



The Quarterly for Airline Memorabilia Collectors around the World

Vol. 21 - No.3 - Fall 1995

CAPTAIN'S LOG

INSIDE:

**GOLDEN PACIFIC AIRLINES
STRATOCRUISER POSTCARDS
AI'95 MODEL WINNERS
and much more!**



THE DC-3 IS 60! Delta Air Lines was one of hundreds of airlines around the world that rebuilt their operations after WW2 with the DC-3. N15748, Msn 6337 is in post-war Delta colors. Built as a DC-3-455 for Eastern A.L. as

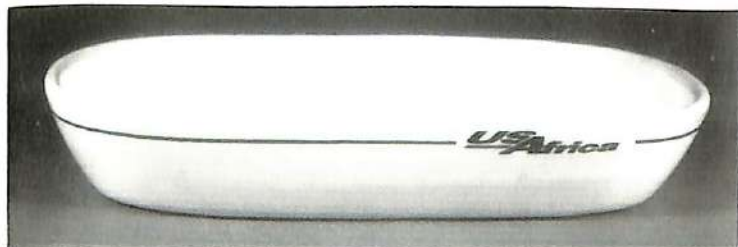
NC30035, she was taken over by the USAAF before completion as a C-47K, 43-2013, in 1943. To Delta in JUN 45. This aircraft is now at the Museum of Flight, Seattle, WA in Alaska Airlines colors as "N91008".

(Delta photo, Joop Gerritsma Collection)

Right: American West Airlines 757 on finals at SAN (San Diego, CA). The aircraft is in the "Teamwork" colors, celebrating the airline's emergence from Ch.11 protection. Scheme was designed by an employee's young daughter.

(Photo by Richard Bell)

Below: Ramekin designed by ABCO for US Africa but never ordered. Dinnerware editor Richard Luckin says collecting airline china as a hobby is slowly growing.





World Airline
Historical Society

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



Northeast Airlines operated extensive wartime scheduled resupply services under contract to the USAAF to Gander, Goose Bay, Greenland, Iceland and on to Prestwick in Scotland, as well as to destinations in Arctic Canada as far north as Arctic Bay on the northern

tip of Frobisher Island and to Fort Ross on Somerset Island, both above the 40th parallel. Douglas C-53, Msn 4861, serial 41-20091, in military green colors, was one of six Dakotas acquired from the military for this purpose. Northeast photo, Joop Gerritsma Collection.

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THE DC-3 IS 60!

Sunday, 17 DEC 35 dawned as a mild, sunny and quiet day in Southern California. Yet, before the day was over, one of the mostly-important events in the history of aviation had taken place at Clover Field, just west of Los Angeles.

At 1500 hours that day, a new twin-engine transport aircraft made its first flight with test pilot Carl Cover at the controls. It was an aircraft that would change the face of civil and military air transport forever. The manufacturer, Donald Wills Douglas, called it the DC-3 (or DST in its first version) and when production ceased 19 years later, in 1954 in Tashkent, Soviet Union, a total of 17,570 had been built*.

Yet, would probably never have been built had it not been for the persistence of Cyrus R. Smith, president of American Airlines.

In the summer of 1934 Douglas was building the DC-2 and was barely able to keep up with the orders that came in from all over the world. Yet Smith, who was already operating the DC-2, wanted an aircraft with a wider fuselage so he could put 14 berths in it for his airline's long southern transcontinental route between New York and Los Angeles. The airline's chief engineer, William Littlewood and his assistant, Otto Kirchner, proposed Douglas widen the fuselage. But Donald Douglas was not enthusiastic about the idea of building what was virtually a new aircraft. Smith, however, did not take "no" for an answer. They had many telephone discussions, Smith in Chicago and Douglas in Santa Monica. Finally, many telephone discussion with Douglas later, he committed American to 10 of the new aircraft, including four DST sleepers and six DC-3 day aircraft for 21 passengers. The order was soon doubled to eight sleepers and 12 DC-3s. The rest is history.

During the years, the DC-3 has been used as a commercial airliner packed with up to 32 seats and as a luxurious VIP transport for kings and millionaires, dictators and entertainers, with seating for perhaps a dozen people. It has carried beef in South America and haute couture fashions in France and Italy, has served as aerial gunships to combat guerillas and as borate bombers to fight forest fires, it has sewn seeds and fertilizer to increase food production in some countries and dropped defoliants and other poisons to destroy crops of narcotics in others.

Dakotas have served as flying test beds for propjet and pure jet engines and for airways testing and calibration. They ran guns for insurgents, ran the *Luftwaffe* blockade of the Gulf of Biscay during World War 2 to maintain a link between Britain and Lisbon in neutral Portugal and they broke the Japanese blockade of the Burma Road to supply China by flying over "The Hump".

Dakotas have not only been used, they have also been abused, but pulled through regardless. In many areas they operated regularly from strips as short as 1,000 feet, or strips with a surface consisting mainly of mud. They have been landed safely on concrete runways at large word cities and on iceflows in the polar regions, and have taken off in raging blizzards as well as in sandstorms. During World War 2, Royal Air Force Dakotas regularly operated well above their civilian certificated all-up weight of 15,200 lbs, to weights well over 30,000 lbs. We are all familiar with the

famous "DC-2 1/2 incident in China during World War 2. One Dakota has reached an astonishing total of more than 90,000 flying hours, equivalent to being in the air more than 10 years and 3 months without interruption

The DC-3 has survived an attempt by the FAA in the U.S. shortly after WW2 to permanently ground it because it did not comply with airworthiness standards of the day. There was so much opposition, the FAA hastily beat a retreat. I remember reading about 15 years ago that the DC-3's extinction was imminent because reliable, reconditioned Pratt & Whitney R-1830 Twin Wasp engines and spare parts were becoming more and more difficult and expensive to obtain. The diminished availability of 100-octane fuel was another reason for predicting a quick demise of the DC-3. Indeed, there have been several attempts to re-engine DC-3s with newer piston and even propjet engines. But the DC-3 has shrugged off all efforts to improve it.

Why?

In his new book, *Douglas Propliners DC-1 - DC-7* (See book reviews, CAPTAIN'S LOG, Summer 1995), author Arthur Pearcy quotes Arthur E. Raymond, designer of the DC-3, as saying in 1985,

"It survived for more than fifty years because it was the best."

*803 civil and 10,123 military by Douglas; 6,157 in the Soviet Union; 487 in Japan.

READERS RESPOND TO QUESTIONS ABOUT GOLDEN PACIFIC

It gives me great pleasure to publish in this issue four letters from readers about Golden Pacific Airlines. Perhaps you remember that two issues ago I questioned whether GPA had ever operated the Beech 99, if indeed the airline had ever existed, because I had not been able to find any evidence of a Beech 99 registered N100GP, as shown in a postcard in the Allan Van Wickler collection.

Allan received four letters, all containing solid proof that GPA did indeed exist and operated from SFO with six (at least) '99s. The letters came from Gary Jackson, William T. Larkins (with a photo of N551GP), Michael Rairden and Michael Murphy (with Xerox copies of a time table). I thank all four for their interest and for sending the information along to Allan. It shows that together we can increase the knowledge of all and that we can chip away at questions, one piece at a time.



The mystery of GPA is solved ... or is it?

Some questions remain. Don't they always?

Who is Golden Pacific Airlines? we asked in the Spring issue of the CAPTAIN'S LOG.

Thanks to four of our readers we can now answer this question, and bring you a lot more information about the carrier.

The four confirm the airline did exist and that it operated out of SFO in the early 1970s. Here are their letters:

Gary Jackson, Bakersfield, CA,

15 AUG 95:

I received the latest (Spring 95) issue of the CAPTAIN'S LOG yesterday and enjoyed reading your nice article in the Postcard Corner. I always enjoy articles on commuter/regional airlines as they always seem to get so little press and when they do, it seems like it is mostly in bad light.

In response to your question about Golden Pacific Airlines, yes, it did exist and it flew for several years out of its hub in SFO. It has been listed in "Commuter Airlines of the United States" by R.E.G. Davies and I.E. Quastler, which states that it did go out of business in 1973.

I flew on Golden Pacific Airlines once as a passenger in March of 1972, from SFO to Travis AFB with a brief stop at Concord. About a month or two after I traveled on GPA, they dropped that route as it was a big money loser for them. The Vietnam War was on and many of the guys headed overseas flew out of Travis AFB. Trouble was, GPA had to compete with Greyhound, which offered 24-hour bus service with a bus going directly between SFO and Travis every hour on the hour. On top of that, if I remember correctly, Greyhound charged a \$3 or \$4 fare one-way while the Golden Pacific military fare was \$15 or \$17 one-way.

Why they went out of business, I do not know. I know that somewhere in my collection I do have several Golden Pacific flight schedules. I have also seen pictures of a GPA Piper Navajo and if I remember correctly, a Convair 600 or 640 in GPA colors, but I do not believe the Convair was ever placed in scheduled service.

Also back in the late 1970s and early 1980s there was another Golden Pacific, but no connection to your Beech 99 one. It flew out of Kingman, Arizona, to Phoenix and Las Vegas with Cessna 402B and Cessna 172. I also flew on them as a passenger.

William T. Larkins, Pleasant Hill, CA - 16 SEP 95:

A friend recently showed me a copy of the World Airline Historical Society quarterly magazine in which you had a request for information about Golden Pacific Airlines. I believe you questioned whether or not it had really existed.

I can't give you any official information, but I can confirm they did fly Beech 99s and possibly a Convair 600 turboprop. I have a timetable somewhere but can't find it at the moment. However I would estimate they operated from about February 1969 to November 1972.



Beech 99, N551GP, Msn U-79, at Concord, CA, 22 MAR 69. Photo by William T. Larkins (see letter this page)

I had a flight on two of them on 22 MAR 69, from Concord to San Francisco and back. The co-pilot on N551GP going to SFO was Jan Dietrich, a female pilot.

From photos I can confirm the following Beech 99s painted in Golden Pacific colors:

- N551GP msn U-79; N671GP msn U-86;
- N921GP msn U-90; N931GP msn U-92;
- N981GP msn U-94; N991GP msn U-98.

The Convair 600 (N600GP) showed up at SFO in June 1972. I don't usually take photos with fences and cars in the way but luckily I took some "record shots" of it because I never saw it again.

The civil registers list Golden Pacific Ltd., c/o Aviation Fund-ing, 1001 Kentucky Ave., Washington, D.C. As far as I know, their operation was limited to routes around the San Francisco Bay area.

Michael Rairden, Coronado, CA - 14 SEP 95:

In response to your question in the "Postcard Corner" in the SPRING 75 issue of the CAPTAIN'S LOG, I can offer some sketchy information on Golden Pacific Airlines.

My interest in the airline industry began developing in earnest during my high school years in Palo Alto, California, in the early 1970s. Although I have no reference materials of that era, I do recall seeing the GPA Beech 99s at SFO and SJC. Rather than using the main terminal at SJC, Golden Pacific used the general aviation building - a small tin-roofed structure at the southwest corner of the airfield which had served as the airline terminal until the early 1960s. They even operated into Palo Alto Municipal Airport (PAO) for a very brief period - about one week. This service was probably a competitive response to Golden West Airlines, which had begun operating Twin Otters at PAO to fill a void created by the departure of SFO Helicopter Airlines. Apparently, a question regarding the safety and/or legality of operating a Beech 99 at PAO's sole 2,500 foot long runway persuaded Golden Pacific's management to quickly discontinue the flights.

The only reference to Golden Pacific Airlines from my personal library is found in the "Airliner Production List, 1980/81" by Nigel Tomkins. It lists eight Beech 99s operated by GPA, including N100GP. The Swearingen Metro listings in the same book make

no mention of Golden Pacific Airlines.

I trust these recollections will shed a little light on your Golden Pacific questions.

Michael J. Murphy, Gulfport, MS - 15 AUG 95:

I really enjoyed your CAPTAIN'S LOG article on the "Golden Oldies". Those old commuters were certainly among the most-interesting airlines we ever had. It is too bad that the big boys' commuter affiliates have virtually wiped them out.

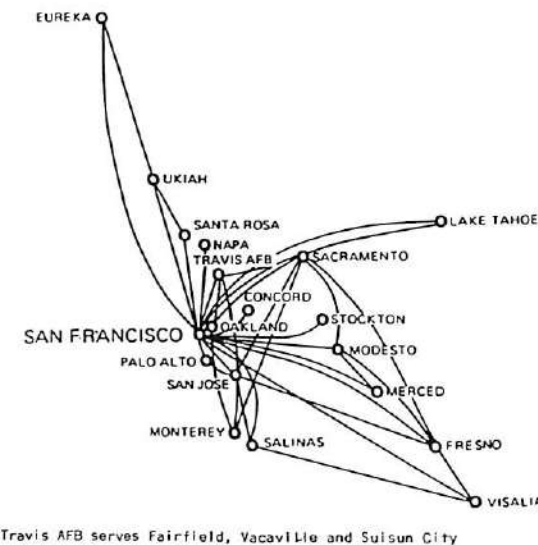
Please find attached a Xerox copy of a Golden Pacific timetable. It has no date except 01 SEP, but it is from 1971. I can't say I actually saw a Golden Pacific airplane, but I did pick up this timetable at their ticket counter in San Jose.

Thanks again for a fine article.

(Mr. Murphy also raises an interesting question about Skyway, a commuter airline in the Kansas City area in 1971, but this is not related to GPA and will be discussed separately - JG)

Right: Route map from 01 SEP 71 timetable of Golden Pacific Airlines. (With thanks to Michael J. Murphy.)

GPA GOLDEN PACIFIC AIRLINES
INTERNATIONAL AIRPORT
SAN FRANCISCO,
CALIFORNIA 94128



Travis AFB serves Fairfield, Vacaville and Suisun City

Research provides some answers, creates more questions!

by Joop Gerritsma

We sincerely thank the four readers for providing this information about Golden Pacific Airlines. But as is so often the case in research, answers create new questions.

Michael Rairden sent Xerox copies of details in "Airliner Production List, 1980/81" by Nigel Tomkins. But these details differ from details in "Turbo Prop Airliner Production List" of March 1994 by John Roach and Tony Eastwood in my collection. Both books agree GPA operated the six Beech 99s listed by Mr. Larkins. But Tomkins says U-78 was also with GPA as N551GP and U-91 N19991 was leased by GPA from Golden West Airlines. No dates are provided for either aircraft.

Roach and Eastwood don't show U-78 as ever being with GPA or ever being N551GP. They say the aircraft was delivered to Verco Air Services in MAR 69 as N7809R and sold by them to Britt Airways in APR 78. It went back to Beech in AUG 88.

Roach and Eastwood do not show U-91 N19991 as ever being with GPA. It was delivered to Aero Commuter in MAR 69, went to Golden West in JUN 69 in their merger, then on lease to Air Indies in NOV 69, back to Golden West in OCT 70 and sold to Command Airways in JUL 71, never to return to California.

Tomkins says U-79, N551GP, was re-registered N100GP before being sold to Touraine Air Transport of France as F-BTME. Again, no dates are provided. Roach and Eastwood show no such re-registration. They say the aircraft was delivered to GPA in FEB 69 as N551GP and was registered N551GP up to the sale to TAT in MAR 72.

Questions:

- 1 - Did Golden Pacific Airlines operate six or eight 99s?
- 2 - Was U-79 ever officially re-registered N100GP? If not, why does it carry this registration in the postcard published in our Spring issue?

Roach and Eastwood show Convair 600 msn 46, N74855 as being leased by GPA from the Wells Fargo Bank in JUN 73. (This conflicts with the sighting by Mr. Larkins in JUN 72.) Wells Fargo had bought it out of storage at Denver, CO that same month (for the specific purpose of leasing it to GPA?). It was formerly with Frontier Airlines and before that with Central Airlines and was bought by American Jet Industries (from Wells Fargo?) on 19 FEB 79. Roach and Eastwood do not show a re-registration to N600GP.

Questions:

- 3 - Did GPA ever put this Convair, as photographed by Mr. Larkins, in service? When (1972, 1973)? If so, for how long did the airline operate it and on what route(s)? Or for charters?
- 4 - Was it ever officially registered N600GP? If not, why did it carry this registration when Mr. Larkins photographed it?

Finally (for now), Ron Davies and Imre Quastler say in their "Commuter Airlines of the United States":

Golden Pacific Airlines (of San Francisco) operated its first scheduled service on 03 MAR 69, linking San Francisco with Merced-Modesto-Visalia and with Santa Rosa-Sacramento-Fresno, flying "Piper Navajo, Beech 99, (Convair 440)". In 1971 the airline was the 8th-largest U.S. commuter airline. It ceased operations in early 1973. Its two-letter code was GG.

Golden Pacific Airlines of Kingman, Arizona started operations DEC 81, from Kingman to Phoenix, Las Vegas, Prescott, Sedona and Winslow with Cessna 402. The airline code-shared briefly with Havasu Airlines in 1988 as YB Express. It ceased operations in early 1989. Its two-letter code was 2G when operating independently, and YB when code-sharing with Havasu Airlines. The latter was a Piper Navajo operator out of Lake Havasu City, Arizona.

STICKER CHATTER

Don Thomas

THE FIRST PAN AM TIMETABLE

(TELLING THE ORIGINAL AND THE REPRINTS APART)

Well, the Airliners International convention in Phoenix was the usual success, with frantic buying, selling and trading. The disadvantage of the Camelback Inn at Scottsdale was having to trek up the paths to the separate housing in the 110-degree heat, although there was transportation available. The heat wave in Arizona persisted for a long time. At the convention it was great to see 40 or 50 old friends, some of whom, like Hector Cabezas, came from as far away as Germany. Joop Gerritsma, our CAPTAIN'S LOG editor, was there too.

One question which people ask me at times is how to tell the difference between the original Pan American Airways Inc. timetable/brochure and the reprint of 1967 and 1977, which PanAm made to commemorate their 40th and 50th anniversaries. Although some of the originals have many pages, the main difference lies in the dots between Miami and Key West. In the originals the dots are a blue color, in the reprints they are black. Originals should be worth \$100 or more. The reprints may be \$10 or less. Actually, the value of anything is what someone is willing to pay for it.

PETER BRUCE WALTON of the Heraldry of the Art Museum in Brooklyn, N.Y., sent in some new labels some time ago. These are from Balkan Bulgarian Airlines (#1-4). They seem to be very proud of their 757-500, as the four labels shown here illustrate. The round one is in white, green and red on dark blue. The one with the aircraft taking off has a yellow and orange background. The other two have a gray/blue background.

DAVID WILLIAMSON in Canada sent in this new Airbus label, showing the A330 of LTU, a German airline (#5). It has a red, white and silver airplane on a beautiful yellow background, with the usual silver border.



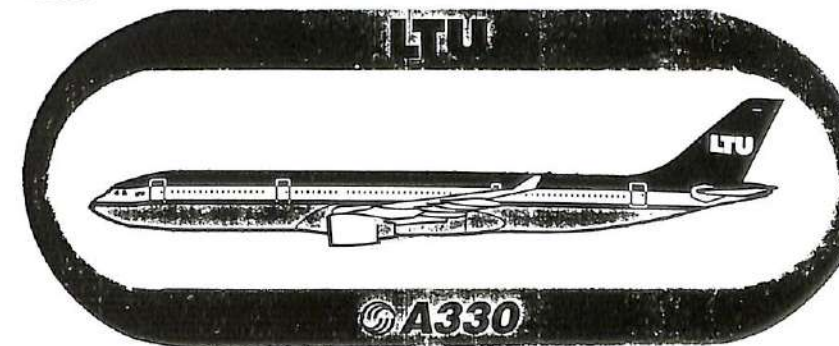
Above: #1 Balkan
Right: #2 Bulgarian
Below: #3 Airlines



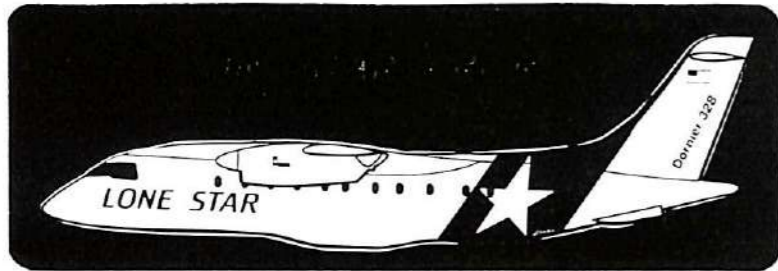
#4 - Balkan Bulgarian Airlines

David also sent in the label showing the Lone Star Airlines Dornier 328 (#6). The aircraft is white with a white star on a blue background and a red bar to the side. The paint job represents the flag of Texas. The overall background of this label is also blue.

The round "Take a break" label from Lufthansa (#7) also comes from David. He also sent a Reno Air BIL, but this was already shown in the Spring 1995 issue.



#5 - LTU



#6 - Lone Star Airlines



#7 - Lufthansa



#8 - COPA Panama

Another David, DAVID CHERKIS, as usual, contributes a lot of new stickers for this issue. The "I love Panama" sticker (#8) was issued by that country's national airline. It comes in red, orange and black on white.

The large round Maersk Air sticker (#9) advertises this Danish airline's 737-300. I believe it has not been listed before. The aircraft is in blue with a dark blue cheatline and grey wings and engines. The overall background is light blue. Others in this series, previously shown, are of the 737-500 and the Fokker 50, and of the Super Puma and Dauphin helicopters.



#9 - Maersk Air



#10 - Ansett New Zealand

A new Ansett New Zealand label in their "Adventurers" series (#10) comes in many colors and shows the Fantail, a bird that "lives all over New Zealand."

David Cherkis also contributed the first Boeing 777 label I have seen, from Emirates (#11). With the brown background, the aircraft (also in brown) seems to be flying over a desert. The Emirates are mostly desert kingdoms on the east coast of the Arabian peninsula. Emirates also boasts of being "Airline of the Year" in 1994 (#12). Two labels were issued to celebrate. One, in black and red on white, is shown.

Sun Air's Jetstream 41 of British Aerospace (#13) has a red tail and blue & red cheatlines on the fuselage and engines. The border around the label is olive green.



#11 - Emirates

#12 - Emirates "Airline of the Year"



#13 - Sun Air



#14 - Lithuanian Airlines

Lithuanian Airlines sends it best wishes on this label that comes in red and silver on white (#14).

The editor had to help me with the next three because I have no information on the the airlines that issued them. When sending in labels of new airlines, or of small airlines that may not be well known outside their own geographic areas, it helps if you could provide details of the country, routes and home airport as well. Thank you.

Muk Air (#15) is based at Copenhagen, Denmark. It operates scheduled domestic services and also flies to Oslo in Norway and to Bremen & Cologne in Germany. The fleet includes four Bandeirantes (shown), two Shorts 330 and one 360.

JTA has a nice round label with their 767 on a blue background (#16) and a smaller label in red, silver and black ("JTA") on white (#17). The text is Japanese. JTA is Japan Transocean Air and was known as Southwest Airlines until 1993. The airline flies scheduled domestic services with 12 737 and one 767.

Interot (#18) is based in Augsburg, Bavaria, Germany and flies domestic schedules, as well as services to Croatia, France and Italy, with Dash-8 and some smaller types.

The final two were sent in by ROLF KELLER of Basel, Switzerland. The Crossair label (#19), shows the airline's new SAAB 2000 "Concordino" in white against a purple background.



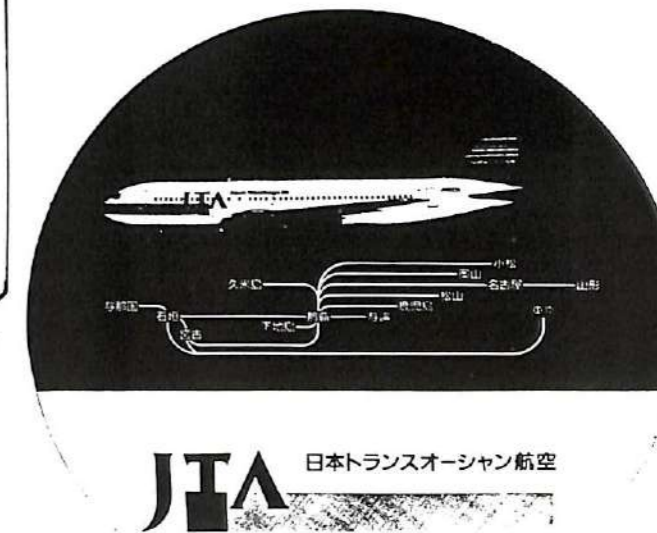
#18 - Interot



#15 - Muk Air



#17 - Japan Transocean Air



#16 - Japan Transocean Air

The EuroAirport label (#20) was issued by the three airports shown. The logo to the left is in black, red and green vertical lines, the one to its right in blue and red and the text is in black, all on white.



#19 - Crossair



#20 - EuroAirport

Luxurious air travel at its best

The Stratocruiser remembered

One of my earliest memories working for Pan Am's Atlantic Division at IDL in the summer of 1955 was waiting for Rudolph to taxi by on the way from Hangars 1-2-3 over to the old passenger terminal. I was totally entranced at the sight of this gorgeous, huge NWA Boeing 377 with radar bulb on the nose, brakes screeching, propeller tips twirling in red, blue and white, the ever-present white smoke emanating from the Pratt & Whitneys. A beautiful sight to behold. PAA did major maintenance on the Stratocruisers right there in Hangar 2 and I saw those beauties in various stages of undress.

And to fly in them! I flew the Atlantic three times on board the "Strat" and was so thrilled. Only 38 passengers, the President Special, super deluxe, at least 50-inch seat pitch, sleeperette seats, seven-course meal on Rosenthal china, a different wine for each course in Rosenthal crystal, then repairing to the lounge for chatter with the world's upper class hoi polloi. I met Patrick Dennis, the author of "Auntie Mame," for example. He got a free return to London because the last line in the book and play was Mame exclaiming "I'm taking Pan Am's Flight 100 to Karachi in the morning!"

Then there was the all-glass front office. I'll never forget KEF as the sole bright light out ahead on a pitch-black night, with the red glow of the instrument panel read-outs . . . or the condensation raining on us all during letdown over Rhode Island.

And everyone dressed to the nines! Of course you wanted to look your best because you were with the best. The line always was that the Esso boys (who virtually commuted IDL-London-IDL) cried when they learned the jets were coming because it halved the time of the trip. No more waking up after partying, going downstairs to view the "puffer bellies" in Ireland and then back upstairs for a FRESH breakfast before cleaning up in anticipation of landing in London.



1. NWA: My old friend "Rudolph" (N74607, with radar nose), parked for the time being at Spokane. A perfect airport card, 4c chrome #32899, by Clifford B. Ellis (?), published by J. Boyd Ellis. Name behind the cockpit reads Northwest Orient Airlines.

No doubt those who flew AOA, BOAC, UAL and NWA Stratocruisers will agree that "those were the days . . ." There are those, I guess, who say today is better!?!?

Here then, feast your eyes on these dandies of the skies and dream on . . . I have tried to cull down to the rarest and bestest I've got.

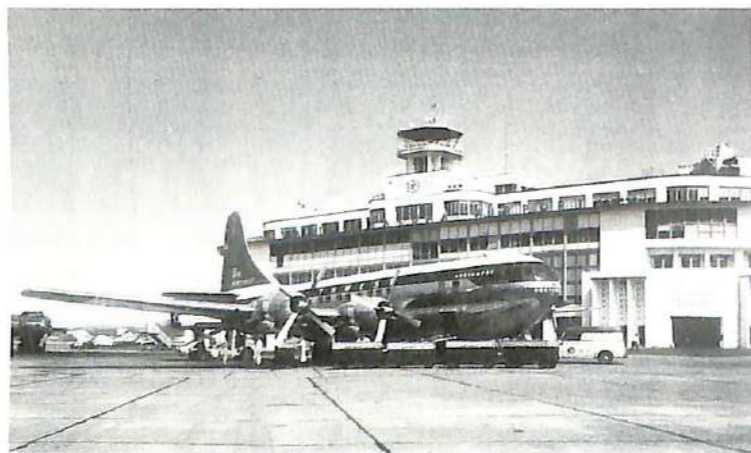
Many thanks for the plaudits, thoughts and new cards received from 16 readers by late September. To Joop and me it is the best indication that we are indeed communicating. It makes it more fun, especially when we hear from members we don't see regularly, such as Dave Kopp, Jack Roderick, Gary Jackson, Michael Murphy, Michael Rairden, Bill Larkins and Robert Mitchell.

Let's hope that in MSP next summer we will see an awful lot of our friends and fellow collectors who missed PHX: John Pinnow, Fred Erdman, Tadd Kotick, Bill Lehtola, Craig Morris, Chris Slimmer, Ken Thom, Bryon Cameron and Michel Patry to name a few.

FOR THE FUN OF IT OR FOR THE PROFIT?

Especially after the convention in Phoenix in July (and what a great, active get-together it was, eh?), I thought I had seen it all with regard to where commercial aviation postcard-collecting is going. I for one, have my cards and enjoy them. It is a great hobby and has been healthy for my diseased brain. I have spent more than I have made, although I'd make a lot if I sold them all off. What, and quit show business? No way!

A very good dealer I know in New Jersey, Don Preziogi, wrote an article in POSTCARD COLLECTOR magazine earlier this year



2. NWA: One of the great SEA (Seattle/Tacoma) cards, #5037, 4c chrome. Photographed and published by J. Boyd Ellis. The airline name behind the cockpit reads Northwest only!

about the PanAm set of 10 4-c cards issued in the mid-1940s entitled "Preview of Tomorrow's Flying Clippers" with the aircraft drawing modelled after the military XC-99. I had traded for eight of them with Stan Baumwald in 1985. Don wrote he has heard of bids of \$125 per card. Holy cow! Would I spent \$250 to acquire the two I don't own? Would I sell the eight pristine ones I have for \$1,000? I don't know. Stay tuned.



3. "N7472": Early artist's impression of NWA Stratocruiser prior to delivery. Note small vertical tail, based on that of the B-29 bomber. Production Stratocruisers had the tall tail of the B-50. Also, NWA aircraft had rectangular windows. 4c Co. card. PF.16-F. Card says "Ready for service early in 1947 over the Northwest Passage", but NWA did not start Stratocruiser service until 1949.



LEFT, top to bottom:
3. "N7472": Early artist's impression of NWA Stratocruiser prior to delivery. Note small vertical tail, based on that of the B-29 bomber. Production Stratocruisers had the tall tail of the B-50. Also, NWA aircraft had rectangular windows. 4c Co. card. PF.16-F. Card says "Ready for service early in 1947 over the Northwest Passage", but NWA did not start Stratocruiser service until 1949.
4. The best of all the old MSP cards. 4c chrome #89863 published by Dexter Press. Did Minneapolis-Wold ever look better?

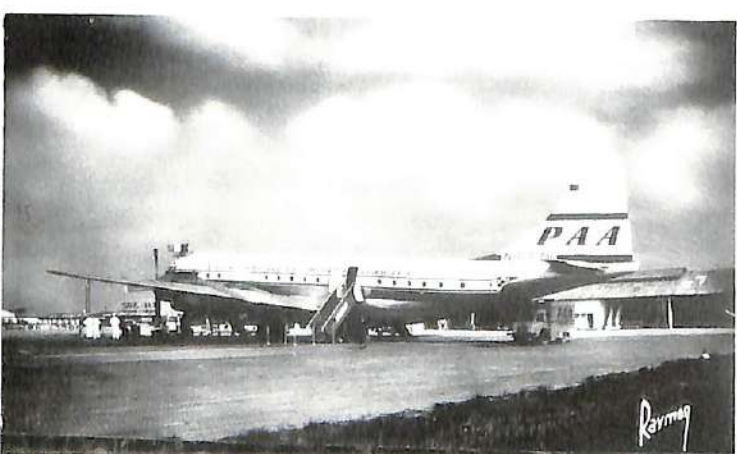
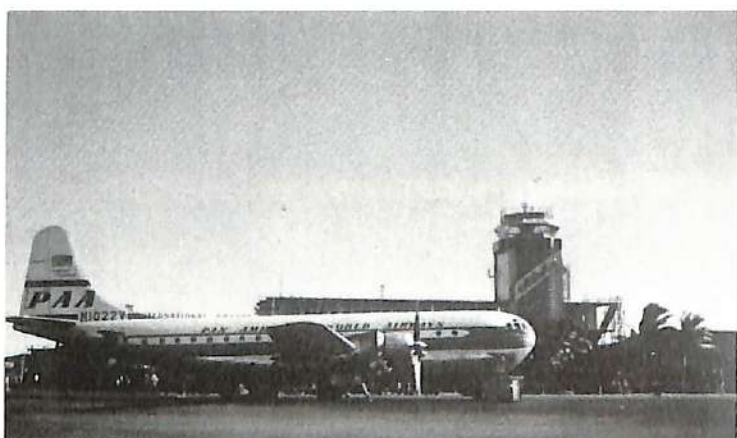


7. Co. card, 4c chrome PF.16-G. The Club Lounge on the lower deck. Do you really think the gals were travelling with the guys?



5. Look at this Milwaukee beauty of N74602! A 4c chrome, copyright 1956 by L.L. Cook Co., #21389. The title behind the cockpit says Northwest Orient Airlines. Note Capital Connie to the right.

RIGHT, top to bottom:
6. Enell's Northwest Stratocruiser, b&w #34, mailed from IDL (Idlewild) 28 AUG 51. Postage stamp: 1 penny! Fleet number 701 below the rear cockpit window identifies this as the first NWA Stratocruiser, N74601. No airline name right behind cockpit.
7. Co. card, 4c chrome PF.16-G. The Club Lounge on the lower deck. Do you really think the gals were travelling with the guys?
8. Co. card, 4c chrome, PF.16-A-49. Note the rectangular windows. This card is an obvious air brush. Note there is no airline name at all in the red cheatline behind the cockpit.



OPPOSITE PAGE, LEFT, top to bottom:

9. **PAA:** N1023V - The original Enell b&w PAA 377 card. First production aircraft. Delivered to Pan Am MAR 49. Bare-metal fuselage. A real photo.

10. **PAA:** (N1025V): Over SFO - the perfect Pan Am Pacific Division 377 card. Bare-metal fuselage, 4c. Chrome, Co. card, "The World's Most Experienced Airline."

11. **PAA:** A great period shot on the tarmac at HNL, 4c. The colors are accentuated. Bare-metal fuselage. Mike Roberts C3128.

12. **PAA:** Yes, Pan Am flew Strats to Buenos Aires/Ezeiza as shown in this card. Note Panagra DC-6 to the right. 4c. Another bare-metal fuselage card.

OPPOSITE PAGE, RIGHT, top to bottom:

13. **PAA:** (N1030V): The follow-on Enell b&w PAA Stratocruiser card to #9. White top and "PAA" on tail. A real photo.

14. **PAA:** (N1030V): Lincn 4c, prod. by Harry H. Bauman, N.Y., E-13172.

15. **PAA:** N1022Victor at HNL. Taylor Agencies #572. 4c card.



16. **PAA:** A unique RP of PAA Stratoclipper N1027V by Raymon, b&w, at Paris Orly. Note circular windows.

THIS PAGE, LEFT, top to bottom:

17. **PAA:** My favorite card of all time. Stuttgart on a winter evening in 1955. A b&w Zobel-Verlag card. "Clipper Constitution" appears to be pretty ready to go.

18. **PAA:** RP airport card, b&w, mailed at Flughafen Frankfurt Main 28 MAY 55.

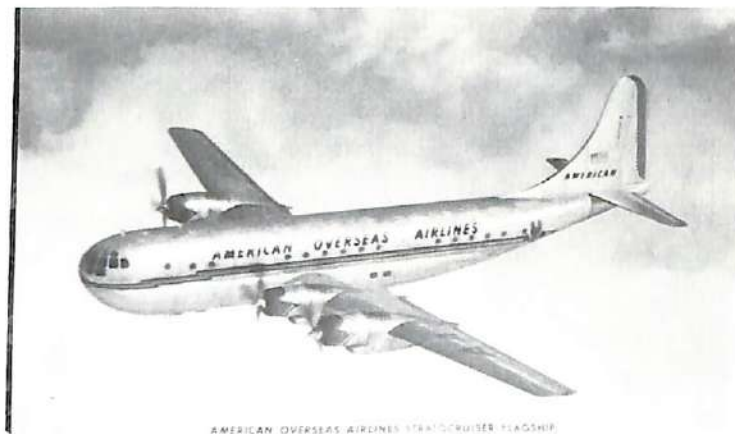
19. **PAA:** Another FRA card with a hard-working Pan Am Stratoclipper at rest for the moment. Name of the airport is now Frankfurt Rhein-Main, but not much else has changed. A great 4x6 card. Published by Edm. Claus, nr. 1111. And no, they are not replacing the oil sumps!

THIS PAGE, RIGHT, top to bottom:

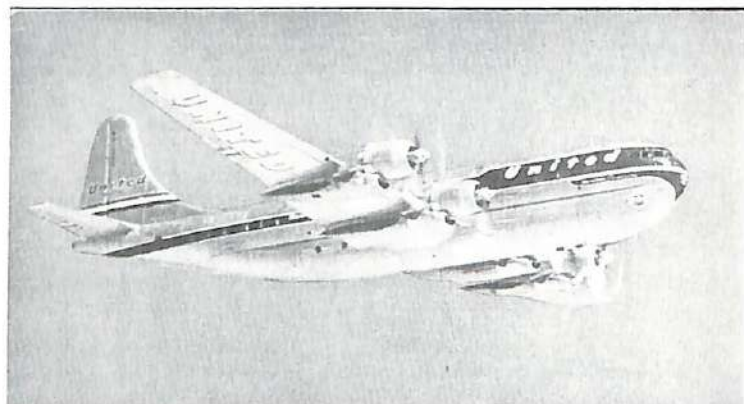
20. **PAA:** B&w Dusseldorf card of N1031 V, published by Hubert Knappe, nr. 18.

21. **PAA:** A similar Dusseldorf shot, showing N1041 V, published by Jos. Kessel, no. 2023. Note the new control tower behind the nose of the Stratocruiser, with the old tower (see #20) to the left.

22. **PAA:** You've all seen the other three cards and this is the fourth. The airbrushed "global insignia", circa 1956/57, over SFO. Co card, 4c chrome.



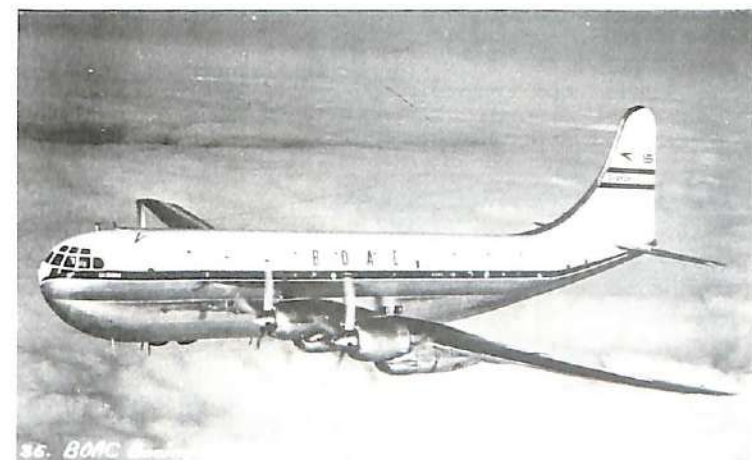
AMERICAN OVERSEAS AIRLINES STRATOCRUISER FLAGSHIP



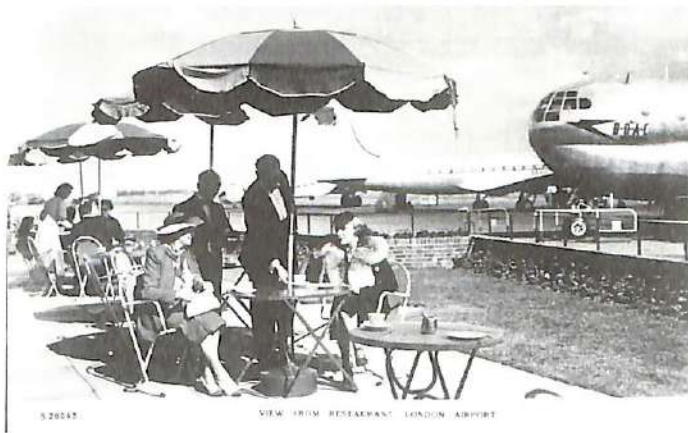
The Captain visits his passengers in a B.O.A.C. luxury MONARCH Stratocruiser



BOAC Stratocruiser Speedbird



35. BOAC



VIEW FROM RESTAURANT LONDON AIRPORT



B.O.A.C. STRATOCRUISER MONARCH AT SHANNON AIRPORT

Start of a "Hawaiian holiday!" Hawaii is only a few pleasant hours from Mainland cities . . . for example, even from New York, the Islands are as close by air as Miami is by fastest train!



OPPOSITE PAGE, LEFT, top to bottom:

- 23. **AOA:** American Overseas Airlines Stratocruiser. What an airplane. What a paint job. Co. card, 4c. AO-7A.
- 24. **AOA:** (N90941): "Strat" on take-off. Aircraft carried the names "Flagship Great Britain", "Flagship Scandinavia" and "Flagship Scandinvia" while in service with OAO. Later with Pan Am it was "Clipper America" and "Clipper Australia". Damaged beyond repair in belly landing at Tokyo 09 JUL. 59. Airport card, manufactured at Dubendorf, W.Germany, numbered b16.
- 25. **AOA:** FRA card, b&w. I bought it at FRA on 02 MAY 57 and proceeded to clip off the top. Ignorance is bliss! But I have never seen another one. A true period piece.
- 26. **AOA:** A perfect SNN (Shannon) card, 4c, mailed 1952. No. 87. Carta Puist, Dublin, Cahill & Co. Ltd.

OPPOSITE PAGE, RIGHT, top to bottom:

- 27. **UAL:** Co. card, mailed at HNL with 1-cent U.S. postage stamp. CA-520, 4c.
- 28. **UAL:** Co. card, 4c. Perfect underwing view.
- 29. **UAL:** Traditional lei greeting on arrival at HNL. Only one fedora in the whole picture! Note the rectangular windows on UAL's 377s. Also see #15. Co. card, 4c.
- 30. **UAL:** Happy carefree couples on board in their finery. Co. card mailed from LAX either 1951 or 1961!?? 4c.

THIS PAGE, LEFT, top to bottom:

- 31. **UAL:** Card showing the snackbar buffet on west coast - HNL service. 4c.
- 32. **BOAC:** Obvious artist's impression of BOAC Stratocruiser. Salmon card, mailed FEB 52, 4c.
- 33. **BOAC:** Bridge House, real photo, sepia. Bare-metal fuselage. Don't you wish major airports still had terraces like this one? Note the El Al DC-4 under the tail. Mailed from Hounslow, London, JUL 51.

THIS PAGE, RIGHT, top to bottom:

- 34. **BOAC:** Actor David Niven poses as the captain. Co. card. Note "Monarch" service advertised at bottom of card. Mailed from MBJ (Montego Bay, Jamaica). Aircraft flew London-Shannon-Bermuda and then over Cuba to MBJ.
- 35. **BOAC** G-AKGH. "RMA Caledonia" #35 of the fine Finell (IDL) series. 13&w. Sold to Transocean AUG 58. Later to Aero Spacelines, stored at Mojave and broken up.
- 36. **BOAC:** Chas. Skilton card, b&w, at LHR. Note larger letters "BOAC" on fuselage. & real photo.

AROUND THE WORLD

of Airline Schedules

Copyright 1935
George W. Cearley, Jr.



The schedule column in this issue of the Captain's Log covers several of the airlines which were awarded air mail routes in 1934. These include Pacific Seaboard Air Lines, Inc.; Central Airlines, Inc.; Pennsylvania Airlines and Transport Co.; Braniff Airways, Inc.; Long & Harman, Inc.; Air Lines; Hanford's Tri State Airlines, Inc.; General Air Lines, Inc.; Delta Air Corp. (oper. as Delta Air Lines); and Wyoming Air Service, Inc.

fly
PACIFIC SEABOARD AIR LINES INC.

CHICAGO

NEW ORLEANS

Pacific Seaboard Air Lines timetable (above and middle right) effective July 10, 1934. The airline's first mail service was inaugurated over a route between Chicago and New Orleans on June 3, 1934. Passenger flights were added ten days later on June 13th.

PACIFIC SEABOARD AIR LINES
(Central Valley Division)

MAIL • PASSENGERS • EXPRESS

IA Daily South—Read Down	Miles	EFFEKTIVE JULY 10, 1934	Miles	TA Daily North—Read Up
8:00AM	0	Lv. Chicago	903	6:40PM
9:30AM	127	Lv. Peoria	776	5:15PM
10:20AM	190	Lv. Springfield	713	4:30PM
11:15AM	268	Lv. St. Louis	635	3:30PM
11:30AM	268	Lv. St. Louis	635	3:15PM
2:10PM	531	Lv. Memphis	372	12:40PM
2:35PM	531	Lv. Memphis	372	12:15PM
4:35PM	719	Lv. Jackson	184	10:20AM
4:45PM	719	Lv. Jackson	184	10:10AM
6:40PM	903	Lv. New Orleans	0	8:25AM

All Times Shown Are Central Standard

Route AM-8, Chicago, Ill., to New Orleans, La., Pacific Seaboard Air Lines, Inc. - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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	Chicago Ill - New Orleans La	890	20	180	365	324.650	\$.175	\$ 66,648.75
2	a	New Orleans La - Chicago Ill	890	20	180	365	324.650	.175	66,648.75
Totals			1,780			649,700	.175	113,697.50	

Intermediate stops enroute: Peoria, Ill.; Springfield, Ill.; St. Louis, Mo.; Memphis, Tenn.; and Jackson, Miss.

Requirements:
Day service required.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7 E; passenger facilities required (no minimum prescribed) in addition to mail and express loads.

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

Equipment listed on bid:
6 Single motor planes.

The contract over Air Mail Route 8 (AM-8) was granted Pacific Seaboard with a bid of 17½¢ per mile in May 1934. The company, which had operated in California, re-established itself in Tennessee, with headquarters at Memphis. The complete routing between Chicago and New Orleans included stops at Peoria and Springfield, Illinois; St. Louis, Missouri; Memphis, Tennessee; and Jackson, Mississippi. Initial service was operated with Bellanca monoplanes.

Pacific Seaboard changed its name to Chicago & Southern Air Lines on February 1, 1935, and merged with Delta Air Lines May 1, 1935.

CENTRAL AIRLINES

fly with the Air Mail

to WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT

THRU SERVICE ON ALL SCHEDULES

Direct connections with airlines for all principal cities in the United States, Central and South America.

December 25, 1934

PASSENGERS • MAIL • EXPRESS

PENNSYLVANIA AIRLINES
AND TRANSPORT COMPANY

EASTERN DIVISION
TIME TABLES

WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT

CONNECTIONS
COAST TO COAST

CORRECTED TO OCTOBER 1, 1934

CAPITAL TO THE LAKES

CORRECTED TO OCTOBER 1, 1934

Route AM-14, Washington, D. C., to Detroit, Mich., Central Airlines, Inc. - Contractor
Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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	Washington DC-Detroit Mich	464	20	180	365	169.360	\$.238	\$ 40,807.68
2	a	Detroit Mich-Washington DC	464	20	180	365	169.360	.238	40,807.68
3	a	Washington DC-Detroit Mich	464	20	180	365	169.360	.238	40,807.68
4	a	Detroit Mich-Washington DC	464	20	180	365	169.360	.238	40,807.68
Totals			1,856			677,440	.238	161,230.72	

Intermediate stops enroute: Pittsburgh, Pa.; Akron, Ohio; and Cleveland, Ohio.

Requirements:
Day and night service required.
Multimotored planes required on all schedules.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7 E; passenger facilities required (no minimum prescribed) in addition to mail and express loads on all schedules.

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

Equipment listed on bid:
4 Single motor planes.
5 Trimotor planes.

DAILY SCHEDULE

PASSENGERS • MAIL • EXPRESS

Northbound Read Down			EASTERN STANDARD TIME			Southbound Read Up		
1a	3a	5a	2a	4a	6a	7a	9a	11a
10:40	5:35	10:40	Lv. WASHINGTON	Ar. PITTSBURGH	Ar. AKRON	Ar. CLEVELAND	Ar. DETROIT	Ar. CHICAGO
12:25	7:20	12:25	Lv. PITTSBURGH	Lv. AKRON	Lv. CLEVELAND	Lv. DETROIT	Lv. CHICAGO	
12:40	7:35	12:40	Lv. PITTSBURGH	Lv. AKRON	Lv. CLEVELAND	Lv. DETROIT	Lv. CHICAGO	
1:50	8:55	1:50	Lv. CLEVELAND	Lv. DETROIT	Lv. CHICAGO			
2:20	9:15	2:15	Lv. CLEVELAND	Lv. DETROIT	Lv. CHICAGO			
3:35	10:30	3:30	Lv. DETROIT	Lv. CHICAGO				

The Post Office Department awarded Central Airlines, Inc., Air Mail Route 14 (AM-14) from Detroit to Washington, D.C., with stops at Cleveland and Akron, Ohio; and Pittsburgh, Pa.

3,500,000 MILES FLOWN IN PASSENGER SERVICE

AIR SCHEDULES
CORRECTED TO OCTOBER 1, 1934
CONSOLIDATED WITH SCHEDULES OF CONNECTING AIR LINES
SUBJECT TO CHANGE WITHOUT NOTICE

WASHINGTON-PITTSBURGH-AKRON-CLEVELAND-DETROIT-CHICAGO

Read Down			STANDARD TIME			Read Up		
5	3	1	2	4	10	PM	AM	PM
5:10	3:40	10:40	Lv. Washington	Ar. Pittsburgh	Ar. Akron	Ar. Cleveland	Ar. Detroit	Ar. Chicago
6:55	5:25	12:25	Lv. Pittsburgh	Lv. Akron	Lv. Cleveland	Lv. Detroit	Lv. Chicago	
7:10	5:40	12:40	Lv. Pittsburgh	Lv. Akron	Lv. Cleveland	Lv. Detroit	Lv. Chicago	
8:05	6:35	1:35	Lv. Akron	Lv. Cleveland	Lv. Detroit	Lv. Chicago		
8:25	6:55	1:55	Lv. Akron	Lv. Cleveland	Lv. Detroit	Lv. Chicago		
8:45	7:15	2:10	Lv. Cleveland (U.A.L.)	Lv. Detroit	Lv. Chicago			
10:20	8:35	3:45	Lv. Chicago					

Route AM-32, Detroit, Mich. to Milwaukee, Wis., Pennsylvania Airlines & Transport Co. - Contractor
Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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	Detroit Mich - Milwaukee Wis	263	20	180	365	95.995	\$.389	\$ 37,342.06
2	a	Milwaukee Wis - Detroit Mich	263	20	180	365	95.995	.389	37,342.06
Totals			521			190,165	.389	73,974.19	

Intermediate stops enroute: Pontiac, Mich.; Lansing, Mich.; Grand Rapids, Mich.; and Muskegon, Mich.

Requirements:
Day and night service required.
Amphibian or multi-colored land planes equipped with flotation facilities required.
Minimum cruising speed, 100 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7 E; passenger facilities required (no minimum prescribed) in addition to mail and express loads.

Equipment operated at present:
Single motorized amphibian and multi-motored land planes available. Average cruising speed, 110 miles per hour.

Equipment listed on bid:
5 Trimotor planes
1 Single motor plane

Pennsylvania operated a passenger route over the same route as Central (timetable above left and middle right). In 1934 Pennsylvania bought Kohler Aviation Corp. and acquired their mail route between Detroit and Milwaukee. Pennsylvania and Central merged in the latter part of 1936 to form Pennsylvania Central Airlines. The airline changed its name to Capital Airlines in 1948 and was merged into United Air Lines in 1961.



Effective August 1, 1934

1. PASSENGERS & EXPRESS

SOUTHBOUND (Read down)			NORTHBOUND (Read up)		
Flight 3b			Flight 4b		
12:00 pm	Lv. Chicago	Ar. 8:30 pm			
1:30 pm	Lv. "Burlington"	Lv. 7:10 pm			
3:00 pm	Ar. Kans. City	Lv. 5:30 pm			
3:15 pm	Lv. Kans. City	Ar. 5:15 pm			
4:20 pm	Lv. "Coffeyville"	Lv. 4:15 pm			
4:45 pm	Lv. "Bardoniaville"	Lv. 4:00 pm			
5:00 pm	Ar. Tulsa	Lv. 3:45 pm			
5:15 pm	Lv. Tulsa	Ar. 3:30 pm			
7:15 pm	Ar. Dallas	Lv. 2:00 pm			
7:35 pm	Ar. Ft. Worth	Lv. 1:30 pm			
6:00 pm	Ar. Okla. City	Lv. 2:45 pm			

* Flag Stop.

2. MAIL & EXPRESS ONLY

SOUTHBOUND (Read down)			NORTHBOUND (Read up)		
Flight 1a			Flight 2a		
10:30 pm	Lv. Chicago	Ar. 5:55 am			
1:45 am	Ar. Kans. City	Lv. 2:55 am			
2:05 am	Lv. Kans. City	Ar. 2:35 am			
3:30 am	Ar. Wichita	Lv. 1:15 am			
3:40 am	Lv. Wichita	Ar. 1:10 am			
4:20 am	Ar. Ponca City	Lv. 12:35 am			
4:25 am	Lv. Ponca City	Ar. 12:30 am			
5:10 am	Ar. Okla. City	Lv. 11:50 pm			
6:20 am	Lv. Okla. City	Ar. 11:35 pm			
6:50 am	Ar. Ft. Worth	Lv. 10:15 pm			
7:00 am	Lv. Ft. Worth	Ar. 10:05 pm			
7:20 am	Ar. Dallas	Lv. 9:45 pm			

†-Passengers carried Oklahoma City, Fort Worth, Dallas.

Route AM-9, Chicago, Ill. to Dallas, Texas, Braniff Airways, Inc. - 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
		From	To		cu ft	lbs				
1	a	Chicago Ill	Dallas Texas	955	35	315	365	346 575	\$.225	\$ 72 429.38
2	a	Dallas Texas	Chicago Ill	955	35	315	355	348 575	.225	78 429.38
Totals - 1 910								697 150	.225	155 656.76

Intermediate stops enroute: Kansas City, Mo.; Wichita, Kans.; Ponca City, Okla.; Oklahoma City, Okla.; and Ft. Worth, Texas.

Requirements:

Day and night service required.
Multi-motored planes required if passengers carried at night.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7 E.

Equipment operated at present:

Single motored equipment available.
Average cruising speed, 135 miles per hour.

Equipment listed on bid:

2 Single motor planes.

Long & Harman, Inc. AIR LINES

PHONES
5-5622
5-0341



General Offices
Love Field

DALLAS, TEXAS

Air Mail & Passenger Service

Fly with the Air Mail!

Dallas - Ft. Worth
Waco - Austin

San Antonio
Corpus Christi
Brownsville

Dallas - Ft. Worth
Waco - Houston
Galveston

Dallas - Wichita Falls
Amarillo

Daily Schedules

General Air Express

LONG & HARMAN, Inc. Air Lines

DAILY SCHEDULES

Read Down		DALLAS		Read Up	
TRIP 1		TRIP 2			
Lv. 7:50 am	Dallas	Ar. 7:50 pm			
Ar. 8:10 am	Fort Worth	Lv. 7:30 pm			
Lv. 8:20 am		Ar. 7:20 pm			
Ar. 9:10 am	Waco	Lv. 6:30 pm			
Lv. 9:15 am		Ar. 6:25 pm			
Lv. 10:15 am	Austin	Lv. 5:30 pm			
Ar. 11:05 am	San Antonio	Lv. 4:40 pm			
Lv. 11:25 am		Ar. 4:20 pm			
Lv. 12:45 pm	Corpus Christi	Lv. 3:10 pm			
Ar. 1:55 pm	Brownsville	Lv. 2:00 pm			

TRIP 3		DALLAS		TRIP 4	
Lv. 7:40 am	Dallas	Ar. 7:45 pm			
Ar. 8:05 am	Fort Worth	Lv. 7:25 pm			
Lv. 8:10 am					
Ar. 9:05 am	Waco	Lv. 6:20 pm			
Lv. 9:10 am		Ar. 6:15 pm			
Ar. 10:45 am	Houston	Lv. 4:35 pm			
Lv. 10:55 am		Ar. 4:25 pm			
Ar. 11:20 am	Galveston	Lv. 4:00 pm			

TRIP 5		DALLAS		TRIP 5	
Lv. 7:55 am	Dallas	Ar. 5:55 pm			
Lv. 8:25 am	Fort Worth	Lv. 5:25 pm			
Lv. 9:40 am	Wichita Falls	Lv. 4:15 pm			
Ar. 11:40 am	Amarillo	Lv. 2:00 pm			

Route AM-15, Amarillo, Texas, to Brownsville, Texas, Long & Harman, Inc. - 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
		From	To		cu ft	lbs				
1	a	Ft. Worth Tex	Brownsville Tex	522	15	135	365	190 530	\$.1975	\$ 37 629.66
2	a	Brownsville Tex	Ft. Worth Tex	522	15	135	365	190 530	.1975	37 629.66
3	a	Ft. Worth Tex	Galveston Tex	225	15	135	365	105 120	.1975	20 761.20
4	a	Galveston Tex	Ft. Worth Tex	300	15	135	365	109 500	.1975	21 626.25
5	a	Amarillo Tex	Ft. Worth Tex	304	15	135	365	110 950	.1975	21 914.60
6	a	Ft. Worth Tex	Amarillo Tex	304	15	135	365	110 950	.1975	21 914.60
Totals - 2 240								817 600	.1975	161 476.01

Intermediate stops enroute: Wichita Falls, Ft. Worth, Waco, Austin, Houston, Galveston, San Antonio and Corpus Christi, Texas.

Requirements:

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

Equipment operated at present:

Single motored equipment available.
Average cruising speed, 110 miles per hour.

Equipment listed on bid:

5 Single motor planes.

From Chicago - Milwaukee To Minneapolis - St. Paul \$15.00

CHICAGO MILWAUKEE MADISON ROCHESTER TWIN CITIES FARGO GRAND FORKS WINNIPEG

FLY WITH THE AIR MAIL

In 1934 Hanford Airlines was awarded two air mail contracts:
(1) AM-16 from Chicago to Pembina, North Dakota, via Milwaukee, Madison, Rochester, Minneapolis, St. Paul, Fargo, and Grand Forks.
(2) AM-26 between St. Paul and Omaha, Bismarck, and Sioux Falls, and Omaha and Kansas City.
Service was inaugurated over AM-16 in June 1934, and on AM-26 one month later in July. In December 1934 Northwest Airlines acquired AM-16 from Hanford. In August 1938 Hanford changed its name to Mid-Continent Airlines, and on August 16, 1952, Mid-Continent was merged into Braniff Airways.

On January 1, 1935, Braniff acquired Long & Harman, Inc., Air Lines (and its Air Mail Route 15) and extended its routes southward to Waco, Austin, San Antonio, Houston, Corpus Christi and Brownsville, and northward from Dallas and Fort Worth to Wichita Falls and Amarillo.

HANFORD AIRLINES DAILY SCHEDULES

WINNIPEG - TWIN CITIES - CHICAGO

Read Down		DAILY-Table 1		Read Up	
Trip 4		Hanford Airlines		Trip 1 Trip 3	
3:50	Lv. Winnipeg	(CT)Ar	11:40		
4:30	Lv. Pembina	Ar	11:00		
5:10	Lv. Grand Forks	Ar	10:25		
5:45	Ar. Fargo	Lv	9:40		
6:00	Lv. Fargo	Ar	9:30		
7:45	Ar. ST. PAUL	Lv	7:40	12:10	
8:30	Lv. ST. PAUL	Ar	7:00	12:10	
4:10	Ar. MINNEAPOLIS	Ar	6:50	11:15	
4:50	Lv. Rochester	Ar	6:15	11:15	
6:15	Lv. Madison	Ar	4:35	9:50	
6:55	11:25	Ar. Milwaukee	Lv	3:45	9:05
7:05	11:35	Lv. Milwaukee	Ar	3:35	8:55
7:45	12:30	Ar. CHICAGO	Lv	2:45	8:15

Trip 5		Via United Air Lines and Connections		Trip 15	
9:30	Lv. CHICAGO	(CT)Ar	2:35	5:50	
12:00	Ar. Toledo	(ET)Lv	1:15	5:02	
12:40	Ar. Cleveland	Lv	1:15	4:15	
1:40	Ar. Pittsburgh	Lv	7:40		
10:55	Ar. WASHINGTON	Lv	5:50		
9:30	Ar. Philadelphia	Lv	7:53	10:15	
3:30	Ar. NEW YORK	Lv	10:00	1:00	
9:46	Ar. Boston	Lv	17:30		

OMAHA - ST. JOSEPH - KANSAS CITY

Read Down		DAILY-Table 3		Read Up	
Trip 1		Hanford Airlines		Trip 2	
8:25	Lv. OMAHA	(CT)Ar	8:15		
9:40	Lv. St. Joseph	Ar	7:10		
10:05	Ar. KANSAS CITY	Lv	6:35		

EXPLANATORY FOOTNOTES
 1 - Times in LIGHT Face - (a) Times in DARK Face - (b) Planes operate on standard time.
 2 - Daily except Sundays and Holidays - Via Rail Connecting Service.
 3 - Via Bus Connection - Connections to and from West and Pacific Northwest via United's Trips 3 and 4. (See table 2).
 Connecting Carriers Not Shown Separately. Subject to change without notice.

ST. PAUL - MINNEAPOLIS - OMAHA

Read Down		DAILY-Table 2		Read Up	
Trip 1		Hanford Airlines		Trip 2	
4:45	Lv. ST. PAUL	(CT)Ar	11:40		
5:05	Lv. MINNEAPOLIS	Ar	11:30		
6:40	Lv. Sioux Falls	Ar	9:55		
7:20	Lv. Sioux City	Ar	9:15		
8:00	Ar. OMAHA	Lv	8:25		
Trip 3		Via United Air Lines and Connections		Trip 4	
8:40	Lv. OMAHA	(CT)Ar	7:55		
10:55	Ar. Des Moines	(MT)Lv	3:55		
4:50	Ar. Denver	Lv	10:30		
2:20	Ar. Salt Lake	Lv	1:07		
4:45	Ar. Reno	Lv	9:10		
6:25	Ar. SAN FRANCISCO	Lv	7:35		
7:45	Ar. LOS ANGELES	Lv	5:00		
10:15	Ar. San Diego	Lv			
7:05	Ar. Portland	Lv			

BISMARCK - SIOUX FALLS - OMAHA

Read Down		DAILY-Table 4		Read Up	
Trip 1		Hanford Airlines		Trip 2	
3:50	Lv. BISMARCK	(CT)Ar	12:35		
5:05	Lv. Aberdeen	Ar	11:25		
5:50	Lv. Huron	Ar	10:40		
6:40	Lv. SIOUX FALLS	Ar	9:55		
7:20	Lv. Sioux City	Ar	9:15		
8:00	Ar. OMAHA	Lv	8:25		
Trip 3		Via United Air Lines and Connections		Trip 15	
9:10	Lv. OMAHA	(CT)Ar	6:05		
10:10	Ar. Des Moines	Ar	5:15		
12:30	Ar. CHICAGO	Lv	3:00		
4:00	Ar. Toledo	(ET)Lv			
9:05	Ar. CLEVELAND	Lv	1:15		
10:55	Ar. Pittsburgh	Lv	7:40		
9:30	Ar. WASHINGTON	Lv	5:50		
7:30	Ar. Philadelphia	Lv	7:30		
9:46	Ar. NEW YORK	Lv	10:00		
	Ar. Boston	Lv	17:30		

Route AM-16, Chicago, Ill., to Pembina, N. Dak., Hanford's Tri State Airlines, Inc. - 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
		From	To		cu ft	lbs				
1	a	Chicago Ill	Pembina N D	771	25	225	365	281 415	\$.196	\$ 55 157.34
2	a	Pembina N D	Chicago Ill	771	25	225	355	281 415	.196	55 157.34
3	a	Chicago Ill	St. Paul Minn	408	25	225	365	148 920	.196	29 186.32
4	a	St. Paul Minn	Chicago Ill	408	25	225	355	148 920	.196	29 186.32
Totals - 2 358								850 670	.196	168 691.32

Intermediate stops enroute: Milwaukee and Madison, Wisc.; Rochester, Minneapolis and St. Paul, Minn.; Fargo and Grand Forks, N. Dak.

Requirements:

Day and night service required.
Multi-motored planes required for night passenger schedules.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7 E; passenger facilities required (no minimum prescribed) in addition to mail and express loads on all schedules.

Equipment operated at present:

(TEMPORARY SCHEDULE FORM)

GENERAL AIR LINES

WESTERN AIR DIVISION

Corrected to May 15, 1934

SAN DIEGO - LOS ANGELES
SALT LAKE CITY-LAS VEGAS
Two Daily Services

Eastbound Read Down		MULTI-MOTOR PLANES	Westbound Read Up	
Trip No. 2	Trip No. 4		Trip No. 3	Trip No. 5
Lv. 7:00AM	Lv. 9:00PM	SAN DIEGO	Lv. 10:15AM	Lv. 8:45PM
Ar. 8:35AM	Ar. 9:45PM	LOS ANGELES	Lv. 9:00AM	Lv. 8:45PM
Lv. 8:55AM	Lv. 12:00AM	LAS VEGAS	Lv. 8:55AM	Lv. 10:15PM
Lv. 10:45PM	Lv. 1:00AM	SALT LAKE	Lv. 10:00AM	Lv. 11:45PM

Route AM-13, Salt Lake City, Utah, to San Diego, Calif., General Air Lines, Inc. - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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
3	a	Salt Lake City Utah - San Diego Calif	772	40 360	365	263 970	\$.24	\$68 152.80
4	a	San Diego Calif - Salt Lake City Utah	772	40 360	365	263 970	.24	68 152.80
		Totals -	1 556			557 940	.24	136 305.60

Intermediate stops enroute: Las Vegas, Nevada and Los Angeles, California

Requirements:

Day and night service required.
Multi-motored equipment required on all schedules.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7E; passenger facilities required (no minimum prescribed) in addition to mail and express loads on all schedules.

Equipment operated at present:

Single and multi-motored equipment available.
Average cruising speed, 120 miles per hour.

Equipment listed on bid:

4 Single motor planes
5 Tractor planes

NEW LOW FARES

(See Other Side)

EFFECTIVE SEPTEMBER 1, 1934

(Subject to change without notice)

DELTA AIR LINES

OPERATED BY

DELTA AIR CORPORATION

GENERAL OFFICES: SELMAN FIELD

MONROE, LA.

CONTRACT OPERATORS A.M. 24

SCHEDULES

ATLANTA - DALLAS

Trip 1 Daily	Miles	Central Standard Time	Trip 2 Daily
7:45 AM	0	Lv. Atlanta, Ga. Ar. 7:15 PM	
9:09 AM	134	Ar. Birmingham, Ala. Lv. 5:55 PM	
9:21 AM		Lv. Birmingham, Ala. Ar. 5:40 PM	
10:53 AM	280	Ar. Meridian, Miss. Lv. 4:10 PM	
10:58 AM		Lv. Meridian, Miss. Ar. 4:11 PM	
11:52 AM	367	Ar. Jackson, Miss. Lv. 3:16 PM	
12:07 PM		Lv. Jackson, Miss. Ar. 3:04 PM	
1:15 PM	474	Ar. Monroe, La. Lv. 1:55 PM	
1:25 PM		Lv. Monroe, La. Ar. 1:50 PM	
2:28 PM	574	Ar. Shreveport, La. Lv. 12:51 PM	
2:40 PM		Lv. Shreveport, La. Ar. 12:39 PM	
3:41 PM	666	Ar. Tyler, Texas Lv. 11:40 AM	
3:46 PM		Lv. Tyler, Texas Ar. 11:35 AM	
4:43 PM	763	Ar. Dallas, Texas Lv. 10:40 AM	

ATLANTA - CHARLESTON

Trip 4 Daily	Miles	Eastern Standard Time	Trip 3 Daily
7:30 AM (CT)	0	Lv. Atlanta, Ga. Ar. 6:37 PM (ET)	
8:30 AM (ET)		Lv. Atlanta, Ga. Ar. 7:37 PM (ET)	
9:50 AM	138	Ar. Augusta, Ga. Lv. 6:12 PM	
9:55 AM		Lv. Augusta, Ga. Ar. 6:07 PM	
10:40 AM	208	Ar. Columbia, S. C. Lv. 5:22 PM	
10:52 AM		Lv. Columbia, S. C. Ar. 5:10 PM	
11:52 AM	300	Ar. Charleston, S. C. Lv. 4:15 PM	

To bid on mail routes in 1934, Western Air Express organized General Air Lines, Inc., which was awarded AM-13 from Salt Lake City to Las Vegas, Los Angeles, and San Fiego. On December 29, 1934, General reverted to its old name of Western Air Express.

Western Air Express changed its name to Western Air Lines in March 1941, and merged into Delta Air Lines on April 1, 1987.

Route AM-24, Charleston, S. C. to Dallas, Texas, Delta Air Corporation - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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	Atlanta Ga - Dallas Texas	756	20 180	365	275 940	\$.248	\$68 433.12
2	a	Dallas Texas - Atlanta Ga	756	20 180	365	275 940	.248	68 433.12
3	a	Charleston SC - Atlanta Ga	300	20 180	365	109 500	.248	27 156.00
4	a	Atlanta Ga - Charleston SC	300	20 180	365	109 500	.248	27 156.00
		Totals - 2 112				770 880	.248	191 178.24

Intermediate stops enroute: Columbia, S.C., Augusta, Ga., Birmingham, Ala., Meridian and Jackson, Miss., Monroe and Shreveport, La.

Requirements:

Day and part night service required.
Multi-motored planes required on night operations.
Minimum cruising speed, 110 miles per hour; safety features and devices in accordance with Aeronautics Branch Bulletin 7E; passenger facilities required (minimum, 4 passengers) in addition to mail and express loads on all schedules.

Equipment operated at present:

Multi-motored equipment available.
Average cruising speed, 110 miles per hour.

Equipment listed on bid:

5 Tractor planes.

In 1934 Delta Air Corporation (oper. as Delta Air Lines) was awarded AM-24 from Dallas to Charleston, S.C. via Shreveport, Monroe, Jackson, Meridian, Birmingham, Atlanta, Augusta, and Columbia. Delta Air Corp. became Delta Air Lines, Inc., in December 1945.

WYOMING AIR SERVICE



PUEBLO
COLO. SPRINGS
DENVER
CASPER
SHERIDAN
BILLINGS

Route AM-17, Cheyenne, Wyo., to Pueblo, Colo., Wyoming Air Service, Inc. - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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	Cheyenne Wyo - Pueblo Colo	201	10 90	365	73 355	\$.35	\$25 677.75
2	a	Pueblo Colo - Cheyenne Wyo	201	10 90	365	73 355	.35	25 677.75
3	a	Cheyenne Wyo - Denver Colo	97	10 90	365	35 405	.35	12 391.75
4	a	Denver Colo - Cheyenne Wyo	97	10 90	365	35 405	.35	12 391.75
		Totals -	596			217 540	.35	76 139.00

Intermediate stop enroute: Colorado Springs and Denver, Colorado.

Requirements:

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

Equipment operated at present:

Single motored equipment available.
Average cruising speed, 119 miles per hour.

Equipment listed on bid:

5 Single motor planes

Route AM-28, Billings, Mont. to Cheyenne, Wyo., Wyoming Air Service, Inc. - Contractor

Authorized service as of July 23, 1934.

Trip No.	*Fre-quency	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
5	a	Billings Mont - Cheyenne Wyo	418	15 135	365	152 570	\$.285	\$43 482.45
6	a	Cheyenne Wyo - Billings Mont	418	15 135	365	152 570	.285	43 482.45
		Totals -	836			305 140	.285	86 964.90

Intermediate stops enroute: Sheridan and Casper, Wyo.

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 minimum prescribed) in addition to mail and express loads on all schedules.

Equipment operated at present:

Single motored equipment available.
Average cruising speed, 119 miles per hour.

Equipment listed on bid:

4 Single motor planes.

Wyoming was awarded AM-17 between Cheyenne, Denver, Colorado Springs, and Pueblo.

In addition, Wyoming was granted AM-28 from Cheyenne to Casper, Sheridan, and Billings.

The Denver-Pueblo portion of AM-17 was purchased by Varney Air Transport (later Continental Air Lines) in 1937.

Wyoming Air Service changed its name to Inland Air Lines, Inc., July 1, 1938, and was acquired by Western Air Lines in 1943.

WYOMING AIR SERVICE Inc. CONNECTING Coast To Coast - - Border To Border Routes DAILY SCHEDULES

SOUTH BOUND - read down				NORTH BOUND - read up			
Trip 1	Trip 3	Trip 5	Mile	Trip 6	Trip 4	Trip 2	
12 40	0 Lv	BILLINGS (MT) Ar	1 15				
1 40	11 Lv	SHERIDAN Ar	12 20				
1 50	12 Lv	CASPER Lv	10 55				
4 30	4 Ar	CHEYENNE Lv	9 05				
4 50	10 Lv	CHEYENNE Ar	11 00	4 25			
4 50	11 Lv	DENVER Lv	10 10	3 15			
7 00		DENVER Ar		3 25			
7 45		COLO. SPRINGS Lv		2 45			
8 10		PUEBLO Ar		2 15			

Trip 1 and 4 Mail and Express only. Between Cheyenne and Denver & Cheyenne Denver portions of trips 3 & 6, Via Special Automobile

Wyoming Air Service schedules from mid-1934 (above).

George Cearley has the following books available he has written:

- (1) Atlanta Airport - \$22.00
- (2) Boeing 707 & 720 - 19.00
- (3) Eastern Air Lines - 19.00
- (4) National Airlines - 24.00

All prices include postage and handling for U.S. orders only. Inquire about Canada and overseas prices. Order from:

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

RICHARD BELL IN THE SPOTLIGHT

RICHARD BELL is the photographer in the spotlight in this issue. Dick is a regular at LAX/SNA/ONT and SAN and has never disappointed with his sharp, crisp images. Included in this batch are a Morris Air 737-300 (Morris is now part of Southwest) and the "Shamu" scheme on an SW 737-300, both on finals at SAN. The Texas flag colors, also on an SW 737-300 were also shot at SAN. Also on approach at SAN is America West 757 in the "Teamwork" colors (see front cover), celebrating the airline's emergence from Chapter 11 protection. The scheme was designed by a grade-school daughter of an America West employee.

Of note are also the MD-90 in McDonnell Douglas company colors at LGB, a MarkAir 737 at SAN (Markair was having problems with both the FAA and the bankruptcy court at the time of writing), and a pretty fair selection of widebodies in and out of LAX.

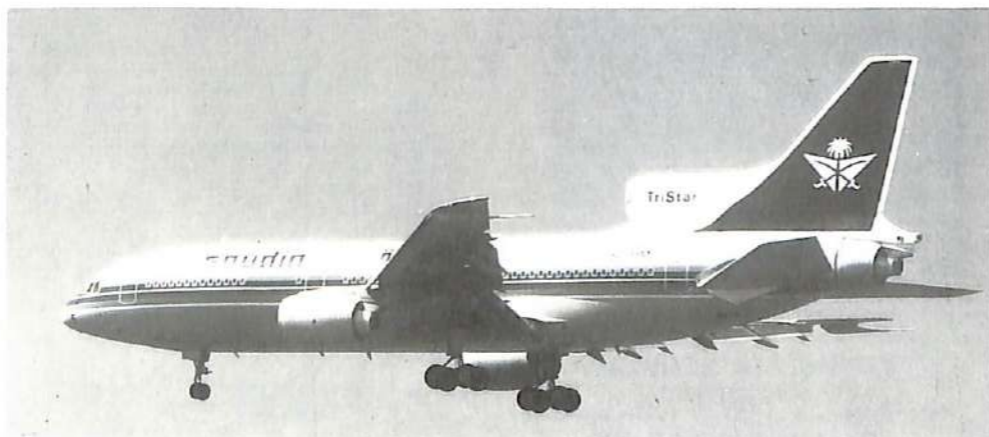
One question: Does anybody know what the extensions on both wingtips and above the tailpipe of the centre engine are on the Saudia L-1011? They appear to be VHF aeriels similar to the ones found on 747s.

(Answer: Despite the color scheme, this L-1011-500, HZ-HM5, is owned by the Saudi government, not the airline. The extensions are indeed VHF aeriels. The aircraft was originally delivered to Algeria as a government VIP aircraft, and now serves that role with the Saudi government. However, it is being maintained and operated by Saudia, the airline. JG)

Finally, a shot of the new United 777 by yours truly at DEN.

Photos, top to bottom:

1. Morris Air 737-308, on finals at SAN. N734MA, Msn 23387/1163.
2. Saudi Gov't Lockheed L-1011-500 landing at LAX. HZ-HM5, Msn 1250.
3. Southwest "Shamu Sea World" on finals at SAN. N 507SW, Msn 24184/1864.
4. Continental Micronesia DC-10-10 just before touchdown at LAX. N68046, Msn 47800/92.



Photos:

Above: Korean Air Lines MD-11 at LAX, HL-7372, Msn 48408/457.

Right, top: The new McDonnell Douglas MD-90 with V.2500 engines at LGB.

Right, center: Rich International L-1011-385-1 at LAX, N300AW, Msn 193P-1134.

Right below: United Air Lines 777-222 at DEN, N767UA, Msn 26918/9.

Bottom left: Southwest 737-3H4 in "Texas" colors at SAN. N352SW, Msn 24888/1942.

Bottom right: Markair 703-300 at SAN, unidentified.



Look for the new Hasegawa MD-11 kit; 1/200 scale issue comes with JAL and KAL decals

Everywhere you look, airline scale modeling is booming. A recent "Scale Aircraft Modeling" (UK) editorial notes the increased interest shown in the subject at the latest IPMS/UK Nationals. The Airliner SIG in the UK is steadily growing and had close to 90 members as of mid-1995. The turnout at the '95 IPMS/US Nationals in Albuquerque, New Mexico, was one of the best ever with 23 quality entries in the small-scale airliner class alone. Publisher/Editor Russell Brown says the new "Airline Modeller" magazine is financially viable after only two issues. Good news for

modelers who have lost magazines like this in the past.

Rumors persist of new wide-body models arriving from Hasegawa in 1/200 scale; the old Airfix narrow-body 1/144 scale series appearing in Japan with new decals, and new decals coming from almost every source. In all the years I have been writing this column for Joop and the CAPTAIN'S LOG I have never seen it better. Enjoy!

Kits:

The Hasegawa 1/200 scale MD-11 has arrived, in both Japan Airlines and Ko-

rean Air Lines markings. The JAL version with PW 4460 engines is shown in photos 1 and 2. It looks beautiful in the box, with a nice clear canopy (detailed cockpit, anyone?), fine engraved panel lines and at least an attempt at a decent inlet area for the wing-mounted engines.

The cabin windows have nice sharp edges, making them much easier to fill with Krystal Klear than the round-edge windows of previous Hasegawa airliner kits. There is one problem, and Hasegawa can fix it at the source. The winglets are beautifully moulded to the top wing parts, along with the wing bottom and two stab halves, all

on one tree. All the trees are stacked together in a single plastic bag with the decals and the instruction sheet. On one of the kits I have purchased, the fine trailing edge of one winglet was bent into a "C" shape, and the engine nacelle half was broken from its pylon, from trees rubbing together in the plastic bag. This problem is not unique to the MD-11 kit, but is getting to be a common complaint by modelers of all kind as detail level and fragility increase in new releases. The Pro Modeller approach of packaging one tree per bag is the best answer, but it will be quite a while before this becomes a normal practice. Meanwhile, I suggest you check the parts before leaving the store.

Decals for a JAL Tufted Puffin, Fairy Pitta and Red-crowned Crane J-Birds are included, where the bird graphics appear on both the winglet and the forward fuselage. The Korean Air Lines version also carries P&W engines, but I haven't seen the decal sheet. The kit with Finnair markings with the cartoon children on the fuselage has appeared in Japan, but not as yet in the USA. A GE-engine version is rumored to be on the way. We'll all know what decals it will have when it shows up on the Hobby Shop shelves.

Fan Jet Productions (P.O. Box 216, Riverdale, Maryland 20738-0216, USA) has released the first two of a planned series of resin kits and conversion parts in both 1/144 and 1/200 scales. Their complete 1/200 scale Boeing 737-500 kit is shown in photo 3. The retail price is \$12 U.S., reasonable indeed, especially when an unspecified decal will be provided at no additional cost at a later date. Like the Hasegawa MD-11, it features fine engraved panel lines, wing and stab detailing on both top and bottom and well-detailed engine inlets. The fuselage is solid resin, and should stand on its nose gear without added weight. The resin main and nose gear struts may be stressed to their limits, carrying all the weight of the fuselage, but we won't know until the completed model sees a really warm day. Both the models I purchased at the IPMS Nationals had extensive warping, which is really nothing new for resin kits. The fact that the kit came from Maryland to New Mexico in the mid-summer heat, protected only by a plastic bag, didn't help. The standard resin fix of immersion in hot tap water, bending to correct the

shape, followed by overnight in the refrigerator, should cure the problem. The cockpit and cabin fuselage windows are shallow depressions in the molding. It would seem better to leave the windows flush with the surface, ready for application of window decals. The shallow depressions serve no useful purpose. Well, maybe they could. See the next paragraph.

I will pass along a useful trick where window decals will be used, one I outlined in the instructions for the Sasquatch MD-

The other Fan Jet offering is a set of winglets for the Revell 1/144-scale Airbus A310 kit. The retail price is \$1.50 U.S., an inexpensive way to upgrade your stock of pre-Balair A310 kits.

New decals:

The saga of the "gold or mustard yellow" Golden Falcon decal for the Gulf Air A340 by Liveries Unlimited continues. Jennings Helig has double-checked his sources and has reprinted the decal with metallic gold markings, as well as correct-

Photos 1 and 2 - The new Hasegawa MD-11 kit in 1/200 scale.

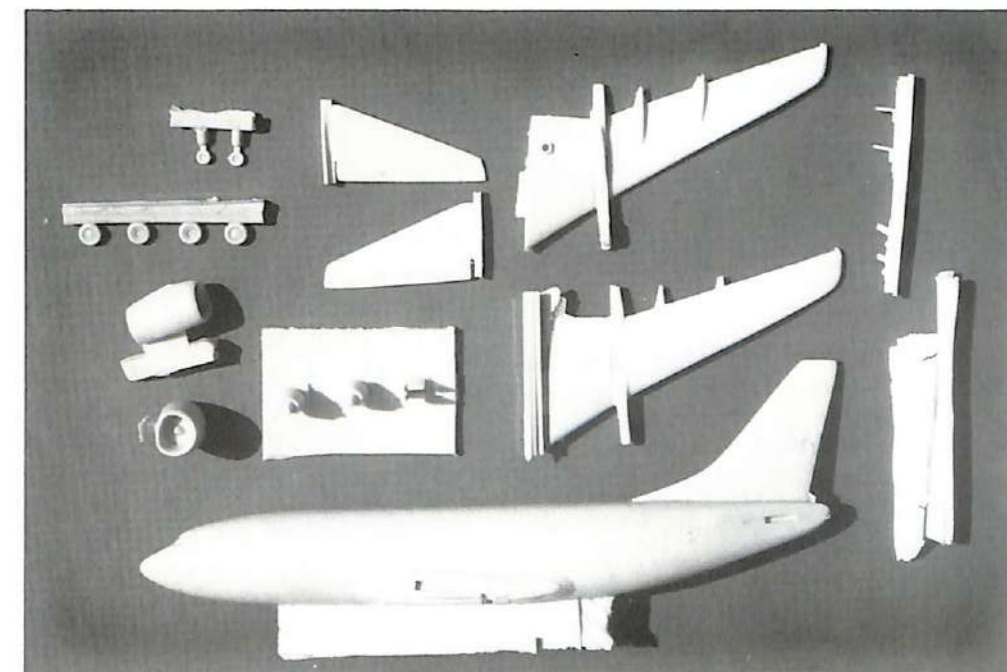
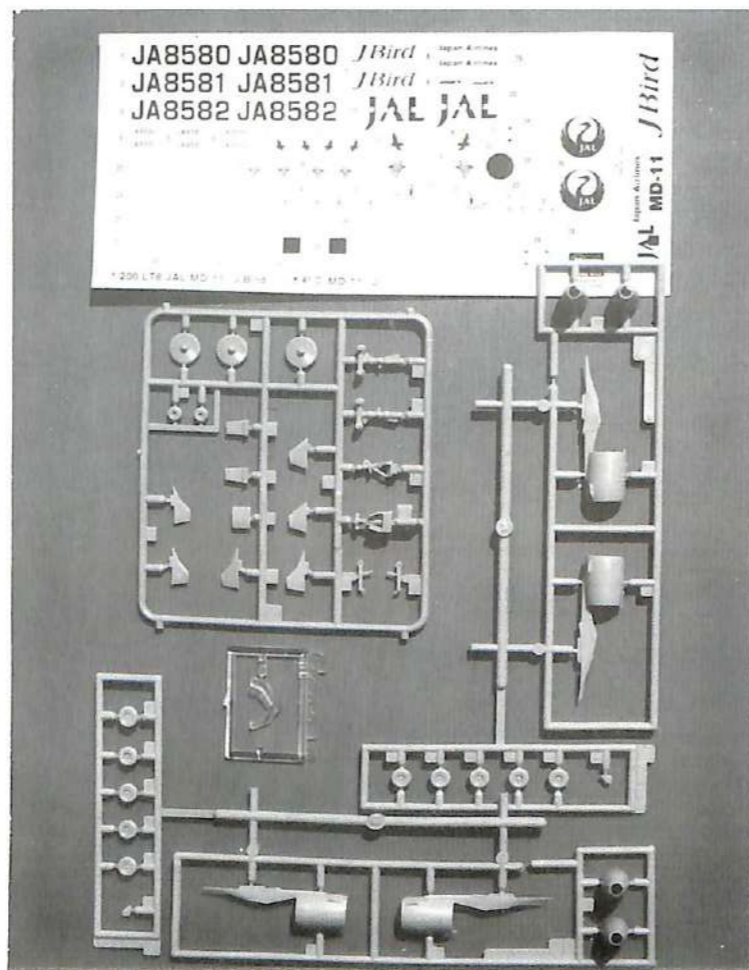
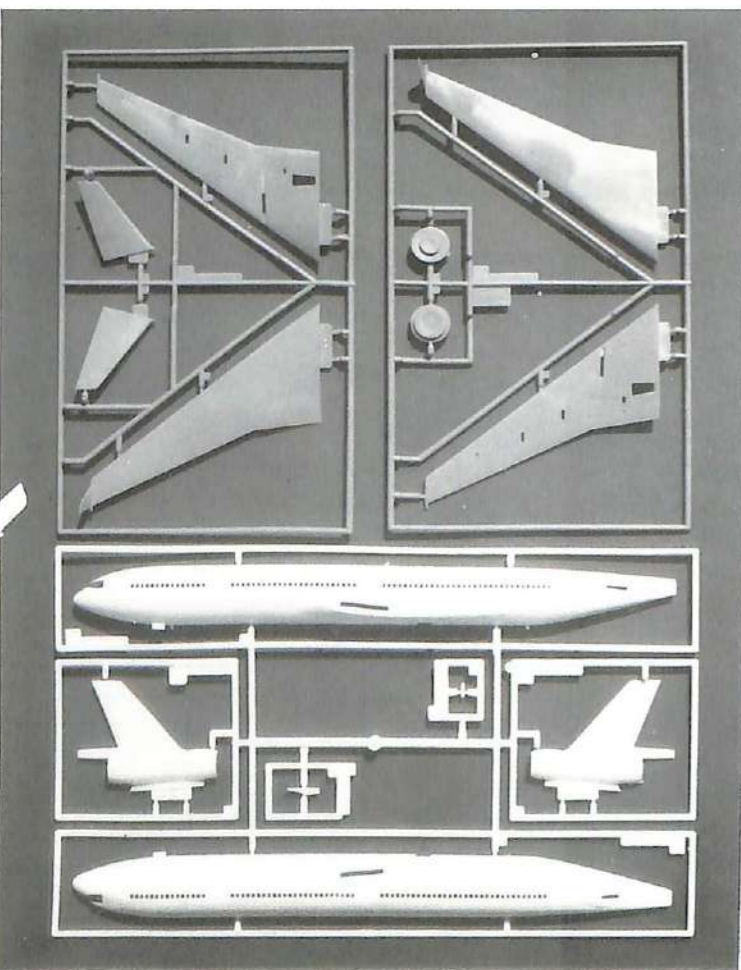


Photo 3 - 1/200 scale 737-500 kit by Fan Jet Productions.

11 conversion. After you have filled your cabin windows with your favorite filler, drill a small hole (#70 or so drill) in the center of the forward and rear-most cabin windows a few thousandths deep. It is easy at this stage, when you can see where the windows are located. Keep the holes open, redrilling as necessary as you complete your finishing process, including all the coats of color paint. Fill the holes at that time with a contrasting color filler, say Squadron green filler on a white fuselage. Lightly sand the filler flush after it has dried and provide a clear coating of Future Floor Wax to make the area ready for decals. You will be left with four small colored "dots" marking the center of the first and last window decals. The dots themselves will of course be covered by the window decals. No more trying to guess where the windows should go on a perfectly smooth (we hope) painted surface. Try it! I bet you'll do it again and again.

ing the maroon misprint. It is an outstanding manufacturer who stands behind his product like Jennings has done. He will provide you with a new decal if you'll return the sheet number portion (A4-041) from the old one with \$2 U.S. to cover postage and handling fees.

Previously I promised a review of some of the new Liveries Unlimited decals. The Mohawk BAC 1-11 decal in 1/144 scale is the best 1-11 sheet ever. The registration is perfect, as usual and Jennings has made the complex mix of decals required for the nose stripe area very adaptable. Whether or not you choose to make the old Airfix kit more accurate, the decal should still fit. A variety of names are provided, with N2111J "City of New York" being the featured aircraft. Other registration numbers may be made from the number block provided. The window decals are printed in grey to show

against the black fuselage stripe, and without silver frames. In the good old days even the window frames were painted. Perhaps best of all, four beautiful thrust reverser grills are included. They will be useful on other BAC 1-11 projects.

The Air Niugini A310 color scheme is really quite simple, with attention focussed on the Bird of Paradise and teal stripe on the tail. This time the windows have natural metal frames, there are natural metal rub strip decals for under the doors, along with tiny red emergency information panels. These aircraft are A310-300 versions with winglets, so either the new Balair A310 or Fan Jet Productions aftermarket parts could be used. Should you choose to make your own, templates are provided in the instruction sheet. Decal instructions also suggest modified Revell 767 engines to represent the newer P&W engines used on the real aircraft.

Aloha and its affiliate Island Air are featured on the next two sheets. The 737 is featured on the 1/200 scale sheet, with titles in sizes to fit both the early -200 and later 300/400 series aircraft. A good selection of aircraft names for representative aircraft of all types are provided, along with intake warning stripes, cockpit and cabin windows and windshield wiper decals. The challenge with this scheme, as well as with the one for the Island Air aircraft, will be to maintain the thin white stripe between the yellow decal and the dark blue bottom of the fuselage. It is a shame the white stripe is not included at the bottom of the yellow decal stripe. This would make application much simpler. But hey, we are *real* modelers, right? We can do it!

This decal is also offered in 1/144 scale, but that sheet contains only parts for the -200. The Island Air decal is designed for the Matchbox 1/72 scale kit. It introduces grey window decals (really not too convincing in the larger 1/72 scale), yellow stripes and pretty tail flower logo. I am surprised no emergency exit outlines are included, but they are available on other decal sheets if you find they are needed. The SEP 95 issue of "ACAR International" has a photo of the same color scheme applied to Island Air's new Dash 8, and this aircraft does have emergency outlines. This might make an interesting decal conversion using the 1/72 scale Hobbycraft kit.

On the even newer decal front, Liveries Unlimited has printed sheets for the Emirates 727-200 in 1/144 scale. This is another beauty for gold-color freaks like me. The scheme features red/black/green tail graphics on a white fuselage with gold titles. Registrations of both the airline's two 727, including under-wing registrations, are provided. Again, Jennings has improved the state of the art with new thrust reverser grills for the -200 that include metallic highlights. I don't yet know how the tail graphics decal will actually fit on the kit, but assuming it does, the result will be a striking 727 model.

There are new markings in both 1/200 and 1/144 scale for the Boeing 767-300 with GE engines, thanks to Liveries Unlimited decals for Alitalia and TransBrasil. The former include all markings and a different style wing emergency exit walkway configuration than for the TransBrasil aircraft. Don't miss the small "correction decal" for the upper right wing registration that has been included. The TransBrasil sheets are the real winners here. Even the Liveries Unlimited manufacturer's logo is multi-colored! All the rainbow tail colors are there, with blue, orange and green titles, exit door outlines and registrations. The spare titles may be useful with other, older 727 decals. Wing colors (top and bottom) for the first three of TransBrasil's GE-powered 767-200s were blue, orange and green. Only the leading edge was natural metal. Later -300s reverted to more-standard corogard and grey colors, but would still be striking with the rainbow tail. One of many airline modelers' most-wanted sheets, and very well done.

The USAir 767-200, as featured on the cover of the 1996 Airliners calendar, has been provided in decals in both 1/200 and 1/144 scale by Jennings, and well-done at this. The white title outlines have been printed separately, assuring registration problems are minimized. All the good parts are there, including windows with neutral metal frames and neat red and white emergency exit placards. Even the blanked-out windows have been accounted for on the decal.

One last Liveries Unlimited item. Catalog No. 3 lists "Scrap Decals" available at \$1 U.S. each. These are color misprints, their choice, but a great buy. They

provide windows, wing walkways and other details not affected by titles or logos printed in the wrong color. No instructions are included, but what a deal! More new releases will be reviewed the next time.

Vince Klimas of Flight Path/Aerocolours Graphics has also been busy, cranking out 33 new decals since my previous reviews. Since we have been talking about the 767 in 1/200 and 1/144 scales, why not a USAir 767-200 in 1/100 scale for the Nitto/Doyusha kits? Flight Path now has the decal, and a large one it is. The kit provides the required GE engines, so all you will need to do is paint and decal. Neither window decals nor metal frames are required, as the fuselage is natural metal and the kit window shapes are perfect.

In 1/72 scale, Flight Path has done decals for the Jetstream 31 and Dash 8, both with USAir Express markings. This is an excellent choice, with both aircraft painted overall white with black de-icer boots. One Dash 8 even carries a black smile, a carryover from the old PSA days. As with the 767-200, separately registred titles, emergency exit markings, a registration number block and all stripes are included. All we need now is an Airfix re-release of the Jetstream kit. Both decals are also available in 1/144 scale for the Sasquatch kits.

Flight Path also has done decals for the USAir 146-200 in 1/144 scale for Welsh or Sasquatch kits, the Fokker 100 or F.28-400 in 1/144 scale and the Boeing 757 in both 1/144 and 1/200 scales. I have photos of the F.28 at PIT, and the overall grey color is very attractive. It also minimizes painting of natural metal, if that would make you feel more comfortable.

To go along with the AirWest decals reviewed the previous time, Flight Path has decals for the PSA old color scheme with the red stripes on a white-top fuselage. Included are the 737-200, 727-200 and DC-9-30, all in both 1/144 and 1/200 scales. The 727 scheme features a black smile. There are no wing walkway markings and windows, but the decals are well-executed.

Northwest Airlines has been experimenting with cost-reduced color schemes and Flight Path now has the decals for them. Vince has done the light-grey scheme with red titles and the very large NW logo on

the nose in either red or white (both supplied) for the DC-9-51 conversions. A second sheet has the dark-grey scheme with FS16473 grey fuselage and white titles and nose logo. The Boeing 757 experimental scheme has the standard grey upper fuselage, a white bottom half, engine nacelles and titles. All aircraft have the red tail decal and the KLM/NW logo ("Seal of Partnership") for the fuselage, in 1/144 and 1/200 scale. For the standard current Northwest colors, Flight Path has decals for the DC-10 series (registrations for the -30 and -40 are included) and the 757 in 1/144 and 1/200 scale. These schemes feature the red fuselage tops and decals for the dark-blue fuselage stripe.

Switching to a completely different venue, Flight Path has decals for the British Midland fleet, including the Boeing 737 series (-200/300/400/500) in 1/144 and 1/200 scale, the BAC 1-11-300 in 1/144 scale,

the DC-9-15 and -30 in 1/144 and 1/200 scale, the F-27 in 1/72 and 1/144 scale and the Viscount 800 series in 1/96 and 1/144 scale. This is the scheme with the medium blue upper fuselage, grey lower half, white titles and a blue, red and silver logo (extras provided). Vince Klimas says the matching blue is available from Xtracolor Paint as color A306.

Two last items from Flight Path. They have sheets of white fdoor outlines available, one set for United new colors in 1/144 scale and another for 1/200 scale, and a sheet for the Northwest Airliner Jetstream, SAAB 340 and Metroliner. Vince will provide the sheets with an order of any amount. In addition, Aerocolours now carries the Pals Plight line of 1/200 scale 737s and conversion parts. They can now accept VISA and Mastercard for orders over \$20 U.S. Please include \$1.75 for U.S. postage and handling.

My special thanks to Aerocolours Graphics for the review decal sheets. I could never afford to review them all without Vince's generous donation of review samples. Please support him in his business, as he certainly supports us in the WAHS.

Modeler Photos:

Joop is including the photos of winning models of the AI'95 convention this time, so modeler photos will return in the next issue. I hope you have all seen the photo of the 727 model on the front cover of the Spring issue. It is the first time in my memory that a photo of a model has graced the cover of the CAPTAIN'S LOG. Thanks, Joop.

Departure Lounge:

Next time I will include photos from the '95 IPMS/USA Nationals and some new sources for conversion parts for larger scales. Please keep your model photos coming. I'd like to see your model illustrated in these pages.

AI 95 - MODEL CONTEST WINNERS

Text by RICK NEYLAND

Photos by JOOP GERRITSMa

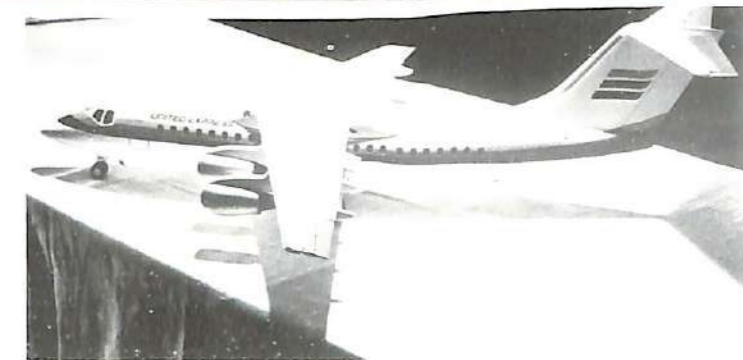
The weather during the AI 95 in Phoenix was "hot" and the same (translated as "sensational") can be said about most of the entries in the model contest. 43 models were entered in the various categories, of which 20 placed, including the selections for the traditional "Theme" and "Best-of-Show" models.

The model and photo contests shared adjacent rooms, separate from the main trade and display hall, and co-shared with a group of slide collectors.

The Theme Model for AI95 was to be an aircraft of an airline frequently serving Sky Harbor Airport at Phoenix, one which has served the airport in the past or one which is indigenous to the State of Arizona. Bill Parker's America West 757, hand-painted in a "Fying Cactus" scheme, was chosen. The scheme depicts a desert scene coupled with the sun sporting a pair of subglasses. Although this rendition does not exist on an actual aircraft, it well complemented the climate and geography of the area, and reflected the spirit of Arizona. Bill deserves congratulations for his cleverness.

The unanimously voted shoo-in for the Best-of-Show model was the 1/32 scale United Express BAe 146-300 by Bob Rice. This highly-detailed beauty was built with all of the antennae, landing gear linkage, outflow ducts, complete cockpit and other details, of the real aircraft. Bob also engineered his work of art with a detachable wing section to facilitate ease of transportation. This model was also chosen as the best in the vacuform/scratchbuilt category.

Nice work, Bob!



BAe 146-300 in United Express colors in 1/32 scale, was Best of Show in the AI 95 Model contest. It also took top honors in the Vacuform Scratchbuilt category. The model was built by Bob Rice.

An additional category being considered for future AI model contests is "Could Have Been". Different from the "Flight of Fancy," an entry in the "Could Have Been" category would be of an aircraft which was actually ordered by an airline, but for some reason was not built. Examples could be an SAS Stratocruiser, Atlantic DC-10 or Western 747.

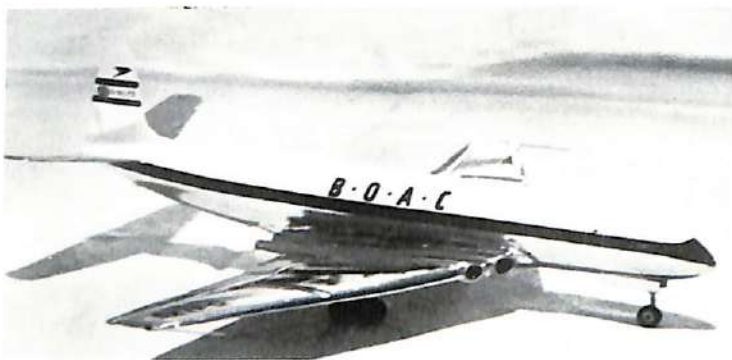
Supplementing this category could be a "Rare Bird" - an airliner which was actually readied for delivery but never went into service with its intended owner, or one which changed color scheme before or very shortly after delivery. Examples here are an Ozark 727-200, China Airlines DC-10, Continental 727-100 in the 720-B Golden Jet scheme.

The AI model contest needs a wider variety of entries. There were no models, for instance, entered in the Junior category. It is hoped this trend will change for AI 96.

A final word about the judging. Saturday's judging process took four hours. Judges were Alan Evans, Matt Cornell, Ron Kluk and Jeff Johnson. They took time out from the other convention activities to help us out and the convention committee thanks them sincerely for their effort and for spending their time this way.

Thank you, gentlemen. We are grateful for the great job you did! As a departure from the plaque or display trophies awarded at previous conventions, personalized certificates were presented to each winner. Because the certificates had to be ready in time for presentation during the evening banquet, some tactical decisions had to be made for the placement of certain winners. However, a post-convention review of the paperwork revealed little difference.

For future AI model contests some rule revisions will be implemented in order to widen the variety of winners, depending on the number of entries submitted in each category.



These are the WINNERS:

Large propeller, 1/99 scale or larger:

1. Dave Kessler - TWA L-1049G Super Constellation.
2. Rick Neyland - Lufthansa Junkers F 13.
3. Rich Fedorco - Capital Airlines Viscount 700.

Small propeller, 1/100 scale or smaller:

1. Mark Hooper - Alaska Airlines Convair 240.
2. Rick Guilbault - Eastern Air Lines DC-4.
3. Jerry Romaniak - United Airlines DC-7.

Large jet, 1/125 scale or larger:

1. Dan Levy - Comair Canadair Regional Jet.
- 2, 3 No entries

Medium jet, 1/126 to 1/149 scale:

1. Rick Guilbault - Air Inter Airbus A319 (still to be delivered).
2. Rick Guilbault - PSA 737-200.
3. John Mui - United Airlines Airbus A320.

Small jet, 1/150 scale or smaller:

1. Dan Asher - Japan Air Charter Super Resort Express DC-10-30.
2. Dan Asher - ValuJet DC-9-30.
3. Rick Guilbault - Eastern Air Lines L-1011, first color scheme.

Major Conversion (1st place only):

Rick Guilbault - BOAC Comet 1.

Diorama (1st place only):

Charlie Coward - ValuJet DC-9-30 after touchdown on runway.

Vacuform/Scratchbuilt (1st place only):

Bob Rice - United Express BAe 146-300.

Flights of Fancy (1st place only):

Rick Guilbault - LAN Chile 737-200 in old 707 colors.

Display Model (1st place only):

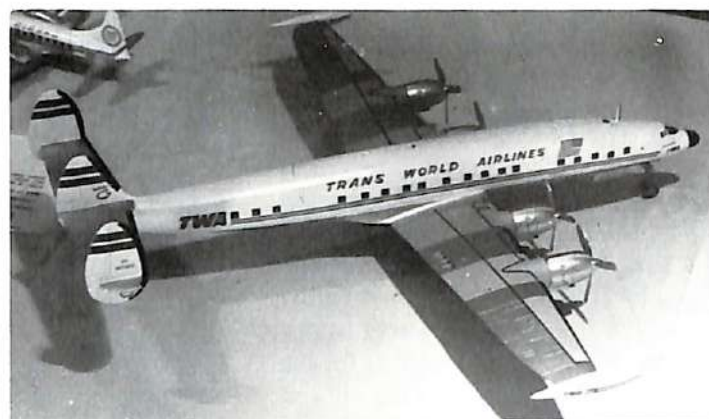
Hans Pennell - British Airways 737-400.

Theme Model (1st place only):

Bill Parker - America West 757.

Best of Show (1st place only):

Bob Rice - United Express BAe 146-300



WINGS & THINGS

Richard Koran

Guest column by Charlie Dolan:

My 'run for the brass' started at Dorval

(Right after Braniff went out of the flying business ... the first time)

Dick is in the middle of a move from Michigan to sunny Florida with a house under construction at the same time. So, he has asked me to put some thoughts on paper to prevent an interruption in the "Wings & Things" column.

I have moved about eight times in the past 20 years because of military or job requirements and I know how difficult it is to organize cardboxes, let alone thoughts, during the six months before and after a move. So ... for better or for worse, here goes.

The column is called Wings & Things, therefore I will expound on how I got started on what has turned out to be a pretty extensive and, I think, attractive collection. The first thoughts of starting a wings collection came in 1965, when I spotted the Boeing Commercial Airplane Company advertisement showing the insignia (mostly cap badges, but some wings) of the 55 airlines using Boeing aircraft at that time or going to start Boeing service soon.

By the way, if anyone out there can tell me who "Southern Air" is, I'd really appreciate it. That carrier has defied identification for all these years. If anyone has one of those insignia, I'd sure want to get a shot at adding it to my display.

But I digress.

At the time I was living on Long Island and should have made steps to start the collection right away. My father was active in a local antique car club and two members were Eastern Airlines DC-8 captains. They probably had some old duckhawk wings and cap badges tucked away in drawers. A third member was a CL-44/DC-8 driver for Seaboard World and I know he had some Seaboard and Western insignia gathering dust because I saw them. I just never asked. I know that these chaps probably knew lots of folks from PAA, Panagra and TWA, because in the later 50s and early 60s, Long Island was one of the biggest "nesting areas" for the overseas birds. Talk about lost opportunities!

I did not start the collection until Jun 82, right after Braniff International went out of the flying business the first time. I was working at Montreal's Dorval Airport and Braniff was operating three flights a day from Canada that, as I recall,

wound up in DFW. I should have noticed something was amiss with the carrier as soon as the "flying colors" arrived at Dorval with three captains on board. One or two is still normal, but once you get a captain watching the engineer's panel, the stockholders really begin to worry.

Sure enough, one day I came into work and found empty counter space where BI used to be, with holes in the plaster where arrival and departure television monitors were located, and blank spaces on the carpeted walls where BI had reposed. It seemed that all they had left at Dorval were memories and, perhaps, unpaid fuel bills.

I remembered that after the 1983 incident during which his Boeing 767 ran out of fuel near Gimli, Manitoba, Air Canada's Captain R.O. (Bob) Pearson had had several conversations about what had led up to the incident and the way the company was reacting to it. Needless to say there were very strong feelings on all sides of the issue. Well, being "Johnny on the Spot" (again) 12 years after the incident, I decided to write Bob Pearson and ask him if he would mind my adding him to my wall of fame.

I sent the letter to Air Canada's flight operations office at Dorval. It was a long time before a reply arrived and the reply was somewhat overwhelming. The package had a Customs form indicating "six used insignias." I thought, "That's nice, traders," knowing that Air Canada had frequent uniform issues and that I was going to find three sets of current AC brass. Not so!

When I got the box open, there were a set of TCA (Trans-Canada Air Lines) wings with the cap badge, the current Air Canada badge and the three types of wings Capt. Pearson had worn during his Air Canada career. There was the early style with the blue center behind the maple leaf, the very heavy-style wing with the red center and the current version with the three stars for captain. He mentioned in his letter that he retired from Air Canada when early retirement was offered and that he is now flying 747s for Asiana in the Pacific. I don't want to read too much into the issue, but I have the feeling that the TV movie "Falling from the Sky" was very kind in its treatment, or non-treatment, of the results of the investigation into the incident.

So, that's how I got started in this "run for the brass" and



AMERICAN TRANS AIR

These wings are gold with blue and white enamel in the center. I believe they are captain's wings.



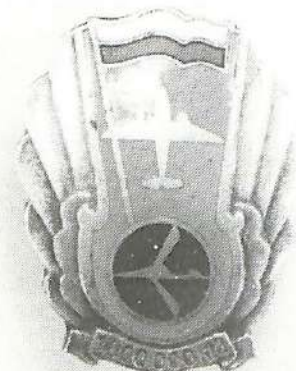
SKYSTREAM

TOM KALINA wore these wings (left) along with the same pink and black logo with the N, W and SKYSTREAM as in the bottom below left.



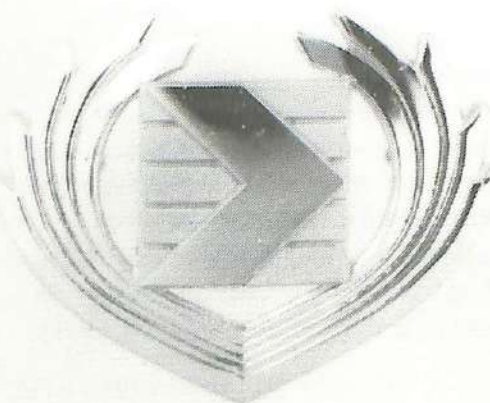
SKYSTREAM

"Get in the pink", says this Skystream Airlines button with black logo with N, W and SKYSTREAM on a black background. When I was flying out of Indianapolis on the BAC 1-11, we always thought the commuter looked like the Barney Brothers bakery.



LOT - POLISH AIRLINES

A friend of mine in what used to be Czechoslovakia sent me this LOT Polish Airlines badge. It is in silver with light-blue enamel, the white and red Polish flag on top, a silver airplane in the center and the airline's logo in silver on deep blue. The ribbon along the bottom says "1,000,000 km"



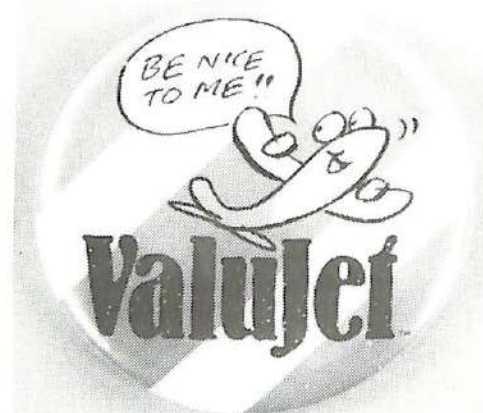
CANADIAN AIRLINES INTERNATIONAL

Hat badge (left) and wings (above) of CAI are quite nice. Both badges are shiny gold and are well-made. Perhaps one day I will learn not to get reflections off the metal when I photograph these.



EXPRESS ONE

EXPRESS ONE showed up at St. Petersburg/Clearwater and I finally made sure I was talking with the right guy ... we had a nice time for a while before he was ready to leave. Sometimes, when I am standing by a 727, I wish I could just get into the cockpit one more time ... and fly it.



VALUJET

"Be nice to me" says this VALUJET button. It has red and white stripes on the background, with the airline's name in black. The airplane is white with a yellow band around the fuselage and a light-blue tail.



some of the successes I have had. The most fun is being able to swap brass, stories and outright lies with a lot of interesting and fascinating folk from around the world. As a matter of fact, it was through passing a photograph of my collection to an American Airlines flight engineer at Dorval Airport, who knew "this guy in Chicago with a collection" that introduced me to Dick Koran and then through him to the WAHS. Dick would drop in at Dorval every once in a while and we'd either go bother Quebec's Service Aerien folks to tour their water bombers, or head out to a local steak house and do some hangar flying.

In the morning, I'd head down to Gate 30 or 32 and Dick would have the coffee ready so we could chew the fat a bit more before time for push back.

It has been a grand 13 years and I keep looking forward to that next contact ... package ... and that elusive "Perfect Swap!"

Okay, Dick ... if this fits the bill, you can relax and begin opening another cardboard box ... and put things where they belong. Happy housekeeping!

Thanks, Charlie ... that is a GREAT help !!!

NATIONAL CORRECTIONS - Back to me, Dick Koran. I received a telephone call and a letter from George Cearley just after the Phoenix get-together. It seems there are some differences between the Florida Historical Society dates regarding the history of National Airlines, and the dates in George's new book about the airline. George called me first and then followed up with a letter:

Dear Dick: It was good talking with you tonight (11 AUG 95). Here are the corrections on the National History Highlights:

1. Ted Baker arrived in Florida with two Ryans (not three). They were NC545N and NC723M. A third Ryan (NC9234) was leased between OCT 34 and APR 35. It was required when NC545N was undergoing repairs.

2. National began as National Air Line Taxi System, 1929-30, based at Chicago Municipal Airport (now Midway). It was a sight-seeing charger and taxi operation. It operated until 1934.

3. Headquarters moved to Jacksonville in 1939, not 1940.

4. New York route was awarded 19 FEB 44. It was inaugurated on 01 OCT 44.

5. DC-6 inaugural was on 01 JUL 47. First DC6 delivered on 04 JUN 47.

6. Half-fare plan, summer excursion fares and piggy-bank vacations begin in 1949, not in 1950.

7. First DC-6B delivered 09 OCT 52, not September.

8. DC-7 inaugural 15 DEC 53, not NOV 53.

9. Inaugural of first domestic jet service, Idlewild-Miami, with 707-121, N710PA, took place on 10 DEC 58. A total of four 707-121 were leased during the winter of 1958-59, but not all at the same time.

10. 25 OCT 59 timetable shows second season (winter 59/60) jet schedule effective 01 NOV 59, again with leased PA 707s.

11. Miami - London route awarded JUL 69, but service actually began (following delays) 01 JAN 70.

Also, National called its 1930s - 1962 logo the "House Flag," not "flagppole". The term house flag appears in annual reports and in the company newspapers "Buccaneer" and "Star Reporter".

Finally, my National book is an all new book, not a revised or expanded 1985 book.

Hope your move to Florida went smoothly and I hope to see you again soon.

All my best!
George Cearley"

I plan on buying one of George's books on National ... there was a lot I didn't know about this great airline.

AIR CANADA BEEFS UP FLORIDA SCHEDULE

Air Canada, based in Montreal, has announced it will launch scheduled service to four Florida cities: Orlando, Fort Myers, Fort Lauderdale and West Palm Beach, and boost overall capacity by 16%. The expansion is the result of the Canada - U.S. Open Skies agreement, which allows Canadian carriers to serve any U.S. destination on a scheduled basis. Air Canada will cease all charter flights to Florida, replacing them with the scheduled services to Miami and Tampa (both already being served) and the four new destinations, chiefly from Montreal and Toronto.



U.S. CUSTOMS SERVICE & BORDER PATROL

CHARLIE DOLAN came up with these Customs Service (above) and Border Patrol (below) wings. At the top of the Customs Service wings is the name "Treasury", the government department to which it answers (and so does the Border Patrol) Nice wings! Thank you, Charlie!



New cards: 7 airlines in 5 countries

Time flies when you're having fun, doesn't it? It seems just like yesterday we were all having a good time in Phoenix at Airliners International '95. And I would like to thank Joan and Alan Merkle for taking on the task of hosting the AI. It is not an easy job to put on the show, as big as the AI is getting. We had a few problems but everything went very well and we thank you for a great show. A special thanks goes to your good friends Ceil and Joe Lopez for helping and to my wife Sue, who was to be on vacation but ended up helping the whole time we were there. My son Brian just seemed to grow up overnight and got right in there to help out where needed.

Also thanks to the following people for helping in various ways: Diane Abbott, Bruce Shuey, Linda and Don Levine, Jon Proctor, Dave Cherkis, Frank Waldorf and Richard and Karl whose last names escape me, I am sorry. If I forgot anyone, I offer them my deepest apologies. It is not intentional.

Now it is up to Paul and Pat Collins and crew to get things ready for Airliners International '96, the 20th Anniversary convention. Good luck to both of you.

New playing cards:

On to the new playing cards I have acquired in recent months. The first few are new issues from U.S. carriers.

#1 - American Trans Air. It has a dark-blue background with orange text, sun and "ATA" logo, a dark pink border around the picture and a brown (trunk) and green (leaves) palm tree.

#2 - Midwest Express shows a cup and saucer on a blue napkin on the armrest of an airplane seat with the Wall Street Journal on the brown leather seat. The dark-blue border contains the printing "Midwest Express The Best Care in the Air" in white. Inside of this is a thin orange border.

#3 - The final new U.S. card in this issue comes from ValuJet. It has a white background with sections in light blue (top) and yellow (bottom). The name is in black and the airplane logo is in white with yellow band and blue tail.

#4 - Air Club International is a Canadian charter airline that started operations in JUN 94 with Airbus aircraft. The white background has the word "AIR" in blue, "Club" in green and the logo in white on black. The photo on the card shows the aircraft (white fuselage and blue tail) against a blue sky and above a cloud formation.

#5 - Ambassador Airways was a charter airline based at Newcastle, England. It started flying in 1992 and ceased operations in 1994. The 757 on the card is in the airline's gold-on-white livery. The border is white.

#6. China Airlines of Taiwan issued this deck to mark the JUN 95 inauguration of its new service to Zurich and Rome. The red-and-white Swiss flag and green-white-red Italian flag are pictured against a beige background. The text is in black (along the top) and blue. The bottom bar is blue with white text and logo.

#7. To close out we have a card from Kenya Airways. The red, green and white pattern is projected against a black background with white specks. The border is white and the bottom strip contains the airline's logo, in red inside a black circle, name in black and slogan "The Pride of Africa:" in red.

That's it for new cards in this issue. Should you turn up something new, please send a sample my way so I can illustrate it in the CAPTAIN'S LOG. I will trade if you like.

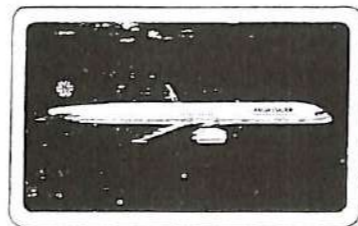
Until the next time, and may life deal you a good hand.



#1 - American Trans Air #2 - Midwest Express



#3 - ValuJet #4 - Air Club International



#5 - Ambassador Airways



#6 - China Airlines #7 - Kenya Airways

AI'95: ANSWERS & NEW QUESTIONS

Airliners International 1995 is now a memory. I had a great time, visited with old friends and found a few new ones, sashed some vodka, told a couple of stories, laughed, had a warm dunk in the pool at midnight and was given sheets of Xerox copies of unidentified wings - but not necessarily in that order. Discussions were numerous about logos, routes, dates of service etc. This column features some of the questions I was presented with. Replies and new questions are from ROY THOMPSON, JIM BURTON, LUBOS SEVCIK, BILL SOHMER and DR. CHARLES QUARLES.

Answers:



#117 - Frontier Airlines. Bill Sohmer writes: "The four stars should be the base for four rubies which would indicate 20 years of flying service with Frontier."

Vol. 20, No. 4, page 34 - Capital Airlines. Dr. Charles Quarles writes: "Capital used another pilot hat badge from 1948 (at the final transition from "PCA - the Capital Airline" to Capital Air-



Capital Airlines pilot hat badge and jacket wing, 1948-1959.



lines), until 1959 when the cap badge shown in the article, became uniform standard. There were also two sizes of pilot wings, the smaller wing was introduced in 1959.

Smaller pilot jacket wing, 1959 until merger with United Airlines.



"The fellow on the TPA/Hawaiian wing (same issue, page 35) is King Kamehameha, who united the Hawaiian Islands in 1795."

Here are some answers that I cannot credit to the people who supplied them, because they were given to me during some roundtable talks at the AI in PHX. Some of these wings have appeared in the CAPTAIN'S LOG before, others have not.

#87 - Belgian International Air Carriers.



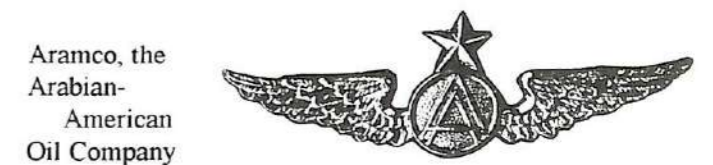
#129 - Airtours, a British charter operator with a fleet of Airbus, Boeing and McDonnell Douglas jets.



Spantax, a Spanish charter airline which suspended operations in MAR 88.



Euroair. (Which one? There have been two or three companies with this name in Europe in the past decade or so - JG)



Aramco, the Arabian-American Oil Company



Prinair, Puerto Rico.



Air Pacific.



Austral, Argentina.

New questions:

Now the ever-present questions:



#140 - With "TA" in the center, who is it?



#141 - Which company issued this half wing?



#142 - A large bullion wing, but from which company?



#143 - Any ideas about this wing?



#144 - The top of the shield says "PSOC" (or "PSDC"???) and the bottom "AVIATION" with interlocking pentagon and square in the center. Who, what, when, where?

#145 - This drooping wing has an "L" in the centre. Or is it supposed to be "OL" or even "LO"? I give up.



#146 - Where is this bullion wing from, and when?



#147 - A small wing with two birds (doves?) in the center. Who issued it, and when?

#148 - Who can identify this large badge? Or is it a jacket wing? Who issued it and when?



#149 - This large bullion badge is unknown to me. Can you identify it?



#150 - This "wing with a 'W'" has a hallmark "Allen" on the back. Who is it?

#151 - Who is "Lemelin?"



#152 - The center says "AB" and that is all I know about it. Any takers?



#153 - Somehow this wing looks familiar, but I can't identify it.

#154 - Is that an "A" or an "H" in the center? Or perhaps an "R"? And what does it stand for?



#156 - Any ideas about this small wing?

#157 - Who does IAF (or LAF??) in the center stand for?



#158 - Who of you has seen this wing before?

#159 - This large badge shows an intertwined S and F in the center. Or are they an F and a S?



#160 - Who issued this wing with "LO" in the center?



#161 - There is lots of bullion on this wing. But who issued it? The center has a T and what appears to be an I falling off.



#155 - This looks like a cap badge. But from whom, where and when?



Thank you to all who helped with this column. And to all readers, please keep to mail coming. It is the only way we will have a service that helps us all. KEN

Here is a request by the editor to all people who contribute Xerox copies of wings and badges to Ken Taylor for publication in this column. Please make sure when you fold your letter not to fold the Xeroxes. This damages them by breaking up the black toner of the image and this shows up in reproduction. It costs me a lot of time to repair the damage (if I can repair it at all) - time I'd rather spend on other ways to improve the appearance and contents of the CAPTAIN'S LOG. Thank you! JOOP

Every fleet and production list I own that includes the Constellation, says the name of the airline was Miami Airlines, not *Airline* as painted on the aircraft.

Is the difference perhaps the result of one compiler making a mistake, which was copied by those who followed?

Can you help? Thank you! JOOP

The next "What Is It?" is of a different nature than the ones usually discussed in this column by Ken Taylor. The photo shows Lockheed L-749A Constellation N9812F, Msn 2559, of Miami Airline. She carries the name "Mary H" on the nose and was photographed on a rainy day, probably somewhere in Britain in late JUL or early AUG 60.

My (Joop Gerritsma's) question is: Who was Miami Airline? Or was the proper name Miami Airlines?

And who was "Mary H" after whom the aircraft was named?

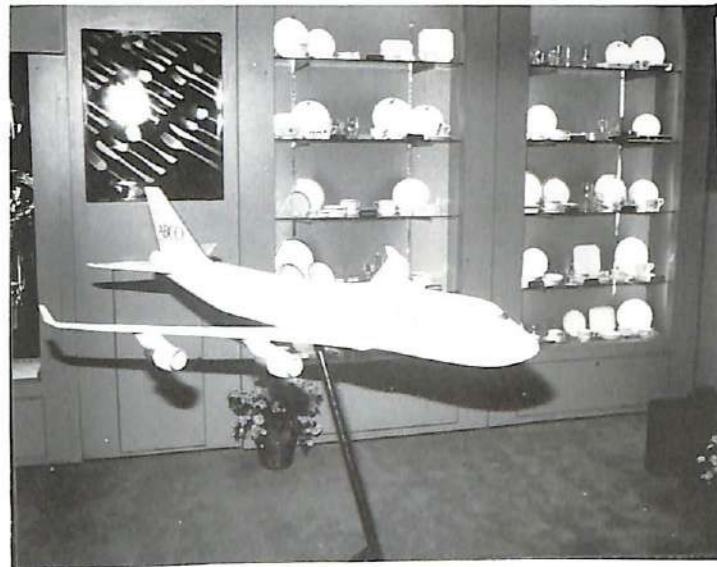
Background: This Connie was originally delivered to KLM as an L-749, PH-TDG in NOV 47 and was later converted to an L-749A. After service with Capital Airlines, BOAC and Transocean, she was bought by the Babb Co. and was leased to Miami Airline on 26 JUN 60. Miami Airline was owned by R.F. Duff, a captain with

Pan American from 1941 to 1944. (He also owned Florida International Engine Service and Aero Repair, Inc.) The airline began passenger charters with DC-3s in 1946 and later used C-46 and DC-4. Constellation N9812F was leased to Loftleidir of Iceland for at least one week in JUL/AUG 60 for its low-fare services across the Atlantic in the peak season.

Miami Airline ceased operations late in 1961 and was declared bankrupt.



Conference of a different kind: Food services industry dishes it out



#1 (left) - ABCO International display.
#2 (right) - Tower Air and Hawaiian Airlines.



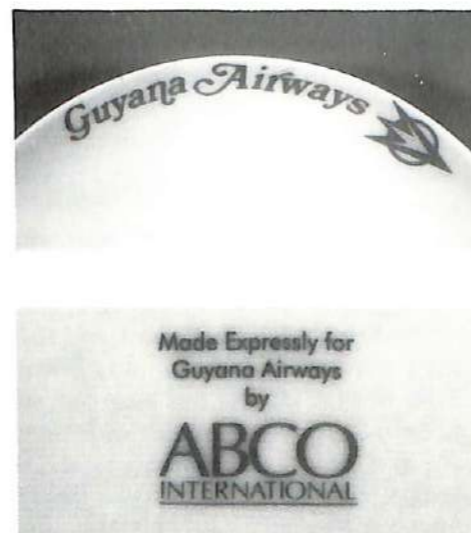
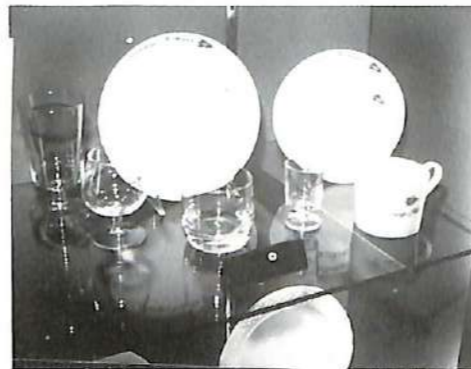
If you were an executive of an airline or perhaps of one of those new start-up carriers like Vanguard, Western Pacific or Frontier, you might wonder where to go to find in-flight catering materials. The answer is an easy one. Just attend the annual **Inflight Food Service Association Conference**.

This year's conference, the 30th, was held in Orlando, Florida, from 25-27 APR. Talk about variety! No matter what your needs, there was a vendor or supplier who could point you in the right direction or offer you a product that would satisfy your requirements.

The vendors and suppliers included several manufacturers and importers, such as ABCO International, which had one of the larger booths at the conference (photo 1). They showcased a product line that ranged from china and flatware to serving items, and just about everything in between. On display at the ABCO booth were Tower Air and Hawaiian Airlines (photo 2). Photo 3 shows a new service ABCO has just supplied to Guyana Airways. I might add that this ware was decorated in the United States rather than in the Orient.

The Guyana piece (photo 4) features an in-glaze green design with the center of the arrow in yellow. The backstamp (photo 5) reflects a name change which took place on 01 MAR 95. ABCO Trading changed its name to ABCO International. When I visited managing director Peter Kranes at

#3 (top right) - Guyana Airways.
#4 (center right) - Guyana Airways detail.
#5 (below right) - Guyana Airways backstamp.
#6 (below) - New Tower Air pattern.



the ABCO booth, he explained that "ABCO services more than 50 airlines worldwide and new alliances are being developed every day. Our continued growth in the global marketplace prompted ABCO's new identity."

Other new patterns on display at ABCO were a new one for Tower Air (Photo 6) with a blue and orange design, and a new TWA ramekin (the one in the foreground on the right in photo 7). ABCO also produced a sample for US Africa (see photo on front cover) but it was never ordered. The sample is marked on the bottom with the date of January 28, 1955.

ABCO was not the only china maker or supplier on hand. Wessco exhibited a new display booth that showcased its recent Alaska Airlines pattern. (Wessco will be featured in the next issue.) Also on display were some United Airlines and American Airlines china currently supplied by Wessco, as West Coast importer.

Pfaltzgraff, of Pennsylvania, offered an impressive display of their ware (photo 8). Photo 9 shows the variety of shapes for dishes the company offers to airlines. Photo 10 provides a closeup view of some of the top-marked ware they have supplied.

Three breweries were represented at the conference: Coors (photo 11), Miller (photo 12) and Bud (not shown). And yes, samples were available! And if you had a craving for something sweet, a stroll over to the Brothers International Desserts booth (photo 13) would satisfy your sweet tooth.

Okay, so your tastes are not for desserts. You could have visited Steak

Specialties (photo 14) and tried their tender delights. But if you just had lunch and were not hungry, how about looking at some Rotable Service-ware (photo 15) by BonFaire or what about Spir-it Products (photo 16) for serving beverages.

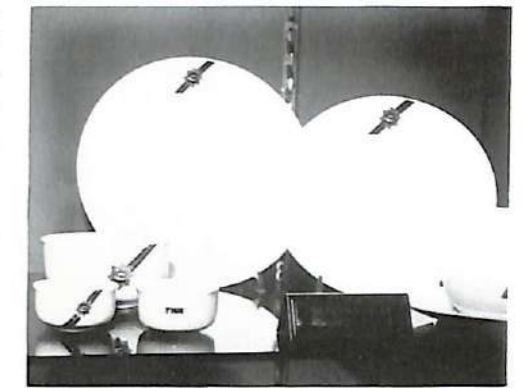
Who else shipped in displays for the convention? British Airways, Continental Airlines and South African Airways were all showing their upscale food service for first or business class passengers.

Other vendors present were Frito-Lay, De Ster, Coca Cola, Pepsi, Land O' Lakes and Haagen-Dazs, to name a few.

SEMINARS

Of equal importance to the displays were a series of seminars and informational presentations which ranged from Gordon M. Bethune (CEO of Continental) explaining their world-wide alliances and how they are re-inventing their company, to a presentation by a major Japanese caterer who had volumes of facts to share with the audience.

Another international caterer, Wolfgang Werle, president of Gate Gourmet, outlined the history of his company and the key elements of their success, which include a lean organization, partnerships, improvement of efficiency and effectiveness, leadership, and being financially sound. A very interesting panel discussion was given by four executive chefs who either work for or consult to the airline industry. An attention getter was a comment from one about identifying your clients. He said there are three different ranges of food service: **fuelling, feeding and dining**. This chef emphasized how important it is to un-



#7 - TWA ware with new ramekin (in right foreground).

derstand the environment, personal expectations and budgets.

Another clear message emerged from the 1995 Inflight Food Services Conference. If caterers expect to survive into the next century, they must face the problems of today. These problems are found in budget squeezing, imbalance of supply and demand, package deals, small markets, and not being attractive to investment.

The conference did not dwell on problems but it offered some solutions instead, such as purchase from overseas, automation, business other than catering, and cost savings.

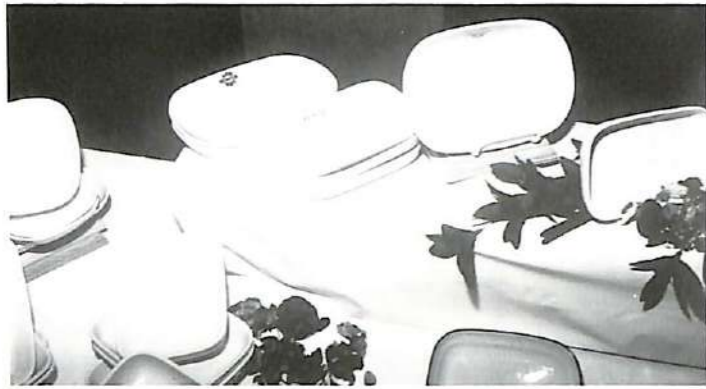
The jet age of the 1960s increased the demand for catering. But in the age of the 1990s, what will passengers expect in the way of food service, and what will airlines be willing to offer?

Perhaps more answers will be available in Albuquerque next year, at the 31st Annual Inflight Food Service Association Conference and Exhibition. Stay tuned.



#8 (left) and #9 (below) - Pfaltzgraff display at the Inflight Food Service Association Industry conference.

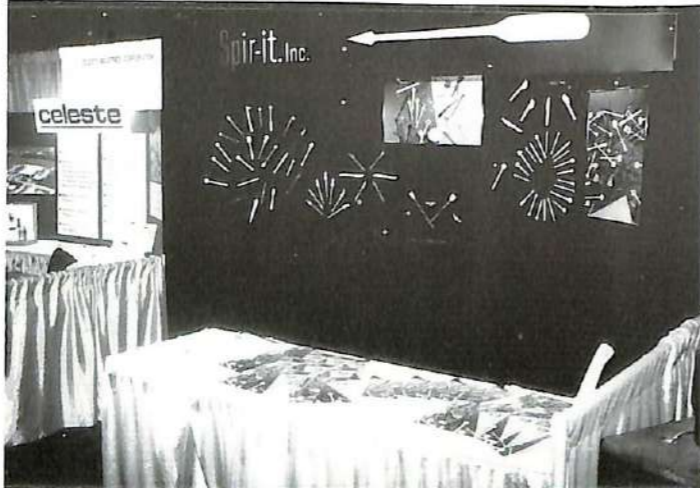




LEFT, FROM TOP TO BOTTOM:
 #10 - Some of the top-marked ware supplied by Pfaltzgraff.
 Three breweries were represented:
 #11 - Coors, #12 - Miller and Bud (no photo).
 #13 - Brothers International Desserts booth

ABOVE:
 #14 - Steak Specialties served tender delights.

BELOW:
 #15 - Rotable Service-ware display.
 #16 - Spir-it Products showed its swizzle sticks.



YOUR LETTERS: Saudia DC-3

The following item goes back a while. In the MAR 94 issue we published a photo by Barry Dowsett of England, showing a Saudia DC-3 on display as part of a monument in Jeddah, Saudi Arabia. The question was: "Could any of our readers tell us if the aircraft is still on display in Jeddah?"

We received three letters and a gorgeous postcard in response to this question, and we apologize for not printing these earlier. But here goes:

Barry Dowsett, Stanwell, Middlesex, England: (27 AUG 94)

I was very interested to see my photograph of the DC-3 in the centre of a Jeddah traffic intersection in Saudia Arabia, in the CAPTAIN'S LOG.

Yes, I can confirm the aircraft is still there. Incidentally, Jeddah is not the capital of Saudi Arabia, more the commercial centre and home of Saudi Arabian Airlines. Riyadh is the capital.

With best wishes for the continued success of the magazine.

Edward F. Cousins III, E. Bridgewater, MA: (16 AUG 94)

In regard to your question in the MAR 94 CAPTAIN'S LOG, the DC-3 in Saudia trim still exists as of AUG 94 in Jeddah. My friend (and fellow WAHS member) John Corsac has spent much of his adult life working in the Kingdom. About two years ago he found a postcard on sale in the Kingdom of the DC-3 monument, listing its location as Al-Ta'era Square in Jeddah. However, he was unable to locate same on his trips to Jeddah, even by showing the postcard to his taxi driver. Then, on his most-recent trip from downtown to the airport, the taxicab took a route with which John was not familiar and, naturally, without being asked, drove him to the airport via the monument. Now that he knows its location, he will be photographing same on his next trip from Abbah up to Jeddah. The monument is very near King Abdul Aziz Airport



(Above) The original photo by Barry Dowsett of England, as also published in the CAPTAIN'S LOG of MAR 94. The aircraft is Msn.9623 and was last operated with Cyprus Airways s 5B-CBD, before being abandoned at Jeddah in 1975, where it had become derelict by 1981. It was saved from destruction a few years later when Saudia had its trainee mechanics restore it to display standard. Saudia never operated this particular DC-3, but it represents the type with which the airlie started services in 1946.

(Below) Postcard of the DC-3 monument in Jeddah, sent in by John Corsac.

ميدان الطائرة - جدة
 AL-TA'ERA SQUARE - JEDDAH



and is virtually under the approach to the main runway there.

John Corsac from an APO address:
 (29 AUG 94)

Received the MAR 94 issue of the CAPTAIN'S LOG and saw your photo of the Saudia DC-3 in Jeddah. You probably can't tell it by my return address, but I live in Saudi Arabia. Each month I fly to Jeddah for a weekend.

About three years ago I found the enclosed postcard. And for three years I have been looking for the Saudia DC-3. None of my friends who live in Jeddah, knew where it was, so I assumed that it had blown away or had fallen down. But last month (JUL 94, Ed) when I was going to the airport from my hotel, the taxi driver went a new way, and there it was, in the middle of the street, the Saudia DC-3. Yes, it is still standing in Jeddah.

Just thought you'd like to know.
P.S. Jeddah isn't the capital of Saudi Arabia, Riyadh is.

First of all, again my apologies for not printing this information sooner. Any further information will be published im-

mediately, I promise. And second, apologies for my mistake calling Jeddah the capital of Saudi Arabia.
Joop



Large (9 x 6 in) postcard of Frontier "Jet Power" CV-580 N73127, Msn 54, issued by the airline.

Frontier welcomes you aboard America's fastest twin jet-prop airliner—the smooth, quiet Jet-Power 580. You travel in stretch-out comfort, with two-abreast seating, exclusively . . . and, always, famous Frontier hospitality.



Maurice Cutler, of Montrose, CO, sent in several stickers and photos of wings and aircraft of Monarch Air Lines and Frontier Airlines, in response to George Cearley's schedule article on these airlines in the Spring 95 CAPTAIN'S LOG.



(Above) The colors on this Monarch label are mostly chocolate brown. Only the wing and "Airlines" are in green. All on an off-white background.

(Above, right) This sticker is mainly in green, with a reddish-brown flying arrow logo and bar across the bottom. All text in off-white.

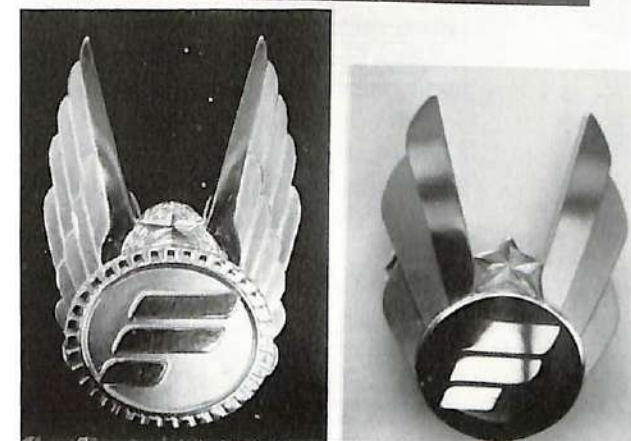


Note the difference in the "Flying Arrow" logo between the one on the reverse of this postcard, and the one shown in the schedule article on p.18 of the Spring 95 issue. There are also major additions and some deletions in the network shown on this card compared to the advertisement on p.18 and with the map on p.19 in Mr. Cearley's article. Also note the United DC-6 and Continental CV-240 in the background. Can anyone tell us when this photo might have been taken, and where?

(Right) Gold Frontier 15th Anniversary sticker. All text is brown, except for the loop in the "5", which is made up of the new logo, in green.



(Below) Red and blue Frontier air mail sticker. Text is in white.



HAT BADGES:

(Top) Gold Monarch Air Lines hat badge made from the same mold as employee pins. Badges worn by top management had a light-blue circle with "Monarch Air Lines" in gold around the center with the gold crown. Employee pin had a red circle and green around the crown in the center on a silver badge.

(Far right, top) First Frontier hat badge. In gold. The brown flying arrow logo is on an oval shield of green (left) and gold. (Far right, below) Gold hat badge with the modernized F-logo in light blue on a gold background.

(Above, left) Gold hat badge with stylized "F" in its initial form. (Above, right) Simplified gold badge, introduced with the 737.

L-10 or BEECH 18?

Michael J. Murphy, Gulfport, MS, writes: I believe that I flew from Ft. Leonard Wood, MO, to Kansas City on a Lockheed 10 of Skyways Aviation in JUN 71. I pulled out some old magazines to try to confirm (the aircraft type) but came away more confused.

Flight International of 11 DEC 69 showed Skyways with two L-10s in their fleet and the same magazine of 21 MAR 74 showed one L-10 still in service.

However, Flight magazine of DEC 70, in a special report on commuter airlines, showed them having two Beech 18s and no Lockheeds.

I do distinctly remember, after seeing the airplane inside and out, that I really believed it to be a Lockheed.

Commuter Airlines of the United States (Ron Davies and Imre Quastler, Smithsonian Institution Press, Washington, D.C., 1995); the annual "World Airline Directory" in the British weekly Flight International, 1969 to 1975 and JP Airline Fleets 1976 and later all show Skyway operated the L-10 and the Beech E18S at various times. Flight International of 18 FEB 71 specifically says 1 L-10 and 1 Be. E-18S were in service at the same time (probably late 1970, when the survey was conducted.) That is all I (JG) know about the Skyway fleet. Perhaps one of our readers can help us. Who has more details of the Skyway fleet, perhaps even a photo? Please write to Joop Gerritsma.

YOU NEVER CAN TELL WHAT YOU WILL FIND UNTIL YOU CHECK YOUR WINGS CAREFULLY

At one of the shows I visited this year and last, I bought a collection of junior wings, approximately three frames worth. Well, I was getting ready for the Phoenix show and decided it would really be nice if I labeled each wing that I bought just like the wings that I now have and bring to shows. In the process, I tried to find one wing which sure looked like one I have in my collection, and lo and behold, I found a completely different format which necessitated my adding it to my book and renumbering all of the Eastern Air Lines junior wings.

#1. Eastern Air Lines. This is the wing. I had previously listed it in my junior crew member wing book as EAL-6 where it says the color is gold/blue/white. But what it doesn't say is that there are two varieties. One has blue in the bottom bar where the word Eastern is and the other doesn't have the blue, i.e. it is in gold color like the rest of the wing.

It proves we all should look close at the wings in our collections. I am sure many of you have one or both but nobody has brought it to my attention. Sorry about the renumbering, but I am trying to keep things in order and one day, when we have nothing else to find but new wings, we can stop confusing everybody.

Speaking of AJ'95 in PHX - did we have a show! The best one I have ever had for adding to my collection. One of my fondest hopes was to fill some very big open spots in my NWA family tree. Instead, what I acquired was a complete set of Bonanza Airlines wings. I had nothing from that airline in my collection yet.

I also found an amazing number of new issues for just one show. In no particular order, they include:

#2 - American Trans Air. This is in the same style as their other two issues, but now with the initials "ATA". The colors are the same - a gold wing with blue lettering.

#3 - New York Helicopter Airways.

This has red lettering instead of the black lettering in a previous issue.

#4 - Alaska Airlines. Same style and same colors as before, but now the name is in script.

#5 - El Al. This one came from El Al specialist Marven Goldman. It is almost the same as El Al #2 in my book, but the lettering is thinner, and it is a pin-on, rather than a stick-on. This is the first airline I know that is going back to a pin-on. Thank you, El Al.

#6 - A United flight attendant who is also a collector of flight attendant wings, visited my table and as part of a trade, she gave me this new United Airlines junior wing. It is the first change for the airline in many a year. The lettering includes the name "United Airlines".

#7 - Grand Canyon Airlines. They had a display and those who were lucky enough, were able to get their brand-new junior wing. It is an exact replica of their plot's wing and is truly beautiful with the southwestern motif.

After the convention my wife Amy, step-son Brett and I went up to the Grand Canyon for some sight-seeing. There we flew on a DHC-6 Twin Otter for a truly beautiful view from the air. Highly recommended! The airplane's windows are enlarged to provide a better view.

#8 - Air Grand Canyon. While waiting for the Grand Canyon Airlines airplane to get going, I went over to Air Grand Canyon and got their junior wing. Since both outfits carry passengers for "hire and reward," it only seems right to include their wings in the Junior Crew Member wings book.

#9. Air Grand Canyon had a previous issue and this will also be included in the book.

After the Grand Canyon we drove over to Lost Wages (read: Las Vegas) and had a chance visit with an old friend, Bob Feld Bob, as you know, is an authority on stewardess uniforms and has written a book on the subject, which is now in its third edition. He is the original author of the Junior Crew Member book that I do now and he still dabbles in junior wings. He had an extra of the :

#10 - Singapore Airlines "Young Explorer" wing, in gold and black and made of enamel over metal. A real keeper.

#11 - America West Airlines. Bob also showed me this new AWA junior wing. I was able to acquire one a couple of days before departing for home. America West is going back from a puffed-vinyl wing to a plastic stick-on one. Maybe they realize that perhaps one of the cheapest forms of advertising that you can get, is for a child to wear a wing and how can you do that with a puffy vinyl wing which lasts only a day at the most? Now they are getting back to a pin-on type that really lasts.

Bob also told me that the junior wing I show as Aeropelican is actually an instructor pilot wing from this (Australian) airline. This being the case, I am deleting it from my book.

#12 - A day after I got back from Phoenix and Las Vegas, feeling overwhelmed by the many new finds, lo and behold, I did get a Transwede junior wing in the mail from CHARLES DADDARIO of Italy. In the letter he sent with it, Charles says he was on a Transwede flight and the flight attendant gave him this wing. He doesn't collect junior wings but was kind enough to remember me and said he reads my column and keeps me in mind. How thoughtful! A very special thanks to you, Charles.



#8 - Air Grand Canyon



#9 - Air Grand Canyon

Illustrations © 1995 by Herman Van Dyk



#10 - Singapore Airlines



#11 - America West Airlines



#12 - Transwede



#13 - USAir



#14 - Ansett New Zealand

#13 - USAir. I acquired this wing at the Atlanta show last September (1994). It is a Stoffel style #1 and is grey with the red, white and blue of their logo. As far as I know it is not given out on the airplane, but can be bought at the company store for a dollar. So, make friends with a USAir employee and maybe he/she can get you one.

#14 - Ansett New Zealand. Dave Cherkis put me on to this new wing. It comes in a kit given to children on board. The kit also contains a book full of puzzles, coloring sections, etc., as well as coloring pencils. There also are two stickers and this very different kind of junior wing. This is a replica of the real wing and is encased in plastic. It has a pin-back and the word "Adventurer" is written across it, below the airline name. A very different approach to junior wings and very attractive. Because it comes in a kit rather than as a bunch in a bag to be handed out, it should be a bit more difficult to get.

Finally, I received a letter from RON SUTTELL with some information about ERA (See Spring 1995 issue). He writes: "ERA is one of the larger commuter airlines in Alaska, flying DHC-7, DHC-8 and CV-580 aircraft throughout the state, as well as (being in) the helicopter charter business. They also ran a DC-3 sightseeing tour of Mt. McKinley and the Seward Peninsula this summer."

He also says the correct color in the new issue of Alaska Airlines is dark blue.

My thanks to Ron for clarifying this. I truly do appreciate any correspondence that can help the hobby.

As you might have seen, this article was written over a period of three months, but that is the best way for me to keep tabs on what is new and exciting.

That's it for this time, folks

Happy Collecting



#1 - Eastern Air Lines



#2 - American Trans Air



#3 - New York Helicopter Airways



#4 - Alaska Airlines



#5 - El Al



#6 - United Airlines



#7 - Grand Canyon Airlines

SHOWTIME!

For those hosting mini-conventions, the CAPTAIN'S LOG will maintain a listing of such shows at no charge to the host/promoter. Please send in your information as soon as you have set your 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.

Listed below are shows we have information for.

Jan 20, 1996 Atlanta, GA Sheraton Gateway
Hotel Host-Bryant Pettitt 770-887-0017 and
John Joiner 770-502-9565

Feb 10, 1996 Orange Co, CA Atrium Marquis Hotel
Host-Phil Martin 310-434-6701 and Dave
Cherkis 310-821-1997

Mar 16, 1996 San Diego, CA Clarion Bay View
Host-Tony Trapp 914-352-0216

Mar 30, 1996 Dallas/Arlington, TX Arlington
Convention Center, host hotel Comfort Inn
1601 East Division, Arlington, TX Host-Tony
Trapp 914-352-0216 and John Joiner 770-502-
9565 (This is former show hosted by George
Cearley)

Apr 13, 1996 San Francisco, CA Grosvenor Air-
port Inn Host-Tom and Sue Dragges 415-
574-8111

Apr 14, 1996 Milton, ON Optimist Centre Host-
Ken Glenn 905-278-8021 Dennis Farrell 905-
853-0047 Ian Box 905-878-6280 Scale model
contest and show MICON VI

May 4, 1996 SEattle, WN Museum of Flight, host
hotel Holiday Inn Seattle Boeing Field Host-
Fred Chan 360-681-4671

Jul 16-20, 1996 Bloomington, MN AIRLINERS
INT'L 96 Radisson South Host-Paul and Pat
Collins 13739 Picarsa Dr., Jacksonville, FL
32225 904-221-1446

Sep 7, 1996 Newark, NJ Holiday Inn Jetport
Host-Bill Gawchik 914-965-3010

Sep 28, 1996 Dallas, TX Holiday Inn North Host-
Jack Agay 404-949-6606 and Sam Girgis 214-
613-3361

Shows for which we do not have complete infor-
mation at this time:

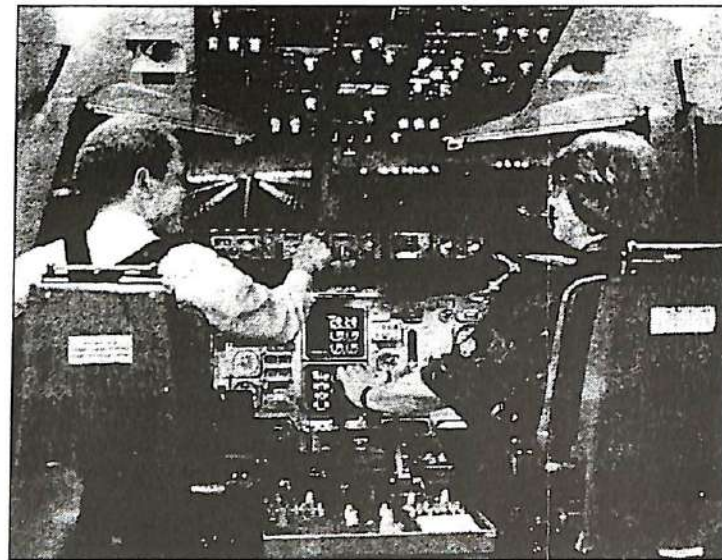
May 4, 1996 Washington, DC
May 5, 1996 Baltimore, MD #
May 11, 1996 Kansas City
Jun 8, 1996 Denver, CO
Jun 9, 1996 St Charles, IL #
Jun 22, 1996 Tacoma, WA
Oct 5, 1996 Seattle, WA
Nov 3, 1996 Gaithersburg, MD #

= Transportation Show

NATCO

Northwest Aerospace Training Corporation
2600 Lone Oak Point ▼ Eagan, Minnesota 55121 USA

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NATCO's B757 Simulator - One of the most sophisticated training devices in the world.

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NATCO is offering several "trips" in one of their simulators as door prizes at AIRLINERS INT'L 96. One of these trips will be given to some lucky winner that gets his convention registration information in prior to April 15, 1996. See the registration packet for additional information. If you are not a lucky winner, perhaps you would like to purchase your own "trip." See prices listed above.



ABOVE: A very nice airport card issued by H. S. Crocker Co of Minneapolis. This city will be the site of AI '96.

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

by
Paul F. Collins

Before I get into Society business, it is my sad duty to inform you that one of our long time members and staff editors passed away on December 16. Don Thomas, who has contributed material to the LOG for almost 20 years, had been ill for only a short time, due to taking cancer treatments. His death came as a surprise to those close to him because he had been very active during the last several months working on several different projects. Don will certainly be missed by all who knew him, not only in the aviation field, but in the many other areas that he had interest. The next issue of the LOG will be dedicated to Don so if anyone wishes to drop a line to express his feeling about this man, we will have space available for such letters. The family will still receive mail at Don's address. You might wish to send a card or note to let them know how you feel. The address is 1801 Oak Creek Dr., Duneden, FL 34698.

I would also like to advise that George Cearley, our schedule editor, lost his father in December after a long illness. Our prayers go out to both families on their losses.

The staff, here at Society headquarters, hopes that everyone had a Merry Christmas and a very Happy New Year. We are planning on making 1996 one of the best ever for our subscribers. Of course, the Society will be hosting the 1996 Airliners International in Bloomington, MN in July. We are really looking forward to this get together. With this issue of the LOG you will be receiving your convention packet. Please read it over and send in your registration material as soon as possible. If you get your information in before the April 15 deadline (for early registration) you will have a chance to win a 747 simulator ride at NATCO (Northwest Aerospace Training Corp). See the registration packet for additional information.

For many of you the next issue will be the final issue on your membership subscription. We would really appreciate your getting your renewal in as soon as you possibly can. There is a renewal sheet included with this issue, so please feel free to use it. Over the last three or four years it has been very hard to set up a budget for the next year, due to the slowness in renewals arriving at Society HQ. I would love

to be able to tell the Editor that, yes we have X number of dollars on hand, go ahead and run 60 pages in all four issues this year. Currently, I can not do that because it takes just about the whole year to get all renewals in. So, to help things along, please Send in your renewal as soon as you can. Thank you.

A number of you have written in regarding the membership roster updates that were promised when the roster was mailed out. To date, I have just not had the time to put an update together. I will try to get an update out before April if at all possible. I am really sorry that I have not been able to get this material out to those that have ordered the roster. While the booklet is very helpful, I realize that the updates are just as important. I will make this one of my priorities in 1996.

We are still looking for a vintage type aircraft to be at the convention to give rides. We are currently talking with a party that has a Ford TriMotor. If anyone has any information on any vintage aircraft in the Minnesota/Wisconsin area, please advise Society HQ so we can contact them with regards to coming to AI '96. Please mark on the registration form the section where we ask you indicate if you are interested in having aircraft at the convention to ride. Also write in the type of aircraft you would be interested in.

There are many interesting things to do in the Twin Cities and many interesting places to go. On our recent trip to Bloomington to meet with committee members, we took a drive all around the area, to get a feel for what was there. Near the end of our journey, we came across the town of Stillwater. If you like to go through antique stores, this is the place for you! If coming to the convention, you MUST go to this little town. We are planning on having a group go on a dinner train that leaves the station in Stillwater. This trip is planned for Monday, July 15. We would certainly like to have you as a guest. It should be a grand evening!

In the convention program, we will be listing a number of things we believe will be of interest to those attending the convention. One thing we will list is a number of hobby stores in the area around the convention site. Once again, during our October visit to Bloomington, we were able to visit several stores that we believe will be able to provide some material that you might not find in the vendor area of the convention. We will be listing a number of places where you can eat within walking distance of the convention site, and there is a variety! We really want you to attend the convention this because we know you will have a great time!

If you should have any questions about your subscription to the LOG or your membership in the Society, please feel free to contact Society headquarters. We will be more than happy to answer any questions that you might have. If you're interested in hosting a future Airliners International convention, please let us know. We will be happy to help you in any way we can. Until the next issue, happy collecting!

Paul

HOW IT ALL BEGAN

A History of the Airliners International Show

by

Pat Collins

The World Airline Historical Society, formerly known as the World Airline Hobby Club, sponsored the first Airliners International Show in 1977 at the Greater Cincinnati Airport Americana Inn. It was a one day affair hosted by Paul and Pat Collins. Paul at the time was the editor and publisher of the CAPTAIN'S LOG, the quarterly publication of the Society.

Paul had counted on about 35 airline memorabilia collectors to attend this first show, but instead he was overwhelmingly surprised when about 100 people arrived from all over the United States and Canada. At that first show items were mainly traded or free for the taking. Allegheny Airlines and Hughes Air West were large contributors of displays and giveaways. During the banquet that night the attendees enthusiastically voted to continue the show, and a tradition was begun.

Because of the involvement of the Ontario Aviation Enthusiasts Society and their director, Brian Dunn at the first show, the second show was held at the Skyline Hotel in Toronto, Canada in 1978. The attendance at the event doubled.

Dallas (79), Detroit (80), and Miami (81) followed as host cities for Airliners International. Each year attendance grew. Wide-eyed collectors would walk into the vendor area and remark, "I didn't know anyone else saved this stuff," although they perhaps had been saving timetables, kiddie wings, napkins, and swizzle sticks with airline logos since they were kids. They had now found people who shared their interest, and a once a year location where they could indulge in their collecting hobby.

One show attendees will not forget what took place in Orange County, California in July of 1992. At 5:01 Sunday morning the hotel began to sway and attendees quickly emptied into the parking area when it was realized that an earthquake had occurred. No one was injured, but it was eerie to observe electrical charges arcing into the sky in the pre-dawn darkness from nearby John Wayne Airport.

Only about 10 people remain who have attended every show since 1977. They have seen many changes take place in those twenty years. At the first few shows, airline collectibles were mainly traded or given away. Also items were easier to obtain than from the airlines for promotional purposes. Now collectibles such as pilots' wings and travel agency metal airplane models sell for hundreds of dollars. What was once a pick up hobby for all has now become a big business for many.

Most collectors still hunt the flea markets and antique stores for the "find" from a long ago, now non-existent airline. Republic, Mohawk, North Central, Ozark, Southern, Capital--names from airlines of the past cause memorabilia collectors to continue to preserve a piece of the history in their collections for future generations.

The World Airline Historical Society is proud to host the 20th Anniversary Show at the Radisson Hotel South in Minneapolis, Minnesota, July 16-20, 1996. This event is the oldest and largest airline collectible show in the world. For more information on the convention and the Society, write Paul Collins, Chairman, Airliners International '96, 13739 Picarsa Drive, Jacksonville, FL 32225 or call 904-221-1446.

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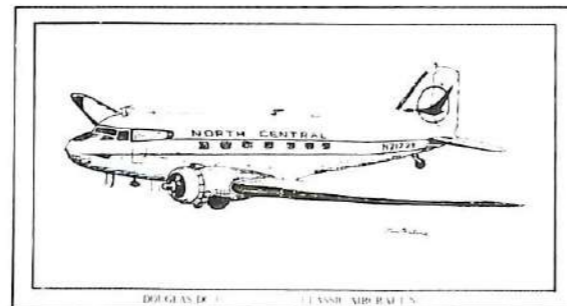


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BELOW: 50% reduction of poster used to promote the first convention in 1977. The only problem was that by Sunday morning, just about everyone had left!

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BACK ISSUES CAPTAIN'S LOG

The 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 an 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 Vol 18 No 4 is marked as a second Vol 18 No 3 and Vol 19 No 1 is marked as a second Vol 18 No 1. Sorry for this mix up. Still plenty of Vol 20 on hand as well as Vol 21 No 1 and No 2.

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

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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.



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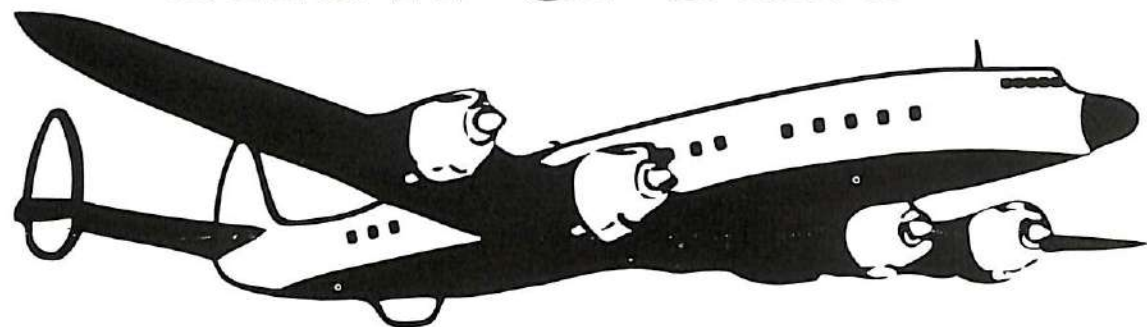
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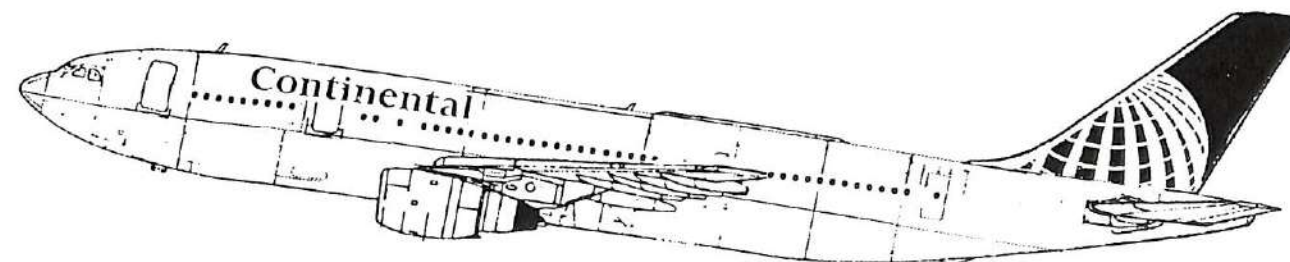
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