting it. Other changes will be made to alleviate additional mailings.

We are still looking for vintage type aircraft to give rides at AI '96. We have contacted several operators, but we would still be interested in hearing from others who operate prop-type aircraft. If you know of someone who has an aircraft of this type, please advise Society HQ and we will contact them. We would like to have at least four different type aircraft for you to choose among. Any assistance you can give in this matter will be greatly appreciated.

I am happy to report that renewals have picked up quite a bit since the last issue went out. I am also happy to report that we have signed up a number of new members as well. We received some national exposure when the TODAY Show presented about a 12 minute interview with those attending and selling items at the convention. At the convention we also received some air time on local radio and television and the local newspapers.

Those joining the Society at this time are receiving a free post card. The cards have been donated to the Society by our European representative, Fred Hems and Mary Jayne's Railroad Specialties, Inc., operated by Mary Jayne Rowe. New members are also receiving a "Welcome Aboard" message from the Society.

The sale of roster booklets continues to climb. We now have almost 400 booklets sold. If you are interested in a roster, the cost is \$5.00. This \$5.00 gets the book, which is good for two years, plus all updates that are published during the two years.

If you have any problems with the Society or the LOG, please feel free to write or call Society headquarters. Until the next issue, happy collecting!

*Paul*





CONCERNS  
 TO PRIVACY  
 DELETED DUE  
 CONTENT

### 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 you're 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.

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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

(A)



Northwest Orient Airlines Imperial Service DC-7C



Northwest Orient Airlines Stratocruiser—Guest ... Pastest

SHOWTIME!

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

November 11, 1995, Houston, TX Holiday Inn  
Duane Young, PO Box 101, Covington, LA 70434  
504-892-3297

November 18, 1995, Toronto, ON Royal Canadian Legion  
Steve Emmins, 3263 Derry Rd., E. Malton, ON  
905-542-7885

March 16, 1996, San Diego, CA Clarion Bay View  
Tony Trapp, 6017 Pineridge Rd #150, Naples, FL  
33999 813-352-0216

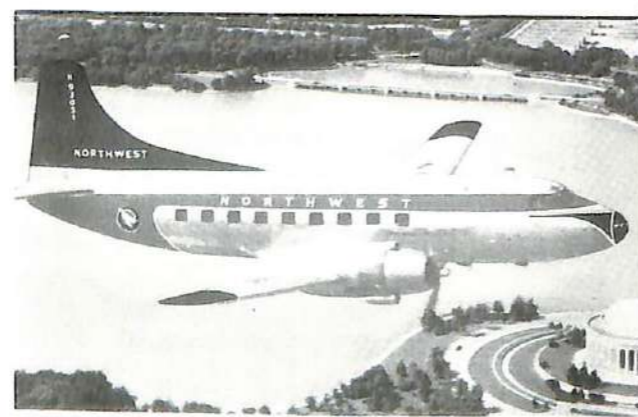
July 16-21, 1996, Bloomington, MN Radisson South  
Airliners Int'l 96 Paul and Pat Collins, 13739  
Picarsa Dr., Jacksonville, FL 32225 904-221-1446

Additional shows are scheduled at the following times in the cities shown. As we receive additional information on these events, we will list complete information as to whom to contact and where.

- Jan 20, 1996 Atlanta, GA
- Feb 10, 1996 Irvine/Orange Co, Calif.
- Mar 30, 1996 Dallas/Arlington Convention Cntr
- Apr 13, 1996 San Francisco, CA
- May 4, 1996 Seattle, WA
- May 4, 1996 Washington, DC
- May 5, 1996 Baltimore #
- May 11, 1996 Kansas City
- Jun 8, 1996 Denver
- Jun 9, 1996 St Charles, IL #
- Jun 22, 1996 Tacoma, WA
- Sep 7, 1996 Newark, NJ
- Sep 28, 1996 Dallas, TX
- Oct 5, 1996 Seattle, WA
- Nov 3, 1996 Gaithersburg, MD #

# = Transportation Show

Northwest issued post cards. (A) NOA Imperial Service DC-7C (B) NOA Stratocruiser and (C) NA Martin Luxury Liner



Northwest Orient Airlines Martin Luxury Liner

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**AI '96**



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20TH ANNIVERSARY**

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**JULY 17-20, 1996**

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- \* Participate in model and photographic contests.
- \* Watch continuous slide and video shows.
- \* Ride on vintage aircraft and see static airliner display.



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AIRLINES**

OFFICIAL CARRIER OF AI '96

For more information on hotel, vendor area, and tours, contact:

**Airliners International '96**

**13739 Picarsa Drive, Jacksonville, FL 32225**

**Tel. No. 904-221-1446**

- \* Vendor area open to the public Friday and Saturday, July 19-20.
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**NORTHWEST**  
*Orient AIRLINES*

Ad's are \$23.00 +\$2.00 shipping in USA.

**Flyboy Designs**  
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other original items available, write to us!

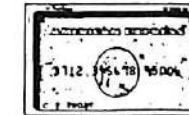
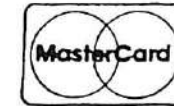


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### Cockpit Data Plates Original Aviation Collector cards on METAL



FRONT

### DC-3 COLLECTOR SERIES

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

SPECIFICATIONS			
AIRCRAFT	DOUGLAS DC-3	FIRST DC-3 FLIGHT	17 DEC. 1935
N #	21798	C/N #	2202
LENGTH	54' 5 1/2" (16.65m)	HEIGHT	16' 11" (5.16m)
SPAN	94' 7" (28.81m)	MAX. T/O WEIGHT	25,000 LB / 11,340 KG
ORIGINAL POWER PLANTS	2 P&H R 1830 TWIN WASP 14 CYL 1200 HP EA.	CRUISING SPEED	180 MPH / 300 KM/H
THIS A/C MFD.	13 MAR 1940	ORIGINAL CONFIGURATION	DC-3
OPERATOR	AMERICAN AIRLINES	PHOTO	AMERICAN AIRLINES
BLACK HAWK PUBLISHING CO. 1-800-451-4529			

ACTUAL SIZE

BACK

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

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