



CAPTAIN'S LOG



OSHKOSH 1995:

Lietuvos Avialinijos AN-2 at
the world's largest air show

(Photo by Jim JET Thompson)

WAHS PRESENTS

AI'96



MINNEAPOLIS
20TH ANNIVERSARY

JULY 17-20, 1996

RADISSON HOTEL SOUTH
MINNEAPOLIS, MINNESOTA

Don Thomas:

Pre-World War 2 labels
of the DC-3
in service.



CEDAR JET 707s

soldier on carrying passengers
in the Middle East

(Photo of OD-AFE
Joop Gerritsma files)





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

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SKYBUS EXPRESS was a small commuter and local service airline based at Sarasota, FL, in the 1990-1993 period. It was affiliated with Dolphin Aviation and flew a small fleet of leased Australian-built GAF Nomad N24A aircraft. Shown at Athens, GA on 07 MAY 91 is N424NE, Msn. N24A-115. Colors were red and navy-blue cheatlines, a navy-blue under fuselage, and a red tail. The N24A carried 16 passengers, four more than the N22. Production was halted in 1984 when 170 of all versions (civil and military) had been built. (Photo by Alan Tattersall)

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Unfortunately, I must start this issue with sad news. I am sure all of you will be shocked and saddened to learn of the death of our Sticker Chatter Editor, Don Thomas. He died quite unexpectedly on 16 DEC 95 at the age of 89. Elsewhere in this issue I am publishing an In Memoriam with details of Don's many careers and interests.

On a personal level, I had my first contact with Don when I became editor of the CAPTAIN'S LOG 10 years ago, in the Fall of 1985. Before that, his had only been a name at the top of his Sticker Chatter column. In the first couple of years, Don would send me Xerox copies of the stickers he wanted published in his column, and I often had a difficult time fixing them up for printing. After a few issues I mentioned this to him, and by that time he trusted me enough to send me the originals from then on, both of new stickers and of historic stickers and labels in his personal collection. I could Xerox copy them in the way they were easiest for me to work with, and then I sent them back to him when the pages of the Log went to Paul Collins for printing. At first, I did so by courier service, but that soon earned me a gentle reprimand. Apparently, one time the envelope had been left at Don's door when he wasn't home. He found it when he came back from a trip overseas a few days later. He had been away catching butterflies, one of his other interests.

Fortunately, the weather in Florida had been fine, but he asked me not to return the stickers by courier again, in case it would rain after they were left at the door. "Rain is not very good for gummed labels," Don gently reprimanded me. From that day on, I always returned his labels by certified mail. That way, the post office would hold them for Don to pick them up when he came home.

But Don went one step further. He made sure he always told me when he was going on an overseas trip and when he would return, so I could hold any material until he was home again.

Another thing I will always remember about Don - without exception, his was the first column I'd receive for the next issue. Often it arrived in my mail box even before the previous issue was finished. A case in point: I received his two columns in this issue more than two months before the deadline.

Thank you, Don. You've been a great friend. I'll miss you.

I must also report to you the passing away of the father of George Cearley Jr., our Schedules Editor. Mr. Cearley Sr. passed away in November after a long illness during much of which George carried a large part of the responsibility of looking after him, on top of his regular job, doing his columns for the CAPTAIN'S LOG and publishing several of his pictorial airline history books. I never had the pleasure of meeting Mr. Cearley Sr., but if his son is like him, he was a fine gentleman.

Our deepest sympathy goes out to the Thomas and Cearley families

Support for lower prices:

Remember my comments two issues ago about the sky-high prices being asked for various memorabilia at the Phoenix AI?

Well, I'm not the only one complaining. GREG KATKOWSKI of Sloatsburg, N.Y., writes: "You are 100% correct. Prices for collectibles are 'sky-high' and climbing. The show that I attend yearly is the one in Newark, N.J. I came back with the same results as yourself. A book or two, a stack of photos (good 8x10 glossies are cheaper than postcards) and some (a few) postcards. It is very unfortunate that there are collectors willing to pay insane prices, driving the cost of postcards and other collectibles to ne altitudes.

"I'm with you. I'm not going to pay those high prices. I have found other sources - not aviation-related - where the prices are affordable: antique shows, auto and railroad shows and even summer flea markets.

"Airline collectibles is a great hobby, but ONLY a hobby!"

Then there was another letter, signed "John," but the writer had forgotten to list is last name and address. The postmark shows it came from Michigan.

"You are so right with your comments about the high prices at Phoenix. I found the same. My area of collecting is wings and badges, plus the occasional pin if I like it.

"Days were that I would come home from the AI or from one of the larger regional shows with a box full and with money left for dinner on the way home. This year in Phoenix I bought three wings and three badges, not because there weren't any others I would have liked to buy, but because it was all I could afford.

"But you should not blame only the dealers and other vendors. Part of the blame rests with the buyers. Many of them are the ones who are driving up the prices. Maybe we, the 'average collectors,' should boycott dealers who ask prices that are out of sight. Maybe that will bring back some common sense."

In this issue:

Our celebration of the 60th anniversary of the first flight of the DC-3 continues. Don Thomas did a special column with pre-WW2 gummed labels, Van Wickler presents postcards of this fabulous aircraft and I look back at the pivotal role of American Airlines president C.R. Smith in its development.

We have a contribution about the last scheduled 707 passenger operation in the world, by Jan Koppen; a piece about a unique KLM initiative, by WAHS member Henk Heiden; a look back at Oshkosh 1995 by JET Thompson and columns full of airline memorabilia news and history by our editors.

I hope you'll like this issue of the CAPTAIN'S LOG and I am sending you best wishes for a prosperous 1996.




OD-AGU, the steed on which we rode to Cyprus. A 707-347C, Msn 19966 was delivered to Western Airlines on 10 SEP 68 and served for nearly 12 years until sold to MEA on 15 MAY 80. Nearly 16 years later, she is still with the carrier.

Beirut to Cyprus on a Cedar Jet Middle East Airlines and the classic from Seattle

By JAN KOPPEN

With photographs by RONALD AKER and the author

Beirut is often called the true capital of the Levant. At one time it was the commercial capital of the entire Middle East, the gateway where travellers from the Western world first experienced the mysteries of the East.

Today, Beirut holds another distinction, especially for those with an interest in the airline industry - it is the last stronghold for scheduled Boeing 707 passenger services.

Out of a desire to ride one of the last remaining passenger 707s, my friend and colleague Ronald Aker and I headed east to the capital of the Lebanon. During our stay in this war-torn city, we were astonished by the insanity of the civil war which has ravaged the city and country for more than a decade. Because of the large Syrian military presence, the situation is reasonably calm today, but in this part of the world, peace is of a fragile nature.

After a casual stroll through the city centre, we visited the headquarters of Mid-

dle East Airlines and Trans Mediterranean Airways, where we enjoyed their style of operations. Unfortunately, our interest in the 707 operations was clearly not appreciated by MEA. They were trying hard to cover up the fact they are still operating this classic in the 1990s. A story about their 707 operations did not fit the "image" MEA wants to project to the public.

If one examines the Winter 1995 timetable of MEA it becomes clear why the airline wasn't happy with the idea of my article. It specifies all aircraft types, except for 707 flights. They are simply listed as "Boeing". Yet, with eight in service at the time of our visit, the 707 was still the backbone of the MEA fleet.

TO THE AIRPORT

We had planned our 707 flight for the

last day of our visit and decided to head for the airport very early to allow sufficient time for the anticipated strict security measures. We had planned to purchase two one-way tickets for Flight ME261 to Lanacra, Cyprus, departing Beirut at 1230 hours and arriving at Lanarca at 1310 hours local time. We left our hotel at 0800 and flagged down a taxi. A heavily damaged piece of junk which resembled a Mercedes-Benz stopped at our feet and the driver shouted at us to get in. After a short wrangle in true Lebanese style, we agreed on a rock-bottom price of \$10 for the trip to the airport. Speeding along the Middle East Riviera boulevard, I saw the former luxury hotels that have been reduced to concrete skeletons, from top to bottom riddled with grenade and bullet holes.

Heading south through the Sabra and Shatila quarters we rode through dusty streets where so many Palestinians died during the Israeli siege in SEP 82. Outside the taxi's windows I saw a large billboard



Left: During the climb-out from Beirut over the blue waters of the Mediterranean, the inlet doors in the nacelles of the JT3D-3B turbofans are open to provide a greater

flow of air. Doors are spring-loaded and close during cruise, as can be seen in the photograph *right*, on approach to Larnaca, Cyprus.

with a picture of the Ayatollah Khomeini, while in the background the snow-covered peaks of the Shoef mountain range came into view. At that moment we heard the familiar screeching sound of Pratt & Whitney turbofan engines as a graceful 707-320C, flaps fully extended, was coming in on final approach. As the aircraft came over our taxi, I saw the distinguished green Cedar Jet logo on the fin and rudder - one of MEA's fleet was returning to the roost.

STRICT SECURITY

In Europe, purchasing an airline ticket takes only a few minutes, but in occupied Lebanon it is a major exercise. Outside the terminal building we were stopped by heavily-armed Syrian guards. With hand signals we were guided into a nearby military barrack, where we were saluted by Saddam Hussein look-alikes. After waiting for 20 minutes, during which we did not know what our fate would be, a high-ranking military officer handed us a piece of paper with Arabic text, which of course we could not understand. It turned out to be our "terminal clearance". Finally we were allowed to enter the pre-war, early-1970-s style terminal. It was here that the excessive security really started. We were told to unpack our hand luggage several times and had to show our passports to almost every uniformed official around. Next was a rude and humiliating body search before we finally

made it to the dilapidated MEA ticket counter.

The reservations agent turned out to be a good-looking, black haired, brown-eyed woman in a tight black MEA uniform. With a soft voice she asked us our intentions. Tickets were issued by hand in a professional and efficient manner. Even payment of the \$149 one-way fare by credit card was no problem. Unfortunately, my request for a MEA schedule could not be fulfilled.

THE MEA FLEET

(As of March 1995)

- 2 Airbus A310-203 - OD-AFM, AGB, leased from KLM.
- 2 Airbus A310-304 - D-APOL, APOP, leased from Polaris Aircraft Leasing.
- 3 Boeing 747-2B4B - N202AE, 203AE, 204AE, leased from Charter Leasing Inc.
- 8 Boeing 707-300: -3B4C: OD-AFD, AFE; -347C: OD-AGU, AGV; -323C: OD-AHC, AHD, AHE; -323B: OD-AHF.
- 2 Boeing 720-023B - OD-AFM, AGB, both in storage at Beirut.

THE TMA FLEET

(As of March 1995)

- 1 Boeing 707-323C - OD-AGD.
 - 3 Boeing 707-331C - OD-AGO, AGP, AGS.
 - 2 Boeing 707-327C - OD-AGX, AGY.
- OD-AGS and AGY were leased to and operated for Kuwait Airways.

With thanks to JP-Airline Fleets Int'l 1995-96 for the fleet lists.

filled. Despite the efforts of the complete MEA reservations staff, no schedule could be found.

After she wished us a pleasant flight, we thanked this Lebanese beauty and joined the long queue waiting for the immigration inspectors.

As we entered the shabby departure hall in which a dozen or more billboard pictures of Syrian President Hafez Assad smiled down at us in a paternal manner, we were greeted by the glorious view of seven of MEA's classic 707 Intercontinental Fanjets packed together just in front of the lounge, while another MEA 707 was taking off beyond them. With a sharp right-hand turn toward the Mediterranean, she left an eye-catching long smoke trail in the crystal blue sky. It seemed nothing had changed here since the 1970s. We felt as if we had travelled back in time and compared to the hectic pace of society today, it was a nice change.

BOARDING TIME

The other passengers in the lounge included a few Lebanese businessmen and a dozen Irish UN soldiers and everyone was under constant observation by uniformed military and secret police officials. Since I am a fanatic 707 photographer, the line-up of 707s on the ramp prompted me to ask a military official permission to take some photographs. The request was met with a

very surprised look. Because of the political and military upheavals in this part of the world, taking pictures at the airport is about the same as signing your own death sentence.

Much too soon boarding for Flight ME261 was announced and after passing through the metal detector, a body checker and another hand luggage rummage, we had to show our passport to a sinister-looking character wearing blue jeans and the latest Reebok shoes. In my sometimes arrogant manner, I asked him who he was and which authority he represented. He said nothing but he put a finger in front of his swollen lips. With everybody in the hall looking at me, fear in their eyes, I knew I had gone a little too far. But with a friendly and somewhat submissive nod on my part, the atmosphere relaxed.

FINALLY: THE 707

Boarding started immediately and after showing our passports and boarding cards for the last time that morning, we and about 50 other lucky passengers were driven to the aircraft in an ancient bus that had been converted from a Mercedes-Benz truck.

First-class passenger, however, received a different boarding service. They were picked up from the run down first-class lounge by the station manager's luxurious Cadillac and were personally driven right to the aircraft stairs.

Scheduled for our flight was OD-AGU, a 707-347C that had been delivered new to Western Airlines as N1504W back in 1968. She had joined the grand MEA fleet in MAY 80. Inside, the 27-year-old airliner featured the "widebody" interior, instead of the original hat-rack interior I had hoped for. The seats, however, were still in the late 1960s style. The overall condition of the cabin was good.

Because of our early check-in, we had been able to arrange for seats 11 and 12F, forward of the wing, to give ourselves a good view of the engines.

ENGINE START-UP

Outside the aircraft, flight line crew in padded helmets with built-in headphones worked with the flight crew. Through the still-open cockpit door we could see the crew prepare for engine start-up. At the same time, an old ground power unit that was connected to the aircraft to provide



Top: MEA is not the only Middle Eastern carrier still operating the 707. Trans Mediterranean Airways, doing business as TMA of Lebanon, is an all-cargo operator and has six. Shown at Beirut is OD-AGP, Msn 19274, a 707-321C, formerly N452PA with PanAm.

Above: Kuwait Airways is another 707 operator. It leases OD-AGY from TMA pending delivery of its own cargo aircraft. A 707-327C, Msn 19105, this aircraft was formerly N7096 with Braniff International.

pressurized air, suddenly changed its low hum to a brutal, high-pitch noise. With the airstair pulled back and the doors closed and sealed, the 707 was clared by the groundcrew for engine start. The four P&Ws slowly started to suck in air and spooled up. When they were whistling away, their familiar high-pitch howl was music to our ears.

A weary-looking but still powerful

pushback truck did its job and soon we felt the disconnect. With a resolute "thumbs up" the ground crew engineer indicated everything OK and we were ready to roll.

Propelled by its four turbofans the aircraft taxied to the runway and the cabin crew briefed their passengers on safety procedures. The briefing painfully omitted a life vest demonstration for this overwater flight. But a quick check under my seat explained why: there was no life vest.

THE FLIGHT

During the long taxi, we passed the striking Trans Mediterranean Airways hangar with TMA's 70-327C, OD-AGY in Kuwait Airways colors, inside for maintenance. At the holding point for 10,000 feet long Runway 21 the four JT3D-3B engines were pushed to maximum thrust. The nose bobbed up as the brakes were released and with a sudden jump, the aircraft responded to the power of her engines.

There was an audible thud as the weight of the aircraft came off the wheels and second later we felt it being retracted. With a sharp right turn the now-aerodynamically clean 707 crossed the Mediterranean coastline and we were on our way to Cyprus.

While the aircraft was gaining height, we were rewarded with a magnificent view of downtown Beirut in the distance. We quickly climbed westbound for 22,000 ft via Airways Blue 15 toward the first reporting point at Kukla. While below the shadow of the aircraft glided over the azure-blue water of the Mediterranean, the passengers in the cabin began to mill around. The engines were reasonably quiet and could hardly be heard in the forward cabin over the rush of the 600 mph slipstream.

One of the highlights of our 40-min. flight were the lovely air hostesses who attended to us. Unfortunately, inflight Cedar Jet service for the short hop to Lanarca was limited to a can of fruit juice with a straw.

With Cyprus in sight, the jet plunged into a grey layer of wispy cirrus clouds which caused some slight buffeting. Drops of condensation on the windows obscured our view for a moment.

As OD-AGU approached the outer market of Lanarca Airport, we heard the whine of the engines as the throttles were advanced to counteract the extra drag of the flaps. Extending the landing gear added to the noise in the cabin.

The approach to Lanarca's Runway 22 was breathtaking as the jet streaked low over MacKenzie Beach but the landing itself was far from being "by the book" as the aircraft bounced twice before a more-permanent contact with the runway was established.

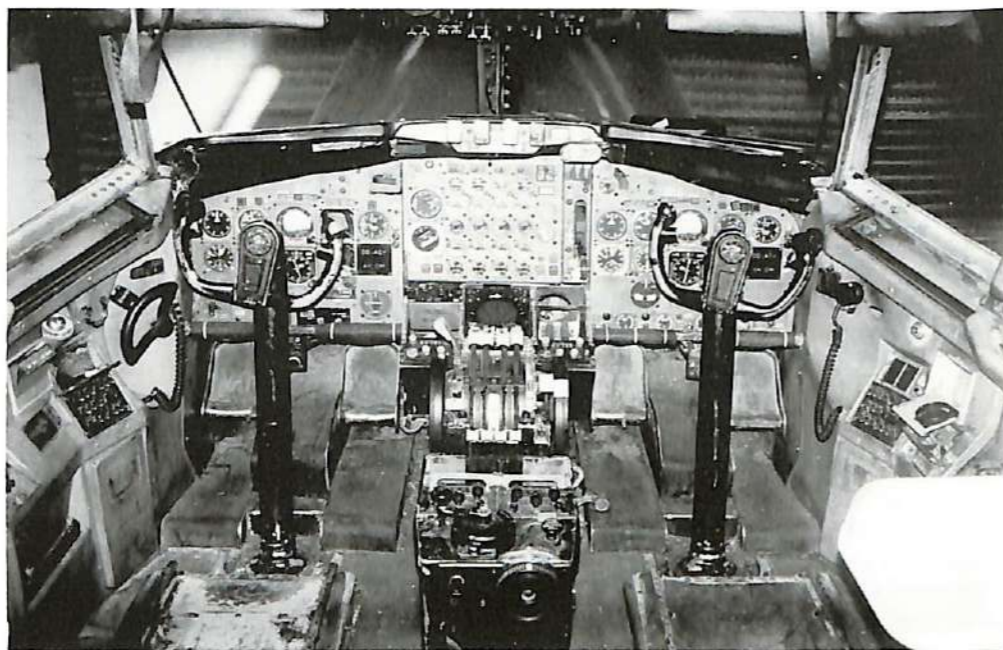
A ramp agent gingerly guided Flight

ME261 to the assigned gate to end another "routine" MEA 707 service.

According to a leading MEA public relations official the 707 will be retired from service during 1996 to be replaced by more-modern equipment. So, if you want to fly on one of the few remaining jet classics from

the beginning of the jet era, now is the time to do it or you'll miss out on an enjoyable experience.

The author thanks Michael S. Prophet for his contribution to this article and Ronald ("KO") Aker for his photographic contributions.



Top: Instrument panel of TMA/Kuwait Airways' OD-AGY. No CRTs here, just the old-fashioned dials and gauges! The crew seats have been taken out for maintenance.

Above: The end of the flight: MEA's OD-AGU rests at Lanarca, Cyprus, after disembarking its passengers. The airline's cedar tree logo is prominently displayed on the vertical tail. Next flight: back to Beirut.



The DC-3 in labels

from the collection of Don Thomas

Text by Joop Gerritsma
(Note: all these are gummed labels.)

The UNITED STATES

#1. American Airlines, having initiated the design of the DST/DC-3, was of course the first carrier in the world to place the type in operation. That was on 07 JUN 36, and the last ones remained in service into the early 1950s. Label #1 is well-known and I suspect it was issued by Douglas.

#2 was issued by American in connection with its "exclusive connecting service" with the flights of the German Zeppelin *Hindenburg* to the U.S.A. in 1936. AA was to offer this service again in 1937, but the *Hindenburg* exploded and burned at Lakehurst, N.J. on 06 MAY 37, on arrival of its first Atlantic crossing for the season.

#3. United Air Lines placed its first DC-3 in service in DEC 36 on the transcontinental service and on 01 JAN 37 between Los Angeles and San Francisco. "Sky Lounge" service, featuring 14 swivel chairs in a DC-3 (dayplane) between New York and Chicago was added on 19 JAN 37. United's DSTs and DC-3s were powered by the double-row 1,000 hp Pratt & Whitney R-1830 Twin Wasp and were designated DST-A and DC-3A. (The DSTs and DC-3s of American had the single-row 1,000 hp Wright GR-1820 Cyclone). The DC-3 remained in service with United well into the 1950s. The identities of 114 pre- and post-WW2 United DST and DC-3 are known and the airline may have had the largest fleet in the world with the exception of Aeroflot.

#4. TWA was also an early operator of the DC-3, even though its chief engineer, Capt. D.W. "Tommy" Tomlinson, had at first declared the DST a "clunk" and a "lemon" after seeing it fail some full-load takeoff tests. The airline introduced DST "Skysleeper" service between New York and California in JUN 37. DC-3 "Sky-Club" service between Newark and Chicago started on 15 AUG of the same year. TWA sold its last DC-3 in 1957 after use as a cargo and training aircraft.

#5. This Braniff label represents the airline's main route of the late 1930s, "Great Lakes to the Gulf," which the DC-3 took over from the DC-2 in 1940. But the first official Braniff DC-3 service was between Dallas and Amarillo on 03 FEB 40. The airline called its DC-3s "Super B-Liners." The airline would operate DC-3s until 1961.



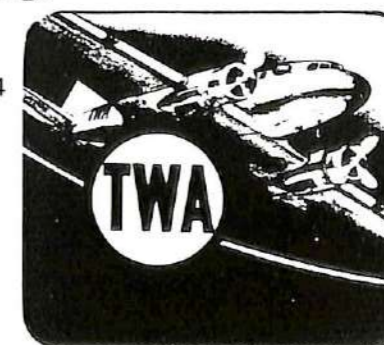
#1



#2



#3



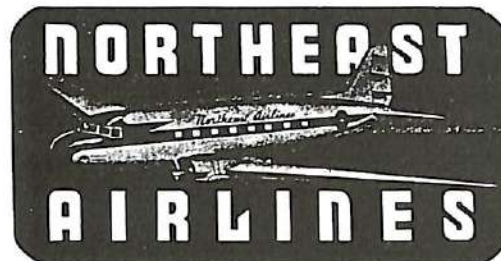
#4



#5



#6



#7



#8

#6. Delta Air Lines added five Wright Cyclone-powered DC-3s in 1940-4, at about \$115,000 each, and operated its first service with them on 24 DEC 40 from Atlanta to Birmingham, Alabama. Military surplus P&W-powered C-47s were bought in 1945 and more were acquired with the takeover of Chicago and Southern on 01 MAY 53. Delta operated its last scheduled DC-3 service on 29 OCT 60 from Knoxville to Atlanta. This was one of the original DC-3s bought from Douglas in 1940.

#7. Northeast Airlines was late in acquiring the DC-3. The relatively-small airline did not take delivery of its first three from Douglas until MAY 41 and put them into service on 01 JUL, but traded them to TWA in APR 42 for DC-2s, with a capacity better suited to its New England routes. These DC-2s were later fitted with DC-3 outer wing panels. In all, the airline operated two dozen DC-3 and C-47s, including one leased from TWA, and the last ones left the fleet in 1967.

#8. Colonial Airlines came into being on 01 MAY 42 when a group of American investors bought Canadian Colonial Airlines of Montreal and renamed it Colonial Airlines. Until then, CCA had been a subsidiary of a U.S. holding company, Colonial Air Transport. Colonial inherited several DC-3s from CCA and some remained in service until the takeover of the airline by Eastern Air Lines on 01 JUN 45. (See also #12.)

#9. Hawaiian Airlines acquired its first three DC-3s in late AUG 1941 and began inter-island service with the type on 01 OCT. But on that same day, one of the aircraft crashed into a tree near the Port Allen Airport on Kauai while on a training flight. It was shipped to Douglas at Santa Monica, CA and was repaired. Hawaiian sold its last DC-3s in NOV 68.

In OTHER LANDS

#10. KLM of Holland became the second airline in the world to take delivery of a DC-3, after American Airlines had received 12 DST's and DC-3s. KLM's first, PH-ALI "Ibis," Msn 1590, was delivered on 21 SEP 36 at Santa Monica. The aircraft arrived by ship at Rotterdam about two weeks later. She operated her first scheduled services for the airline twice daily between Amsterdam and Paris during the Salon de l'Aeronautique, the famed Paris Air Show, from 13 - 29 NOV. KLM introduced the DC-3 (PH-ALI) on its Dutch East Indies service 16 DEC 36, a six-day journey. The airline withdrew its last DC-3, a survey aircraft, on 15 JUL 70.

8



#9



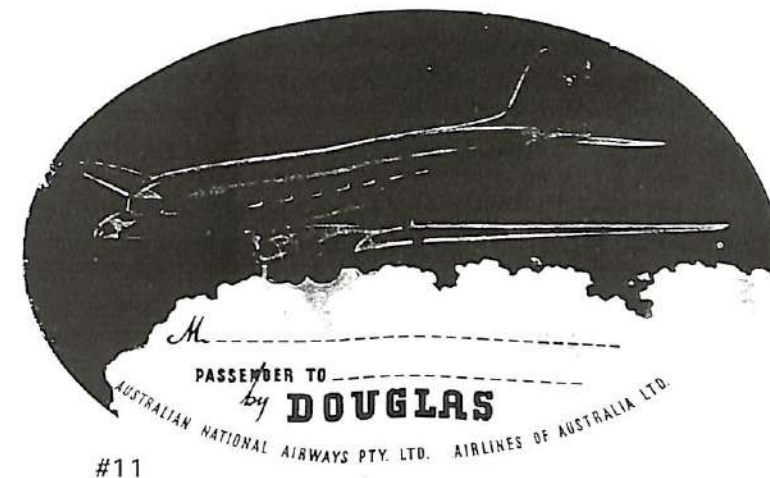
#10

#11. Australian National Airways took delivery of two DC-3s in OCT and NOV 38 and put them into service in December. (However, ANA controlled Airlines of Australia, which had already been operating two DC-3s since OCT and NOV 37.) ANA bought more DC-3/C-47 during and especially after WW2. This label also served as a BIL. With the airline name in such small print across the bottom, I am tempted to believe this label was issued by Douglas.

#12. Although registered in Montreal, Canadian Colonial Airlines was American-controlled and its aircraft were registered in the U.S. CCA took delivery of its first DC-3 in MAY 39 and added three more the following year. The airline's main route was New York - Montreal. CCA was bought by different U.S. interests and was renamed Colonial Airlines on 01 MAY 42 (see in U.S. section, #8). This label is identical to the American Airlines label, except for the airline name and the green and black colors instead of the red of the AA label. There are also minor differences in the cloud background. Was this label issued by Douglas, or is it similar to the AA label because of a close co-operation between the two carriers?

#13. CMA of Mexico started using DC-3s in 1939. These had been supplied by Pan American and the Mexican carrier operated a large fleet of military-surplus C-47/DC-3 domestically and to neighboring countries until 1969.

#14. On 02 JUN 40, KNILM of the Dutch East Indies (now Indonesia) took control of three KLM DC-3s that were along the Amsterdam - Batavia (now Jakarta) route when Germany invaded Holland on 10 MAY 40. They continued operating the East Indies service of KLM from Lydda, Palestine, until the Japan attacked the Batavia airport on 09 FEB 42. - Personally, I wonder if this is not a DC-2 label. KNILM operated three DC-2 from 1935 on and I consider it unlikely the airline would have produced DC-3 labels, given the circumstances under which it acquired and operated the DC-3.



#11



#12



#13



#14

9

#15. Avianca of Columbia had been founded as SCADTA in 1919 by German interests. With the outbreak of WW2, the U.S. government and Pan American saw to it that all German interests were removed and the airline was renamed Avianca in 1940. It began to receive DC-3s through Pan American in 1942 for its major domestic services. As so many South American airlines after WW2, Avianca acquired a large number of C-47/DC-3s and the last one was withdrawn from service in the early 1970s.

#16. Aerovias Braniff was a post-WW2 subsidiary of Braniff Airways in Mexico. It started DC-3 domestic services from Mexico City on 04 APR 45. But after Braniff was awarded international routes to Central and South America, the Mexican government revoked the licence of Aerovias Braniff on 26 OCT 46. There is no doubt Pan American was behind this decision, since Aerovias Braniff was in competition with CMA, the Mexican affiliate of PAA. The identities of four Aerovia Braniff DC-3s are known.

#17. Lloyd Aereo Boliviano (LAB) was the major DC-3 operator in Bolivia, with about 20 known to have been in service from AUG 45 to 1978. The DC-3s operated domestic services out of the capital of La Paz on the long east-west trunk route to Puerto Suarez on the border with Brazil as well as other domestic services and international routes. About 20 LAB DC-3/C47 are known.



#15

The above material has been put together using a large number of sources. Principal among these are:

- Cearley, George W. Jr.:
Braniff International Airways, The building of a major international airline, Self-published, Dallas, TX, USA, 1986.
American Airlines, America's Leading Airline, Self-published, Dallas, TX, USA, 1987.
Fly the finest, fly TWA, Self-published, Dallas, TX, USA, 1988.
United, The Main Line Airway, Self-published, Dallas, TX, USA, 1989.
- Cohen, Stan: *Hawaiian Airlines, A pictorial history of the pioneer carrier in the Pacific*, Pictorial Histories Publishing Company, Missoula, Montana 1986.
- Davies, R.E.G.:
Airlines of the United States since 1914, Putnam, London, 1972.
Airlines of Latin America since 1919, Putnam, London, 1984.
Pan Am, an airline and its aircraft, Orion Books, New York, 1987.
Delta, an airline and its aircraft, Paladwr Press, Miami, FL, USA, 1990.
- Gradidge, J.M.G.: *The Douglas DC-3 and its predecessors*, Air-Britain, Tonbridge, Kent, England, 1984.
- Lewis, W. Davis and Newton, Wesley Phillips: *Delta, The History of an Airline*, The University of Georgia Press, Athens, GA, USA, 1979
- Pearcey, Arthur: *The Douglas DC-3 (pre-1942)*, Profile Publications (No. 96), Leatherhead, Surrey, England, undated.
- Serling, Robert: *Eagle, The story of American Airlines*, St. Martin's/ Marek, New York, NY, USA, 1985.
- Stroud, John: *Annals of British and Commonwealth Air Transport, 1919-1960*, Putnam, London, 1962.
- TWA Flight Operations Department: *Legacy of Leadership*, Walsworth Publishing Company, Marceline, MO, USA, 1971.
- Wesselink, Theo, Postma, Thijs, and others: *Dakota, (DC-3/C-47s under the Dutch flag)*, De Alk, Alkmaar, Netherlands, 1985.

C.R.: the inspiration behind the DC-3

As this issue was being put to bed for printing, Dick and Diane Koran were nearing the end of their retirement resettlement adventure. They were scheduled to move into their new house in Oldsmar, Florida, on 01 JAN 96. That's when Dick was going to find out where all those boxes with wings and camera equipment were all those long months when he was living in temporary quarters. To help out Dick, I scraped together this column from bits and pieces of AA DC-3 material he has sent me, supplemented by some of my own "stuff" that I thought would be appropriate. No "Wings" this time, but a lot of "DC-3 Things."

Guest column by JOOP GERRITSMA

On behalf of Dick, I'd like to talk about the birth of the DC-3. He sent me photographs #3 through #5 and #7. The others are from my files.

American's president, C.R. Smith was of course the one who convinced Donald Douglas to build the DC-3 in the first place, although Douglas was reluctant to bring out a new model at that time. Writes DC-3 expert Arthur Pearcey in his new book *Douglas Propliners, DC-1 - DC-7* (Airlife Publishing, 1995. See book review in our previous issue):

"But for the persistence of Cyrus R. Smith there would have been no DC-3. Matters were brought to a head one evening in the autumn of 1934 when Smith telephoned Donald Douglas from the head office of American Airlines in Chicago to the (Douglas) company office at Santa Monica. In the course of a two-hour call, Smith asked Douglas to expand the DC-2 so that it could not only carry fourteen passengers, but to enable them to sleep as well, and in its day configuration, carry even more passengers. Naturally Douglas was reluctant to embark on a new project at a time when he had a full order book for the DC-2. By the end of the telephone call, Smith had made it clear that American Airlines could contemplate an order for up to twenty wide-body developments of the DC-2 if Douglas would build them; half the order could be for sleeper transports, and the remaining 10 could be dayplanes with 50 per cent

Photos:

1. Rare shot of the first DST-144, NX 14988, Msn 1494. Below the center section of the lightning bolt it says "US MAIL" and (in two lines) "DOUGLAS A115" The A115 is the AA fleet number of the aircraft. The photo clearly shows that the opening of the cowling for the Wright Cyclone engine is larger than the one for the Pratt & Whitney Double Wasp engine, used in most DC-3s and military C-47 and other variants.
2. Publicity still of a stage coach racing American Airlines DST-144 NC16006, Msn 1500, during the latter's takeoff. The obvious intention is to convey the notion that modern times have arrived in transcontinental travel. The aircraft is "Flagship Huntingdon," AA fleet number A121.
3. Unidentified DC-3-208 at an unknown location. Note the title "Flagship" and the AA flag above the windows.
4. DC-3-208, NC17336, Msn 1961, "Flagship Boston" f/n 36, of American Airlines at the gate at Forth Worth sometime during 1938. Note that the aircraft does not have "Flagship" title and AA flag on the fuselage.



#16



#17

more payload and a longer range than the DC-2. Somewhat grudgingly, Douglas agreed to go ahead, and Smith promised to send Bill Littlewood to Santa Monica to help" (p.56-57).

William Littlewood was vice-president, engineering, for American Airlines and it was he who had first proposed a larger version of the DC-2, which American was operating at the time on its services in the heavily travelled northeast and to Chicago. The new aircraft was to replace American's transcontinental Curtiss Condor sleeper biplanes that were badly losing the competition against United's 247s.

Just to show how much easier business dealings were in those times - Douglas went ahead on a verbal promise made by Smith over the telephone. Nothing was put down on paper until after the first 10 aircraft had been delivered.

It was perhaps just as well. In *Eagle, The Story of American Airlines* (St. Martin's/Marek, New York, 1985), Robert Serling writes, "Many years later, Smith was to recall the enormity of the risk.

"We bought the plane from Douglas without ever signing an actual contract. We did not want to sign one because it was customary to put up a cash deposit when you signed, and we didn't have enough cash to make the usual required deposit." (p.90-91)"



"It was a potential forty-aircraft order C.R. was dangling under the nose of Douglas. At a tentative price of just under \$100,000 per airplane, including spare parts and radios, that added up to a \$4 million commitment," Serling says (p.90).

Serling says the two-hour telephone call cost \$335.50 (in 1934 dollars!) and that after Donald Douglas had hung up, "he grumbled to one of his engineers, 'Who the hell is gonna buy a sleeper plane anyway? Night flying is about as popular as silent movies.'" (p.91). As it turned out, only 36 DSTs were built (J.M.G. Gradidge in *The Douglas DC-3 and its predecessors*, Air Britain, England, 1984, p.254 and following), but "the daytime model was the most famous single airplane in the history of commercial aviation.

"The DC-3." (Serling, p.91)

Design work started immediately under Douglas engineers Arthur Raymond and Ed Burton, aerodynamicist Dr. Bailey Oswald and stress analyst Lee Atwood (Percy, p.57). Littlewood's initial proposal had been to cut the DC-2 fuselage lengthwise in

half and insert strips along the entire top and bottom to widen it. This proved impractical and the DST/DC-3 ended up having an entirely new fuselage, as well as new wings and tail surfaces. The plan to have 85% commonality between the DC-2 and DC-3 was not achieved as the DC-3 became an almost completely new aircraft. And it took two years to bring into service, rather than the one year envisaged (Percy, p.57).

While Littlewood headed west to assist the Douglas team with the design of the DST, "C.R. flew east to see an old friend and fellow Texan, Jesse Jones, head of the Reconstruction Finance Corporation, RFC. RFC was an agency created by the Hoover administration . . . C.R. obtained a quick appointment and as usual got right to the point" (Serling, p.91).

"Jesse, I've read that the RFC was set up to ward off financial disaster."

"That's right," Jones allowed.

"Well, American Airlines is a disaster if you don't make us a loan."

"C.R. left Washington with a \$4.5 million loan, an astronomical sum for those days," says Serling.

5. "Flagship Phoenix" is being loaded with passenger baggage at the old Detroit City Airport. Note the "Flagship" title on the fuselage and the AA flag flying from the starboard cockpit window. AA president C.R. Smith had given orders that the co-pilot was to fly the flag everytime the aircraft taxied toward the terminal. The DC-3 is a -208A model, NC21745, Msn 2103, AA fleet no. 45. Unfortunately, this B&W postcard is not dated.

Percy continues: "At that time (JUN/JUL 35) there was a good deal of scepticism within American Airlines about the advisability of buying the DC-3. But both Smith and Littlewood believed that the trend must be toward more power and more aeroplane, and that it was worth the gamble that Curtiss Wright would come up with their new 1,000 hp engines in time" (p.58).

Both Littlewood and Douglas vice-president and general manager Harry Wetzel spent time lying down in the berths of an American Airlines Curtiss Condor to determine the best locations for the lights for the berths in the new DST.

Construction of the first DST began in late DEC 34, the first engine runs took place on 14 DEC 35 and the first aircraft, registered X14988, made its first flight at 3 p.m. on 17 DEC 35. Douglas chief test pilot and vice-president of sales, Carl Cover was at the controls. With him were flight engineers Ed Stineman and Frank Collbohm, and mechanic Jack Grant.

By the time of the first flight, American Airlines had ordered 10 DSTs and DC-3s. The order order was doubled to 8 DSTs and 12 DC-3s after the first flight had been made (Gradidge, p.5).

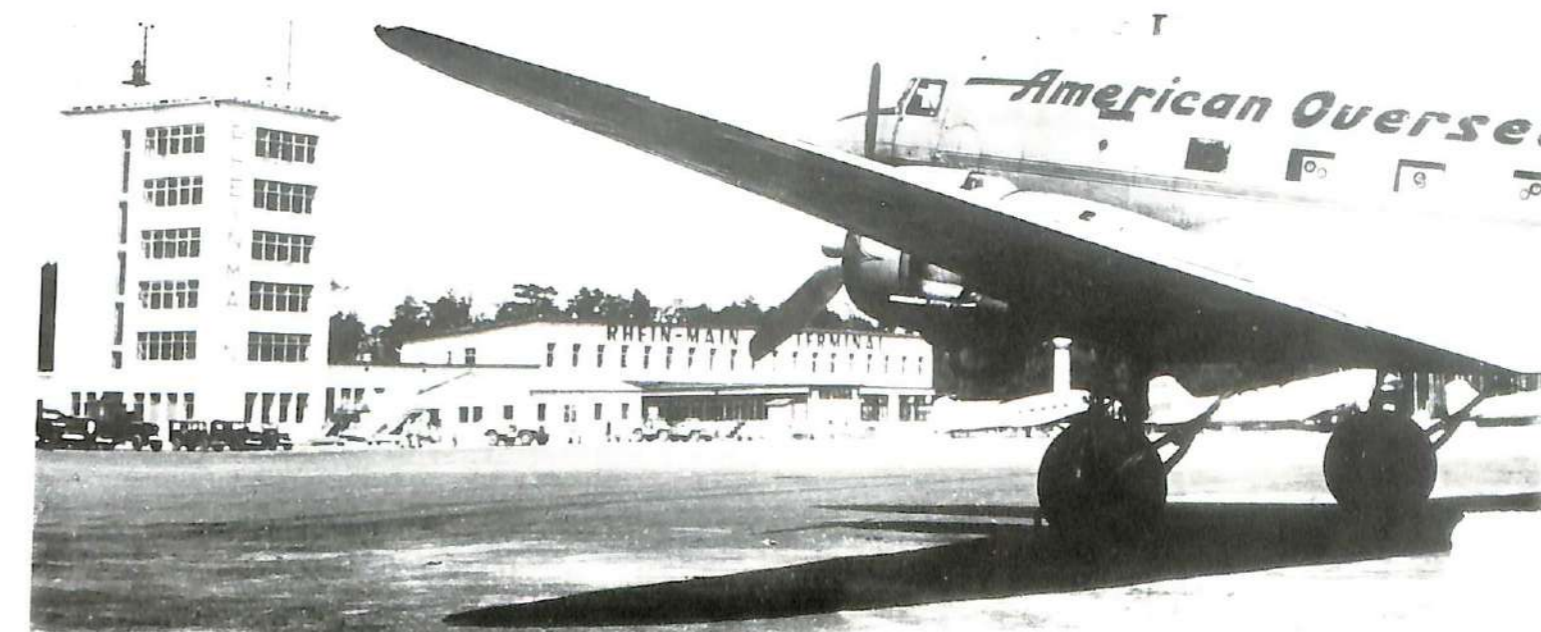
American took delivery of the first DST, X14988, for crew training on 29 APR 36. The DST received its ATC (#607) on 21 MAY 36 and George W. Cearly, Jr. says in *American Airlines, America's Leading Airline* (Self-published, 1987) American Airlines began "American Eagle" and "American Arrow" service between New York and Chicago on 25 JUN 36 with the DST equipped as a dayplane. "American Mercury" and "The Southerner" transcontinental DST sleeper services began on 18 SEP 36, (taking 17 hrs. 45 mins. westbound). The first true DC-3 dayplane entered service with American on 18 AUG 36 (p.46).

In 1936, American operated a DC-3 service that connected with the arrivals and departures of the German Zeppelin airship, the "Hindenburg," (Cearley, p.51). The service would again be operated in 1937, but the "Hindenburg" was destroyed by fire during her first arrival of the year at Lakehurst, New Jersey, on 06 MAY 37.

"By 1938, the DC-3 was carrying 95 per cent of all commercial air lines' traffic in the United States alone, and was in service with thirty foreign airlines around the world. By 1939, 90 per cent of the world's airline traffic was being flown in Douglas Commercials, mainly the DC-3" (Percy, p.67).

In total Douglas would deliver 476 DST's and DC-3s to the airlines of the world and to some military forces, before the U.S. Army requisitioned the entire production following the attack on Pearl Harbor on 07 DEC 41.

Not surprisingly, American Airlines had the largest fleet of DC-3s and DSTs in the world before WW-2. It took delivery of 80. United Air Lines had 63, Eastern 44, TWA 31. With 35 aircraft, Pan American actually bought more than TWA, but they were divided over a number of the airline's subsidiaries in Mexico, Cuba, Brazil and Venezuela.



6. In 1936 American Airlines advertised through connections from and to Europe by having a DC-3 meet the "Hindenburg," at Lakehurst, NJ. The advertising stressed that at Frankfurt through connections could be made to all of Europe by Lufthansa, and by Imperial Airways and KLM to Northeast and East Africa, the Orient and Australia. The ship made 10 return flights in 1936 and the connecting service was to operate again for the 18 return flights planned for 1937, but the "Hindenburg" exploded and burned at Lakehurst during her first arrival for the season, on 06 MAY 37.

The next-largest commercial operator of the DC-3 was KLM of Holland, by far. The airline took delivery of 24 for operations on its intercontinental service to the East Indies and for its European services.

To finish this column., here is Dick's new address.

4868 Westchester Court, OLDSMAR, FL 34677-6347

I hope you'll be back on board in the next issue, Dick. And good luck unpacking those boxes.

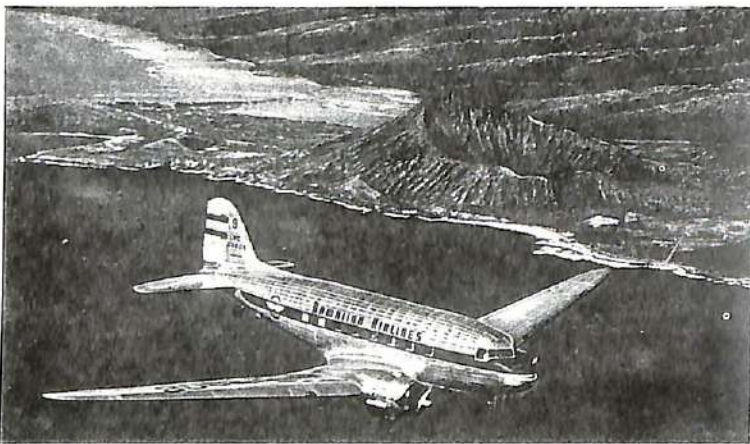
7. On 01 JUN 45, American Export Airlines (founded in 1939) merged with American Airlines and on 10 NOV became American Overseas Airlines. AOA operated from New York to various destinations in Northern and Western Europe and also maintained a small domestic feeder network in West-Germany. One of its DC-3s is seen at Frankfurt Rhein Main Airport.

Plenty of choice for DC-3 column

What not to pick is a difficult decision



MUNICIPAL AIRPORT, GREENWOOD, MISSISSIPPI. Served by Southern Airways with convenient connections at Memphis and Jackson for transportation to almost every point in the nation.



Shown on the reverse side is one of Hawaiian Airlines' 24-passenger Douglas transports flying over an extinct volcanic crater near Honolulu. All major islands of the territory are served by Hawaiian Airlines.

Photos:

- Southern DC-3. 4c chrome, airport card (DS-816).
- Lake Central DC-3 N18667. 4c chrome, four similar b&ws.
- Hawaiian DC-3 NC33606 over Diamond Head, 4c smooth surface.

All cards are airline cards, unless otherwise indicated.

Lake Central Airlines

IS THE "WORLD'S ONLY EMPLOYEE-OWNED AIRLINE"

It serves 33 cities in the six state area of Illinois, Indiana, Michigan, New York, Ohio, and Pennsylvania. Lake Central flies a fleet of the world's safest airplanes... the dependable Douglas DC-3.

Well, how does one write a DC-3 postcard article? Should there be just "stew" cards, or cockpits? Only interiors? Maybe centre-on pre-World War 2 cards? Just Europe plus Timbuktu? Should DC-2s and Li-2s be included, or perhaps DSTs? There are many possible twists and variations on the theme. So, I decided to go over my entire collection and come up with a mix of DC-3/DST aircraft from pre-, during and post-WW2 that I believe are quite representative of that commodity called rare.

I have actually flown on three commercial DC-3 flights that I can recall. In the early 1950s I was privileged to crouch in the doorway just aft of the crowded cockpit for the whole LGA-LLB trip on Colonial and I flew a Bahamas Air DC-3 back over to Florida in the mid-1960s, where you look out and see blue sky in the door-frame!

Did you know the DC-3 can stand on one wing? Again, I was in the doorway, routing with a crusty old Colonial captain out of LGA to overhead Hofstra College on Long Island. Imagine when he found out the college was across the street from the active Mitchell Air Force Base! Scary!!!

I sincerely hope you all do enjoy this trip down Memory Lane and that a good portion of the cards shown make you go "Oh, boy!" or some such expression. They sure have been fun for me to collect.

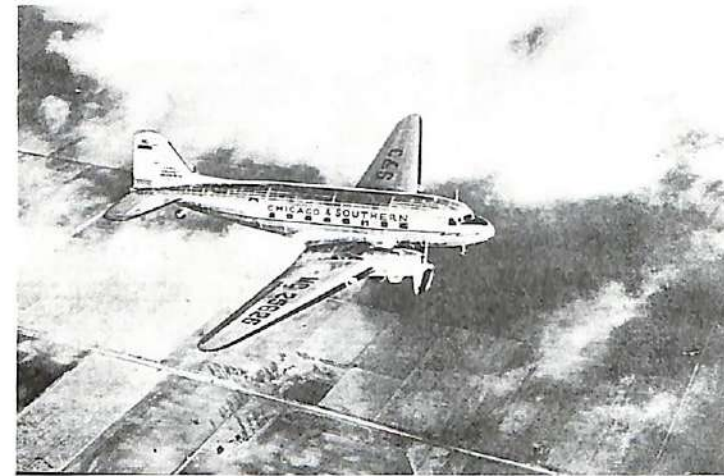
In OCT 95 we were over at Langley AFB, Virginia, for the air show. There were truly spectacular ground exhibits as well as great things in the air, up to and including the Thunderbirds. (You must see them perform in the F-16!) There are many stories, such as about the female U-2 pilot, RCAF, AN-2, but it was truly wonder-



ful to have a return visit with the Piedmont DC-3, which we'd clambered over previously at Winston-Salem.

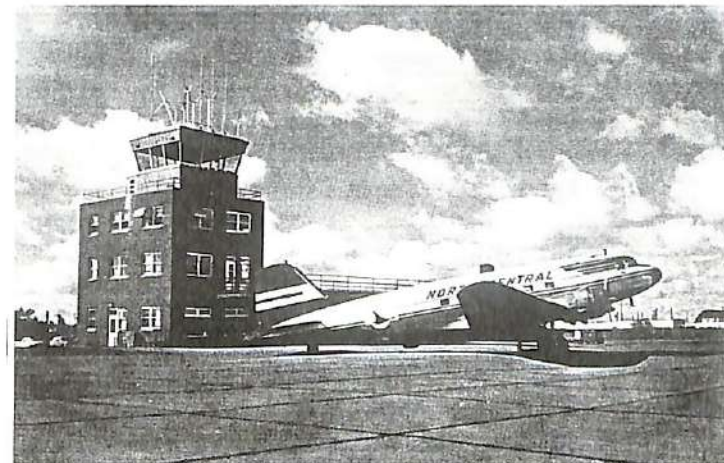
What pride those guys have in that revered bird. Six pilots qualified. But to see it lumber off - after seeing numerous (military) group takeoffs with full afterburner - is something to behold. It makes me think of and reflect on the wide parameters of our hobby. To each his or her own, but we can easily absorb the differences.

Regretfully, there was not a single postcard available at the entire show. Not one, none new, none old, no military, no commercial! That is why the Golden Oldies continue increasing in value.



Stewardess service. Convenient daily flights between Chicago and New Orleans.

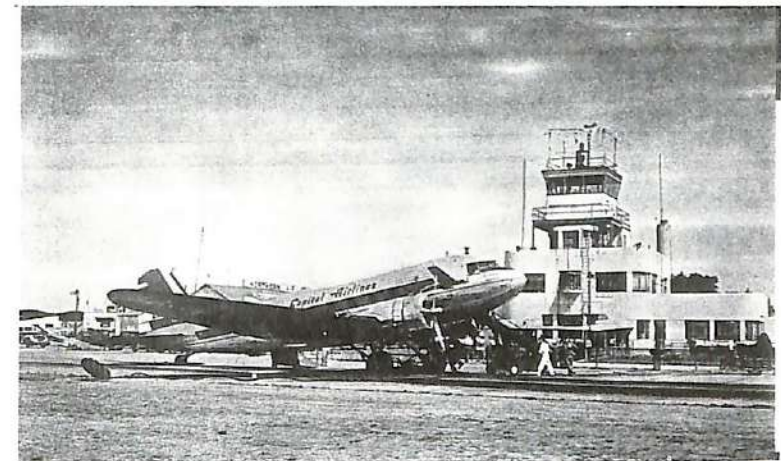
One of Chicago & Southern's new fleet of 21-passenger Douglas DC-3 transports... Wright-powered by two 1200 horse power engines... Cruising speed, 180 miles per hour, with 45% reserve power...



KD-109-WILLIAMSON-JOHNSON MUNICIPAL AIRPORT, DULUTH, MINNESOTA. View of a North Central Airliner and Administration Building in background.



One of Ozark Air Lines' High Performance, 27 passenger transports at the loading ramp of the terminal building at Lambert Field-St. Louis Municipal Airport.



KENT COUNTY AIRPORT located 1/2 mile South of Grand Rapids, Michigan is served by two commercial airlines with 29 daily flights to all parts of the world.

Above: Capital Airlines, at Grand Rapids, MI, airport card, 4c chrome.

Left: Ozark at St. Louis/Lambert, airport card. 4c chrome.

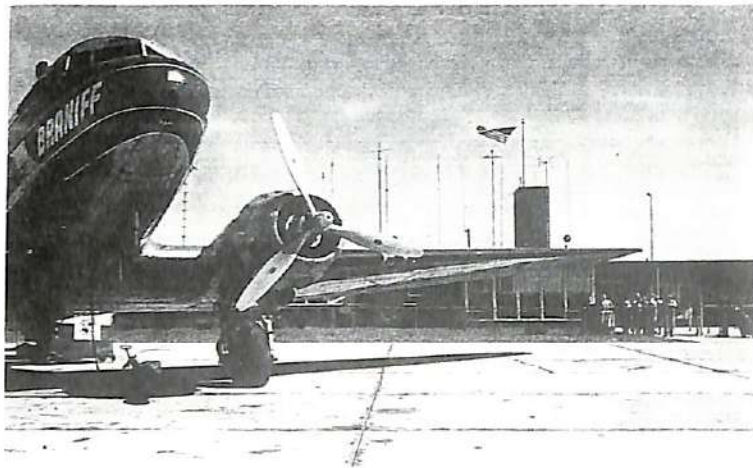


This original Charles H. Hubbell oil painting of a Central Airlines' DC-3 in flight was presented to President Keith Kahle by Company Department Heads to commemorate the 10th anniversary of the airlines in September, 1959.

Above: Central Airlines, 4c drawing ca. 1959, #29462.

Left: Chicago & Southern, b&w, NC25626.

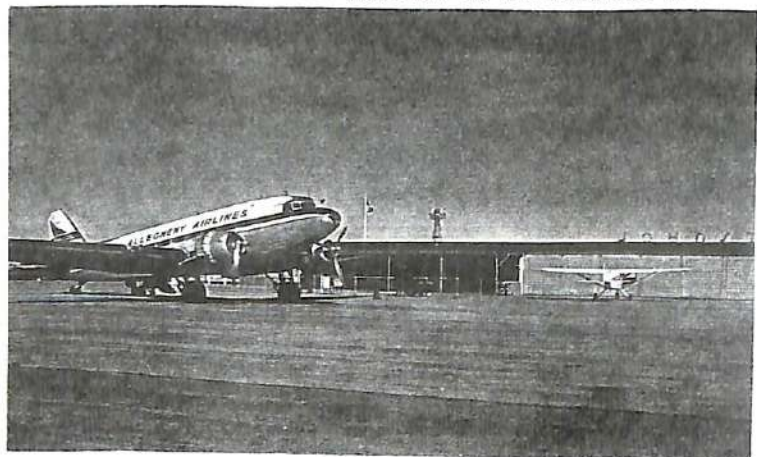
Below left: North Central red livery, at Duluth, 4c chrome.



Burlington's \$1,500,000 modern AIRPORT with 5,300 feet of concrete runways. A new administration building houses the airlines' ticket offices, a restaurant, and offices of the Civil Aeronautics Administration and the Weather Bureau. Burlington, Iowa.

MUNICIPAL AIRPORT

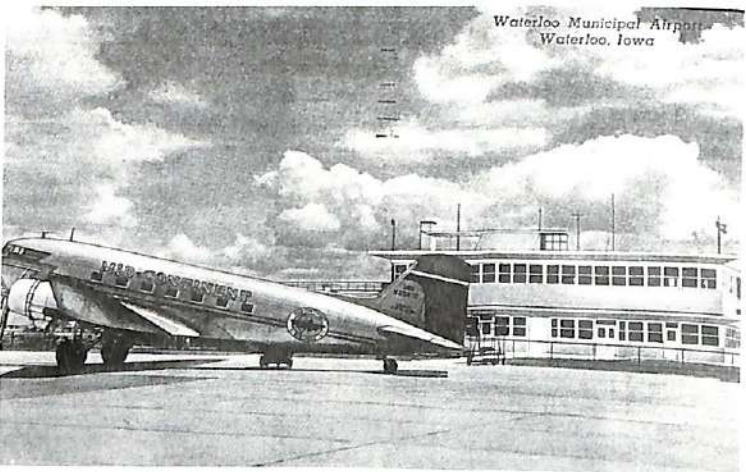
Johnstown, Pa.
The Johnstown Municipal Airport is the fifth largest in the state of Pennsylvania. It is located four miles from City Hall along Route #53.



Left: Braniff DC-3 at Burlington, Iowa, airport card, 4c chrome, #405-D-II.
Below: United DC-3 at Mills Field, San Francisco, airport card, b&w.



Left: Allegheny DC-3 at Johnstown, PA, airport card, 4c chrome, P14541.
Below: Mid-Continent at Waterloo, Iowa. 4c Curteich, mailed 19 AUG 53.

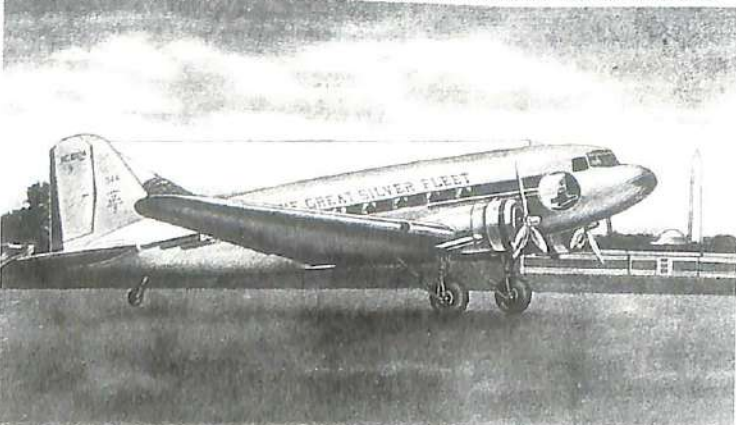


VIEW OF THE FIELD SIDE OF THE NEW AIRPORT TERMINAL BUILDING WATERLOO, IOWA

This building was dedicated in June 1953. It is very modern throughout, the end behind the airplane housing a spacious restaurant. Waterloo is served by air by Mid-Continent Airlines both North and South and East and West.

The Washington National Airport is located upon 729 acres of land on the banks of the beautiful Potomac in Virginia. Most of this land is man-made since 1936, and more than half of it — 450 acres — is landing area, making this airport one of the largest civil landing fields in the world.

PLANE AT HEAD OF RUNWAY, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C



Below left: Eastern Airlines at Washington National, drawing, (Part of AP series), mailed 28 OCT 44.
Below right: Northwest RP, b&w, at Wanatchee, WA. Airport card.



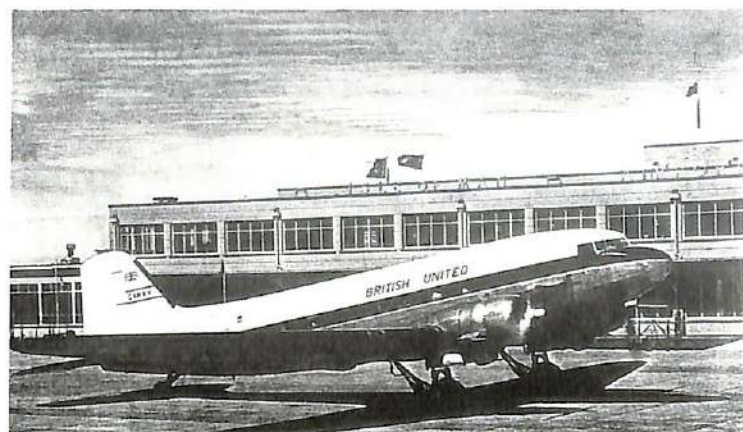
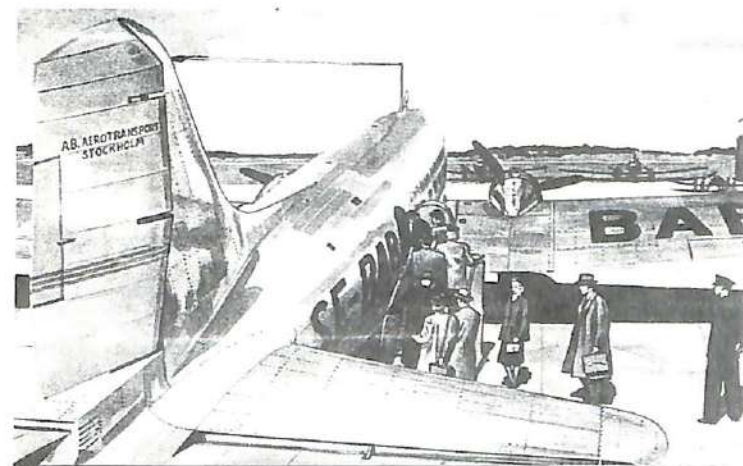
Canadian Colonial's Douglas Six Plane Service which serves Stowe, Vermont and the Laurentians, just north of Montreal, virtually places these famous ski centers within commuting distance of New York.



"SALAMIS" IN FLIGHT OVER KYRENIA, CYPRUS

- Left, top to bottom:
 --Canadian Colonial, 4c linen, IB-H1716.
 --Cyprus Airways DC-3 G-AK11 "Salamis," drawing, 4c.
 --KLM DC-3 PH-TBT landing at Schiphol, B&w.
 Right, top to bottom:
 --Quebecair DC-3, CF-QBM, 4c chrome.
 --Aer Lingus, almost sepia, at Dublin. Airport card R2069.
 --ABA Swedish Airlines SE-BAB, Stockholm, drawing.
 --British United G-AMWV at Isle of Man. 4c chrome, airport card.

One of the fast and dependable KLM Douglas DC-3 aircraft, in use on KLM's European and domestic routes, landing at its home-base, Schiphol Airport.

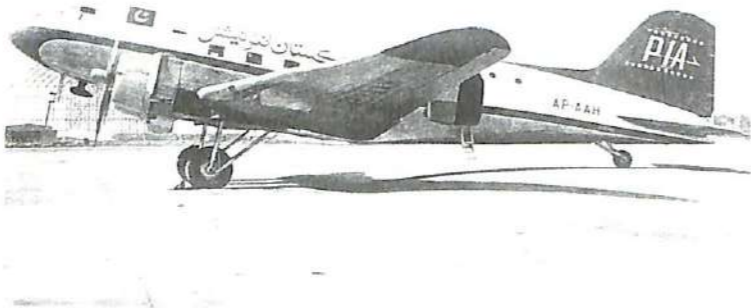




PIONEER CLASS AIRLINER (British European Airways)—This Airliner is powered by two "Twin Wasp" Radial Engines each with cruising output of 530 b.h.p. Capacity 32 passengers, a crew of two, one Steward or Flight attendant. A cruising speed of 105 m.p.h. at 5,000 ft. Used on services London-Channel Is.



Aéroport de MARIIGNANE (B.-du-Rh.)
6 - Appareil Douglas D C 3



PIA - PAKISTAN INTERNATIONAL AIRLINES
Douglas DC-3.

NATIONAL AIRWAYS DOUGLAS DC3

NAC DOUGLAS DC3 Cruising speed 178 m.p.h., passenger capacity 26. Wing span 95ft., overall length 64ft. 6in., powered by 2 Pratt & Whitney Twin Wasp engines

NAC SERVES 24 DESTINATIONS THROUGHOUT N.Z.

NAC Printed in New Zealand by NAC

Left, top to bottom:
SAS, at Stuttgart, Germany. RP b&w, 4x6, card purchased by me on 29 SEP 56.

Tunis Air at Marignane Airport, Marseilles, RP, b&w, "CIM" card.
New Zealand NAC, ZK-AOD, 4c chrome.

Right, top to bottom:

--BEA G-AGJV, Airport card, Valentine's RP perfection, b&w

--Air Algerie, F-BCYM at Marignane Airport, Marseilles, RP, b&w, "CIM" card.

--Pakistan Int'l Airlines, AP-AAH, b&w.

STICKER CHATTER

by DON THOMAS

Asian airlines issue 'PIs' for security

This is the final "Sticker Chatter" column by Don Thomas. He wrote it about two months before his death in December.

Since this issue features the DC-3 as its main subject, I am showing you a number of stickers from a few U.S. and foreign airlines. They need no further comment besides the captions Joop is providing.

NEW ISSUES

BILL NORMAN of United Airlines in California sent in some unusual items. He calls them passenger Identification Labels (PIs). Used in Asia, a passenger is asked to wear it on his/her coat, jacket, shirt, blouse or dress as a security measure. Six of these stickers are shown. Most come two to a sheet. Illustrated are #1 - Singapore Airlines, #2 - Qantas, #3 - Air China, #4 - China Eastern Airlines, #5 - China Southern Airlines. I cannot identify #6. Can anyone tell me which airline uses this one?

Bill also sent the Dragonair PIL (#7) and BIL (#8). His other BILs are from Air China (#9), China Eastern Airlines (#10) and China Southern Airlines (#11). All three come in horizontal pairs of two. Note they all have the same layout. The only difference is in the name and the color band across the top: blue for Air China, orange for China Eastern and green for China Southern.

(I am no expert on the Chinese language, but it appears to me that the Chinese versions of the three names are the same, written only in different styles, printed and capitals. If anyone can point out the differences to me, I'd love to hear from him or her - Joop)

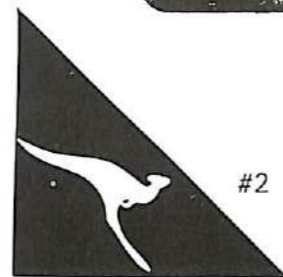
The next two items come from BILL DEMAREST: A BIL from First Air of Canada in blue on white (#12). Note the three languages on the reverse: English, French and Inuit for use in Canada's north, where First Air operates many services.



#1



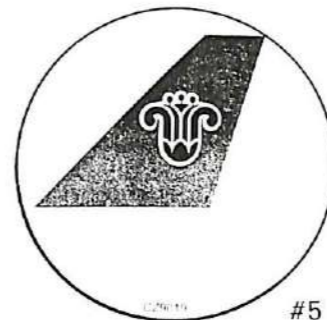
#3



#2



#4



#5



#6



#7

DRAGONAIR
港龍航空

Name 姓名 _____
Home Address 住址 _____
Tel No 電話 _____

Please Label Your Baggage Both Inside and Outside and Lock it
請在行李內外貼上填妥之貼紙並鎖行李鎖好。

#8

#9 中國國際航空公司 AIR CHINA

姓名 NAME _____
地址 ADDRESS _____
電話 TELEPHONE _____

#10 中國東方航空公司 CHINA EASTERN AIRLINES

姓名 NAME _____
地址 ADDRESS _____
電話 TELEPHONE _____

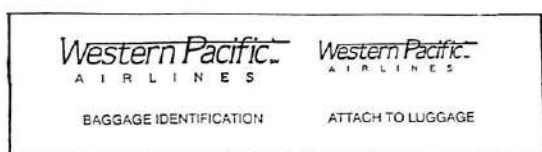
#11 中國南方航空公司 CHINA SOUTHERN AIRLINES

姓名 NAME _____
地址 ADDRESS _____
電話 TELEPHONE _____



#12

Name: _____
 Permanent address: _____
 Telephone: _____



#13

The other one is a BIL from Western Pacific Airlines (#13), the Colorado Springs carrier that adorns its aircraft with a wide variety of logos and characters, promoting everything from movies and TV shows to universities and sports teams.

From our good friend HECTOR CABEZAS, Aeroflot manager in Frankfurt, came the IL-86 label (#14) in blue on white (except for the red flag on the tail and the red "hook" to the left of and below the IL-86 logo). Hector also contributed the white-on-red Avianca label (#15) which is used in Germany and the large Lauda Air label (#16) with lots of red. Lauda is a partner of Lufthansa.

PAT McCOLLAM found this TriStar BIL (#17) at LAX. It comes in red, black and grey on white.

Rev. HANKEWICZ of Grand Rapids, MI, provides the translation of the text on the Lithuanian label shown in the Spring issue as #20 on p.40: "I fly Lithuanian Airlines." Thank you!

DAVID CHERKIS also sent in many new issues - too many to show them all in this issue. The Alaska Airlines sticker (#18) is in yellow (wings), green ("Alaska's World"), red and blue (center) on white. The new Aeroflot BIL is unusual (#19) It shows a Russian doll in many colors and adver-



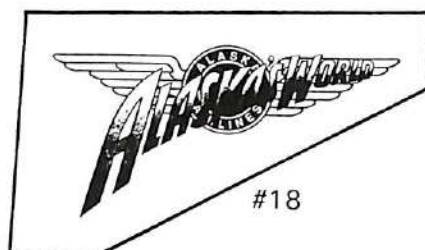
#15



#14



#16



#18



#17

FROM THE EDITOR

With the passing away of Don Thomas, the CAPTAIN'S LOG is now looking for a new editor for his sticker column. Readers who are interested, should have access to a regular flow of new labels, stickers, BILs etc. from around the world and should preferably also have a collection of previous issues to draw upon if required.

In the interim, I will try, with your help, to continue STICKER CHATTER until a new permanent editor has been found. I am therefore asking all regular contributors to send their stickers etc. to me for now. *They will be returned to you after use!* Thank you!

tises "Romantic Eurasia"

The final item is another one in the growing series of Ansett New Zealand "Adventurers" stickers (#20). It shows the Monarch butterfly, an insect with worldwide distribution. The sticker says the Monarch "came originally from the USA". This butterfly is called the "Wanderer" in Australia. I caught it here, I caught it there.

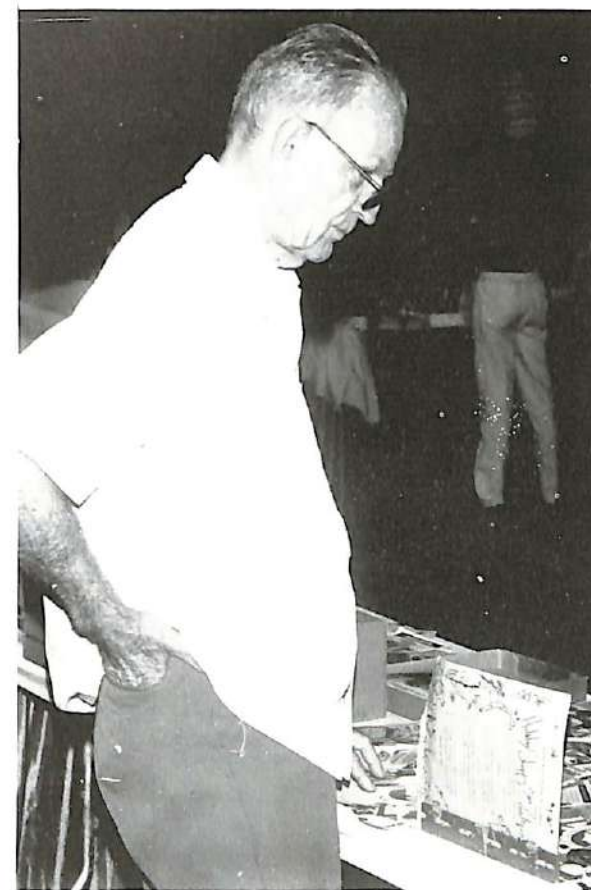


#20

20



#19



The way many of us will remember Don Thomas: trading, buying and selling stickers and labels at the annual Airliners International conventions.

Through his travels all over the world, Don had come to appreciate the colorful stickers, baggage labels, posters and other PR material issued by the airlines and he was soon hooked on collecting them.

Don wrote his first column for the CAPTAIN'S LOG in the Vol. 4, #2 issue of the Fall of 1978. In it he noted the revival of interest in collecting these colorful labels. Paul Collins made Don's contributions a regular feature under the name "Sticker Chatter," beginning with Vol. 4, #4 of the Spring of 1979. He hasn't missed an issue since. Including this one, that makes 65 issues.

A few years ago, Don placed his sticker collection and other airline memorabilia in a trust so that his work could continue after his death, his son Arthur Thomas wrote me on 28 DEC.

Some time ago he sold his collection of airline posters, which formed the basis of six colorful, large-format books, published between 1987 and 1993. His two favorite subjects, Pan American and Charles Lindbergh, feature prominently in this series.

I know I speak for every member of the WAHS when I say Don will be missed. Missed by his family, friends, associates and by those of us who only knew him from reading his "Sticker Chatter" in the Captain's Log or his similar column for the Aeronautica and Air Labels Collectors Club in the Jack Knight Air Log of the American Air Mail Society.

**Don, good friend, we'll miss you
 Requiescat in Pace - Rest in Peace**

**In Memoriam
 DON THOMAS
 1906 - 1995**

With the death of Sticker Chatter Editor Don Thomas we all have lost a great friend and an inveterate and knowledgeable enthusiast, historian, collector and recorder of many things aeronautical.

Don passed away quite unexpectedly on 16 DEC 95 at age 89, at Mease Hospital in Duneden, Florida.

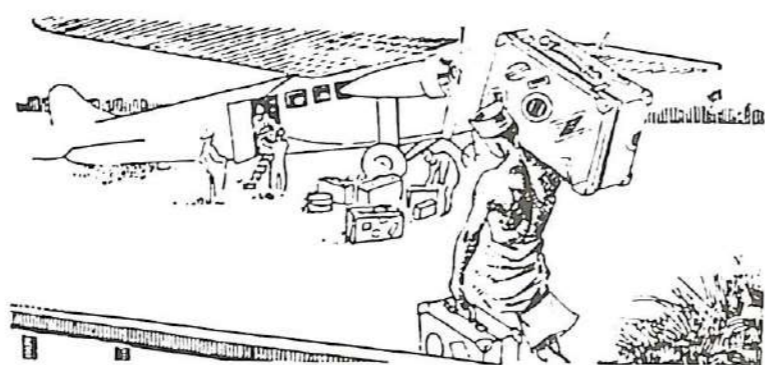
Born in Boston in 1906, Don had careers as a radio operator in the Merchant Marine and sailed all over the world; as a radio news editor and announcer for radio stations in Mississippi, Florida and Hawaii, and as a radio navigator for Pan American Air Ferries during World War 2, ferrying aircraft across the South Atlantic to the Allies in Africa, the Middle East and Asia. Later he was commissioned in the U.S. Navy and served as an instructor in California and at Pensacola.

After the war he worked briefly as a flight radio operator with Skyways International, a non-scheduled C-46 operator in the 1948-51 period. In 1951 he began a career with the State Department and Central Intelligence Agency, which took him and his family (wife Mary Speirs and sons Marshall and Arthur) to dozens of foreign countries in Europe, the Far East, the Caribbean, Central and South America. In his spare time, he was in his element catching butterflies and collecting wildlife, exotic birds and seashells for friends and museums in the U.S. He retired from the government in 1966.

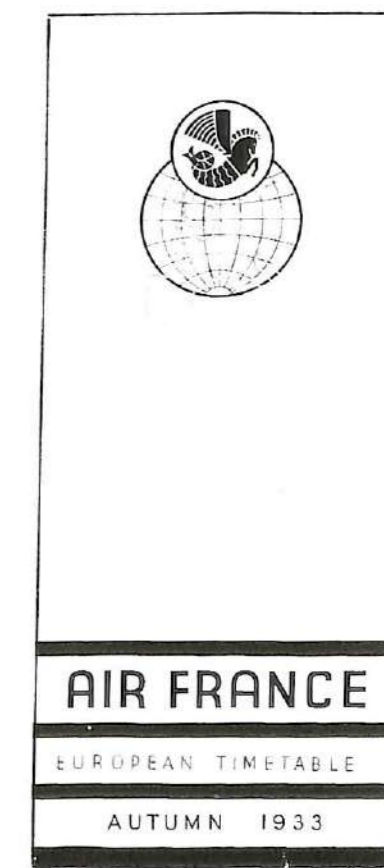
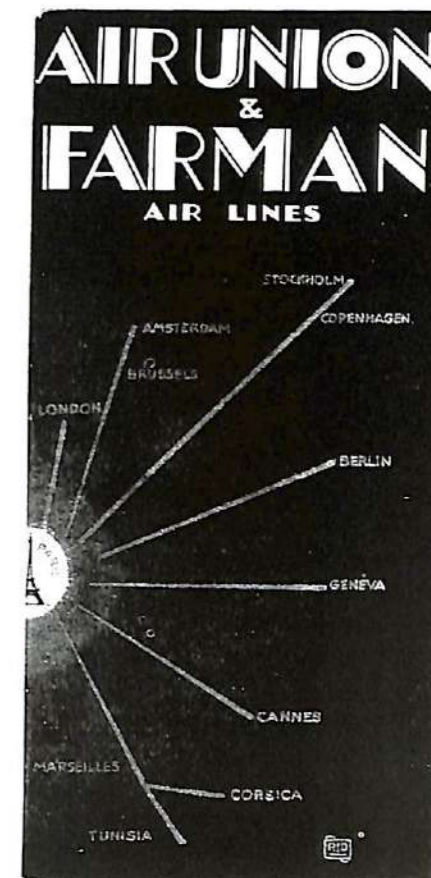
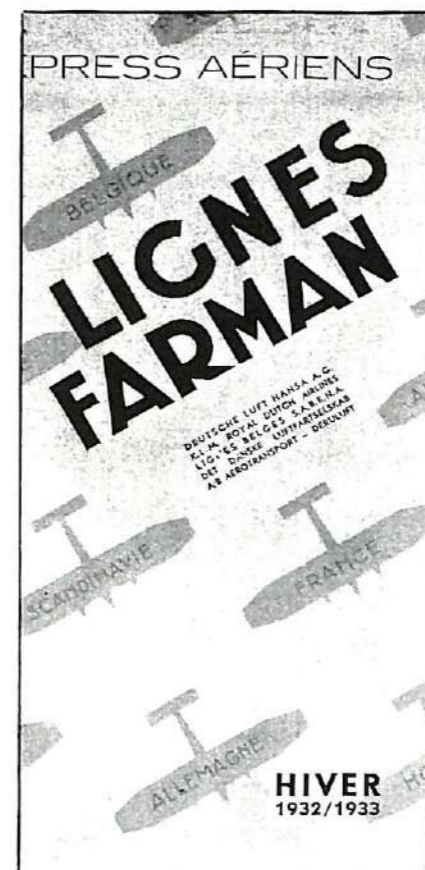
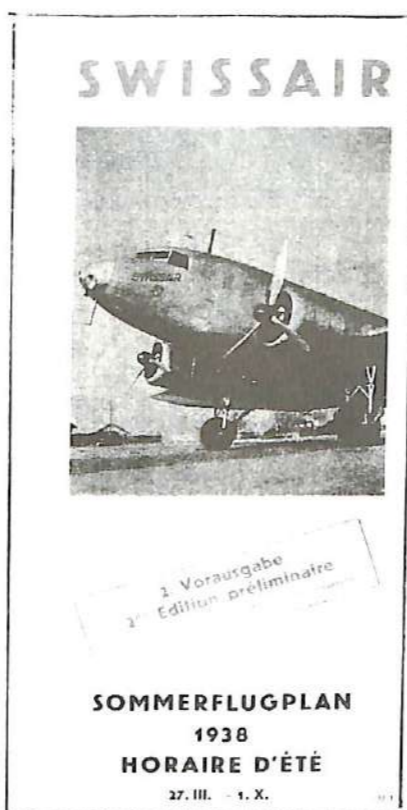
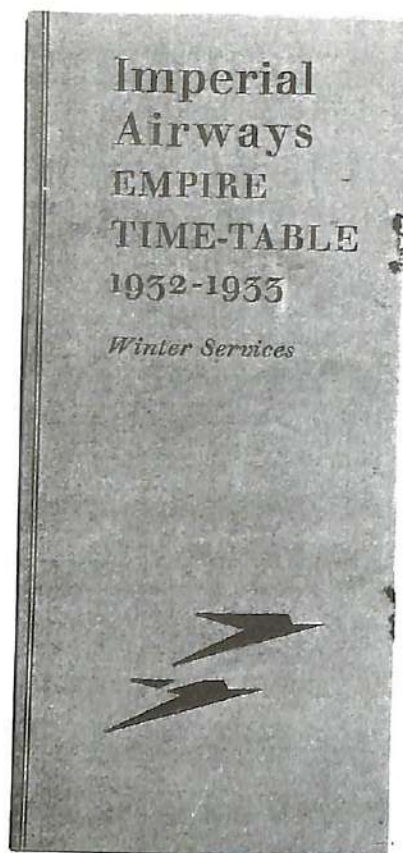
AROUND THE WORLD

of Airline Schedules

Copyright 1995
George W. Cearley, Jr.



The schedule article in this issue features a survey of some foreign airline timetables from the 1930's and 1940's, and briefly discusses the fate of these airlines.



Imperial Airways was founded in 1924 with the merger of several predecessor companies. In 1932 services were operated from England to the European continent, Middle East, and India; and England to Egypt, British East Africa, and South Africa. In 1940 Imperial and British Airways were merged to form B.O.A.C. (British Overseas Airways Corp.) The speedbird logo of Imperial was adopted by B.O.A.C.

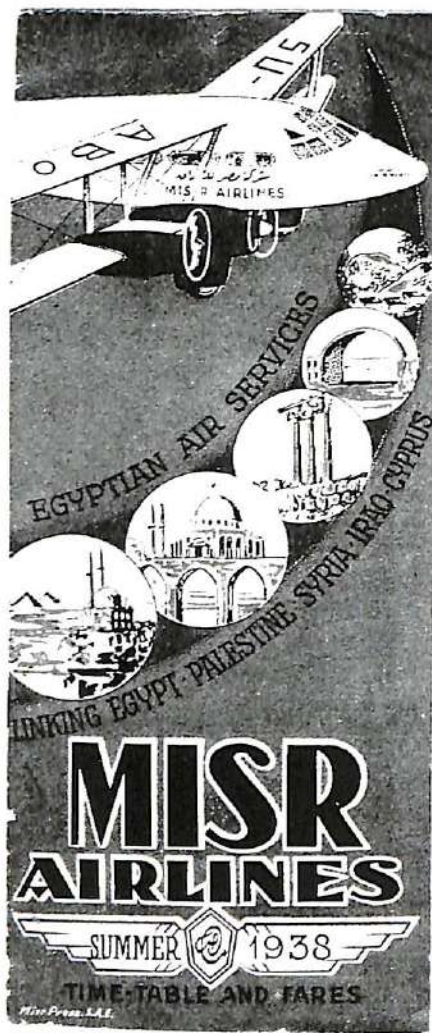
A. B. Aerotransport, founded in 1924, by 1937-38, operated flights from Sweden to Germany, Holland, France, England, Finland, and Estonia. A. B. Aerotransport became one of three non-operating holding companies of SAS after W.W. II, when the latter (SAS) was founded.

In 1931 Balair and Ad Astra merged to form Sweizerische Luftverkehr, A.G. (Swissair).

Air France was founded in late summer 1933 as the Compagnie Nationale Air France, following the merger of Air Union, Lignes Farman, Air Orient, and CIDNA. The merged carrier then purchased Aeropostale.

The Air France logo had been created for Air Orient in 1932 and represents the wings of flight which surmount the head and forequarters of a horse representing land transportation, and a dolphin's tail symbolizing sea travel. The blue color of the logo represented travel through blue skies.

The cover of the Air Orient timetable shows the Angkor Wat in Cambodia, then a part of French Indochina. Saigon was the eastern terminus of the Air Orient route.



Misr* Airwork was founded in 1932, and services were inaugurated the next year, 1933, from Cairo to Alexandria via Mersa Matruh.

As of summer 1938, Misr Airlines (oper by Misr Airwork) was operating services between Cairo-Alexandria, Cairo-Port Said-Lydda-Haifa-Beirut, Cairo-Lydda-Haifa-Baghdad, Cairo-Lydda-Larnaca (Cyprus), and Cairo-Minia-Assiut-Luxor-Assuan (Aswan).

Under Nasser's government, Misrair became United Arab Airlines. Then, with Anwar Sadat as president, the airline changed its name to Egyptair.

*Misr is another name for Egypt.

Tata Sons Limited was founded in 1932, and inaugurated service that October from Karachi to Madras.

Tata Air Services (oper by Tata Sons Ltd.) in 1938 operated flights from Karachi to Colombo, Ceylon, via Bhuj, Ahmedabad, Bombay, and Trichinopoly; from Bombay to Delhi via Indore, Bhopal, and Gwalior; from Bombay to Madras via Hyderabad; and from Bombay to Trichinopoly via Goa, Cannanore and Trivandrum.

In July 1946, Tata Sons Ltd. changed its name to Air India.

K.N.I.L.M. (Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij -- the Queen's Netherlands Indies Airline Company), aka Royal Netherlands Indies Airways, was founded in fall 1928 to operate services in the East Indies between Java, Sumatra, Borneo, Celebes, and Bali. Schedules above are effective November 5, 1935.

KNILM ultimately became Garuda Indonesian Airways in 1949, when the Dutch East Indies got its independence, as the nation of Indonesia.



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AI'95 yields many Golden Oldies slides

Golden Oldies are the subject matter this time around. I acquired all these slides at the AI 95 convention in PHX this past July. Unfortunately, none of them showed the name of the photographer anywhere on the slide mount, so I cannot give a credit line. Sorry!

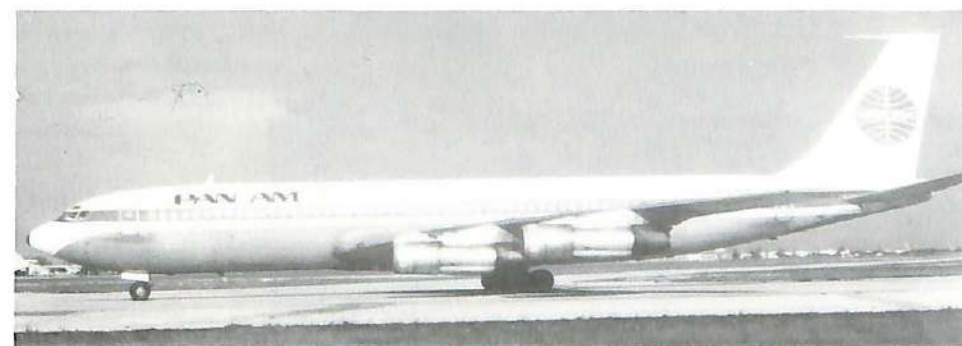
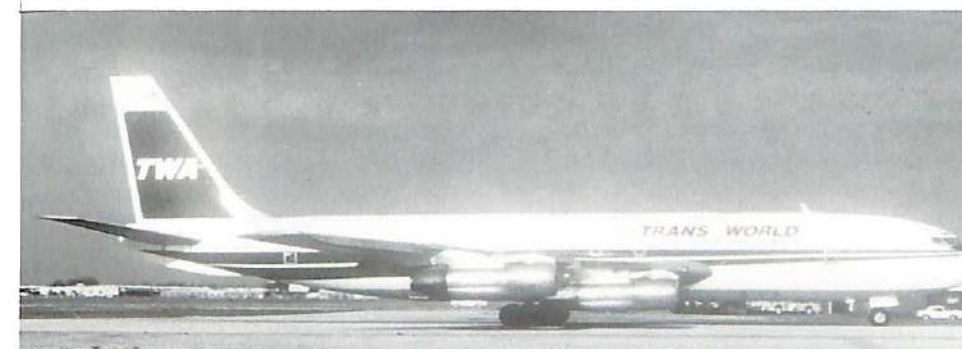
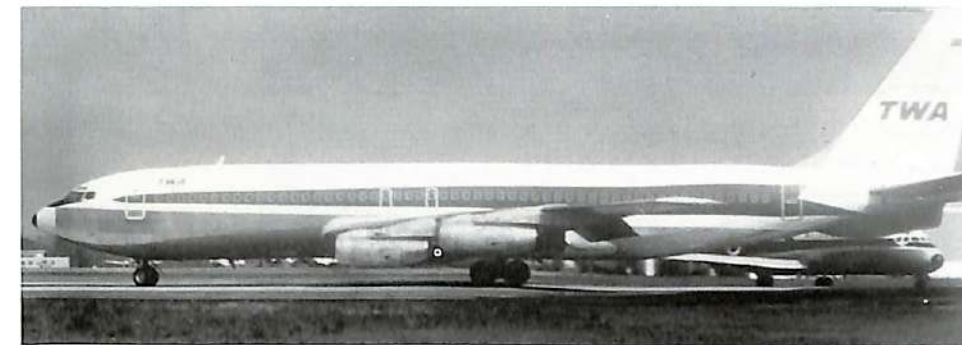
It does strike me as odd though, seeing the endless parade of slides and photographs available for sale at the AI and smaller airliners conventions, that I continually have to ask for contributions to the column. Save for the photos by Richard Bell and a few others, hundreds of rare and not-so-rare airliner photos go unpublished. I have since decided to bolster my own collection by purchasing slides and I will present some of these in the CAPTAIN'S LOG. A credit line for the photographer will be included if one has been provided on the slide mount or otherwise.

Unfortunately, without any background information I cannot provide you, the reader, with the location or the time period when these slides were taken.

I do hope you enjoy these and please send me any photos, slides or comments you would like to see in the CAPTAIN'S LOG. If you're worried about losing your slides in the mail or wonder about how long I'll keep them, you could have prints made (I will have to anyway) and send those to me. If you send me slides, I'll have the prints made and return your slides ASAP after I get them back from the lab.

Finally, I noticed a list was going around at PHX for members with e-mail addresses. I can be found on America Online as "HAWAIIINO1" and my Internet address is "hawaiiino1@aol.com".

Until the next time, when I'll present a few more photographs from Richard Bell and hope to work some other contributors in as well.



TOP TO BOTTOM:

1. TWA 707-131, N735TW, Msn 17662/23. Del. 18 APR 59.
2. TWA 707-131B, N798TW, Msn 18761/395, Del. 31 DEC 64.

3. Northwest Orient Cargo 707-351C, N357US, Msn 18747/369, Del. 18 APR 64.
4. Pan Am 707-321B, N884PA, Msn 20023/775, Del. 08 JAN 69.



ABOVE LEFT & RIGHT

- 5. United 737-222, N9033U, Msn 19071/85, Del. 23 OCT 68.
- 6. Braniff 727-27C, N7288, Msn 19497/429, Del. 30 JUN 67.

LEFT TOP & BOTTOM

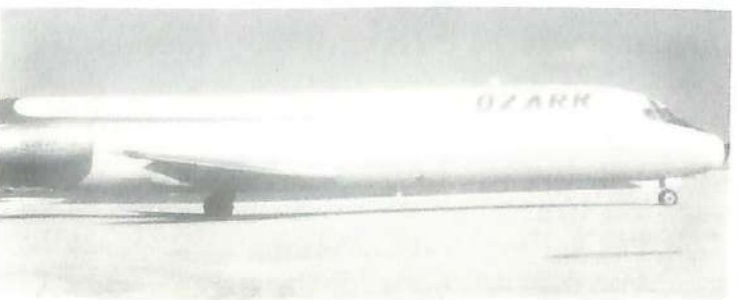
- 7. USAir BAC-111-203AE, N1548, Msn 042, Del. 04 MAY 72.
- 8. Allegheny 727-22C, N753AL, Msn 19203/434, Del. 04 AUG 78.

BELOW

- 9. Delta CV-880-22-2, N8812E, Msn 22-00-51, Del. 20 SEP 61.

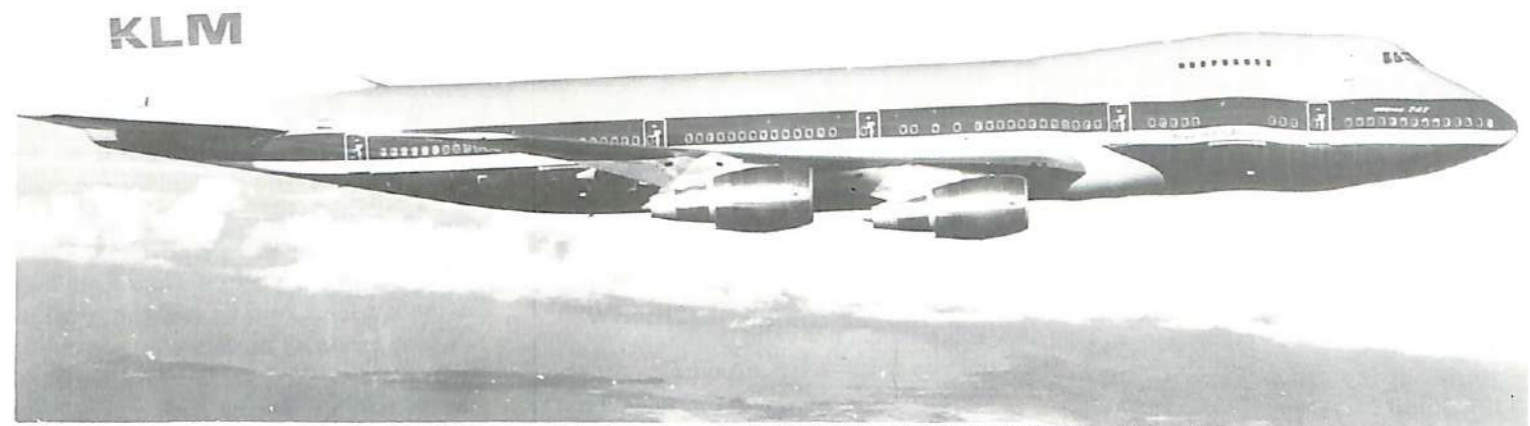
BELOW TOP & BOTTOM

- 10 Southern AW DC-9-32CF, N89S, Msn 47042/486, De. 29 APR 69.
- 11 Ozark DC-9-31, N985Z, Msn 47491/599, Del. 25 JUN 70.



Question:
Can you spot the two 'rara avis' in the line-up on these two pages, and do you know why they would be so classified?

Answer:
#5 and # 11. Neither is shown in the liveries of their original operators. The Allegheny 727 was delivered new to United 30 JUL 67 and the USAir 1-11 went new to Braniff 18 AUG 65. All others are in the colors of their original buyers (but not necessarily in their delivery colors to those airlines).



The Boeing 747 is one of the types on which KLM offers "Dagvlugjes" or "Fun Flights." Shown is PH-BUH, Msn 21110/271, a -206B Combi, later converted to -306B (KLM photo)

Flying down to Montreal on a KLM 'Fun Flight'

American and Canadian dollars. Those were the currencies I took with me on my recent "fun flight" by KLM 747. I carried both because I did not know where the flight I had booked, would end up. All I knew was that it would be in North America.

I live in the small town of Oosterhout in the south of The Netherlands (or Holland) and I love flying. That is why I booked passage with KLM on an intercontinental "Dagvlugje" or "Fun Flight."

KLM's two marketing philosophies behind these fun flights are as simple as they are clever. Empty seats mean lost revenue. So why not sell them on short notice at an

Of course there must be some restrictions to prevent passengers who pay the full fare from complaining about dumping practices.

To begin with, you can book a "Dagvlugje" only within Europe or to North America and only after 1 p.m. on the day before the day you want to fly. The actual destination is not revealed to you until you check in on the day of departure and you must fly back to Amsterdam on the same aircraft. This gives you only a couple of hours - at the most - in North America, even less time in Europe ... not enough to leave the airport and see the city.

It all goes back to the idea of flying for the fun of it.

By HENK HEIDEN

extra-low fare to receive at least some income from them?

The second reason is to popularize flying. And it is working. KLM says that since the introduction of the "Dagvlugjes" in 1988, more than 35,000 passengers have taken one. Starting with about 2,000 passengers a year, the number has grown to 8,000 now.

My experience with a fun flight to North America begins with a small disappointment. My flight was KL671 to Montreal/Mirabel. Of all the possible destinations in North America (Atlanta, Chicago, Houston, New York, Orlando, Montreal and Toronto) I am booked on the shortest one, with about seven hours of flying time.

The flight leaves at 1547 hours, 22 minutes late. There are five more fun(ny?) passengers on board the 747-300: Willem Wendt, an editor with the Dutch spotters

magazine Airnieuws (Airnews) and the Joosen family. They are father Peter (49 years old), mother Henny (46), son Ronald (19) and daughter Natasja (15). Mom and dad are treating the family to the trip to celebrate their 25th wedding anniversary this very day. It turns out to be a big surprise for the children as they didn't know any better than that they were going to Schiphol for some airplane watching and to have dinner afterward.

None of the Joosens had ever flown before, so they absorbed the atmosphere like a dry sponge absorbs water.

Because of the anniversary, the Joosens are invited to see the cockpit, but Henny enjoys herself so much, she stays in her seat at the back of the cabin. "The one, small disappointment so far, is the small space between the seats," she says. And she is hoping their passports are going to be stamped on arrival in Canada, seeing that they won't leave the airport.

FOR THE FUN OF IT

People are always asking me why I like flying as a passenger as much as I do. Most of them think flying is boring, especially on long-haul flights. Even though I travel

mainly to get from point A to point B, I still enjoy the experience, even after 650 flights to various countries and continents. It is difficult to explain to the average person the fun of sitting in an airplane for 14 hours, sometimes suffering an unfavorable seat pitch. Only aviation buffs do understand (I hope), so I am not going to explain my fascination here.

On this "Fun Flight" I have a lot of reading material with me that had piled up back home. But as usual, most of it remains unread as I am too busy reading four different newspapers of the day, drinking, eating, watching my fellow passengers and the activities of the cabin crew, visiting the cockpit and NOT watching the inflight movies.

ONLY TWO HOURS

The flight is rather uneventful. On this super sightseeing flight we are following a southerly course that leaves the majestic icebergs off Greenland out of sight. All the sightseeing has to take place inside the aircraft itself. The cockpit crew doesn't seem too busy and unbeknown to the passengers, there is a dying breed among them. As KLM's 747-300 fleet is gradually retired, so are the flight engineers. There is room for only two cockpit crew in the new generation of aircraft.



After 7hrs 11 mins the 747 touches down at Mirabel Airport. It takes 10 minutes to reach our gate and another seven minutes before we can disembark. I am anxious to see the terminal and the shops.

Seven minutes later the elevated coach drops us off at the terminal. Since I have only some carry-on hand luggage, I am one of the first at passport control.

"How long are you staying in Canada, Sir?" the immigration officer asks.

"Only today," I say without further explanation, just to see how he will react.

"Only two days?" he asks, slightly surprised and not understanding me.

"I will stay for only two hours," I tell him.

"Oh, I see. You are on a fun flight."

It is obvious he has seen this type of passenger before.

MISSING THE RETURN FLIGHT IS COSTLY

The first thing to do on arrival is immediately check in for the return flight. If you miss this flight, the return portion of your ticket is not valid anymore. Not only are you stuck at the airport for one night, you also must buy a one-way ticket back to Amsterdam on the next flight - at the regular fare of Can.\$1,024, the cheapest available on short notice. Just to compare, the entire fun flight came to about Can.\$300 return.

Fortunately, KLM is doing its best to avoid these embarrassing and costly situations by assigning a ground hostess to fun flight passengers and help them through immigration and back to the check-in counter.

I have a quick look-around in the terminal and I am disappointed. Since Montreal is a large and modern city, I had ex-

pected a modern and "friendly" terminal. But I found it far from that. The international departure hall of Mirabel has no atmosphere to speak of and looks rather old and chaotic. Five minutes after going through immigration, I am already hearing the first boarding call for KLM's return flight to Amsterdam. The Joosen family is a bit confused after checking in. They want to sit down somewhere, have a cup of coffee and take in the surroundings. But there is no time for this. You wanted to fly, and fly you shall, immediately. The disappoint-

ment on their faces is clear. A fun flight? What do you mean, fun flight? they seem to think.

PLANE TO PLANE: 75 MINUTES

Willem Wendt and I take a chance and start browsing in the shops on the land side of the terminal. But the rapidly approaching departure time is on our mind and we visit only one bookshop, buying nothing.

After exactly 1 hr 15 mins I am back in the airplane. And those 75 minutes include the time for immigration and check-in formalities. Push back is 50 minutes after the first passengers have boarded and we are airborne at 0128 hours Dutch time, 33 minutes behind schedule. Dinner of Italian pasta is served one and a half hours later. But it being 0300 hours to our body's internal time clock, we fun flyers skip this meal. It has been a long day, but I am staying awake nearly all night. I have never been able to sleep during night flights and I am finally catching up on some reading. Three hours after dinner, breakfast is served. We are back on Dutch time and after another uneventful flight, KL672 lands back at Schiphol Airport at 0725 hours. After 15 hrs 38 mins of which 13 hrs. 8 mins is flying time, I am back where I started, less tired than I had expected to be and with a nice experience to remember. Peter Joosen speaks for his entire family when he says "It was fantastic. Only the free time at Montreal was far too short. That was a bit panicky over there. They should make it clear you only have a very short time over there."

Schiphol Airport, Amsterdam. Departure and arrival point of KLM's popular "Fun Flights."

KLM's fun flights to North America cost 359 Dutch guilders for adults and 299 guilders for children under 18 years old. The lowest regular fare for a return flight to Houston, TX, from Amsterdam, for instance, is 1,630 guilders. In Europe, where more than 27,000 people have already taken a fun flight to one of more than 20 possible destinations from Amsterdam, the price is 159 guilders for adults and 99 guilders for children. Again as an example, the regular lowest return fare to Barcelona is 636 guilders. Regular airport taxes are extra.

(The editor gratefully acknowledges the assistance of KLM in providing additional information.)

Announcing: New Swissair MD-11

plus: IPMS/USA 1995 Nationals winners and other news

Let's get right to the new items this time. To answer your first question: No, I haven't seen the Revell Fokker 100 in 1/144 scale.

KITS

The Hasegawa 1/200 scale MD-11 is now available with Swissair decals, including 13 registrations and 12 city coats of

lage. The engraved panel lines on this molding are exceptionally well done. Markings provided are for the pretty Spanair billboard scheme of dark blue and orange on a white fuselage and tail. Decals include separate windows and silver frames for both cabin and cockpit, but no overwing walkway decals. Injection-molded plastic wings, stab and engines are provided, along with a package of white metal detail parts like wheels, landing gear, flap fairings and

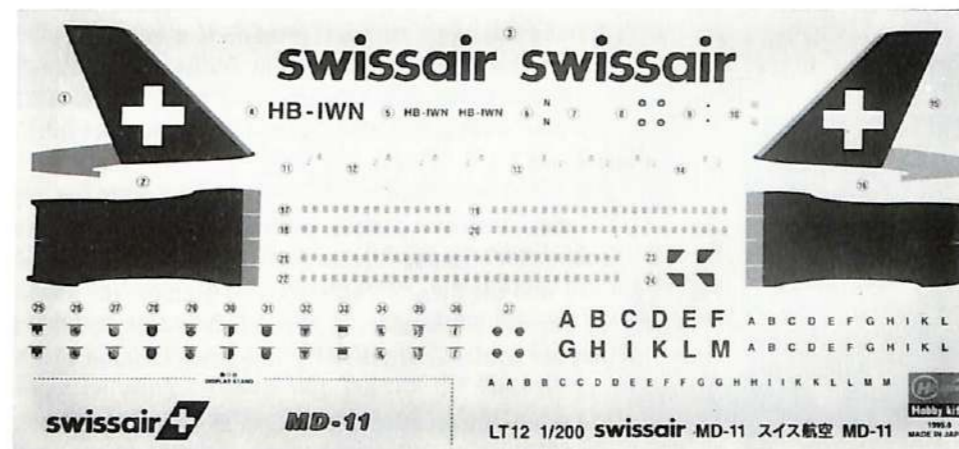
More Fan Jet Productions resin detail parts are becoming available. In 1/144 scale we have one-piece resin engine and pylon assemblies for the Pratt & Whitney 4000 series of engines for the Revell A310 kit. This was an especially good choice, as operators include Air Niugini, Belair/CTA, Delta and PanAm. The molding in the intake area is very good, with only a thin parting line to remove. The cold-air exhaust area is a little rough, but probably is as good as can be expected with one-piece casting. The hot-exhaust section is very nice.

The Rolls Royce RB211-22B engines for the 1/200 scale Hasegawa L-1011 kits have some problems. There is an imperfection on the inside of the intake, near the compressor fan, that will be difficult to remove. Unfortunately, it is also on the bottom where it will show. The aft castings are very good, but there is one major problem. There is no center engine part to replace the old-style one in the kit!

In fairness to Jamie and Brian at Fan Jet, they don't claim the center engine parts are included, but what is a modeler to do? The third casting would make the whole set much more useable, even at an increase in price.

An outfit called Engines and Things, P.O. Box 48013, St. Albert, Alberta, Canada, T8N 5V9, is producing an amazing array of detailed engine parts in all scales. They have R-2800-52W, WA engines for a 1/72 scale Convair twin project I am working on, as well as Wright GR2600 engines for my Boeing 314 Flying Boat vacuform. In all it takes three pages, two columns per page, to do the complete list of available engines.

The quality ranges from good to excellent. Of special interest is set #48052, a 1/48 scale set of engines, cowlings and miscellaneous parts for the two R-1820 engines used on the Eastern DC-3 in the Monogram kit. See the model photos section for the results as shown at the 1995 IPMS National Convention.



1. Swissair MD-11 decal from Hasegawa 1/200 scale kit.

(All photos by Gerry Cole)

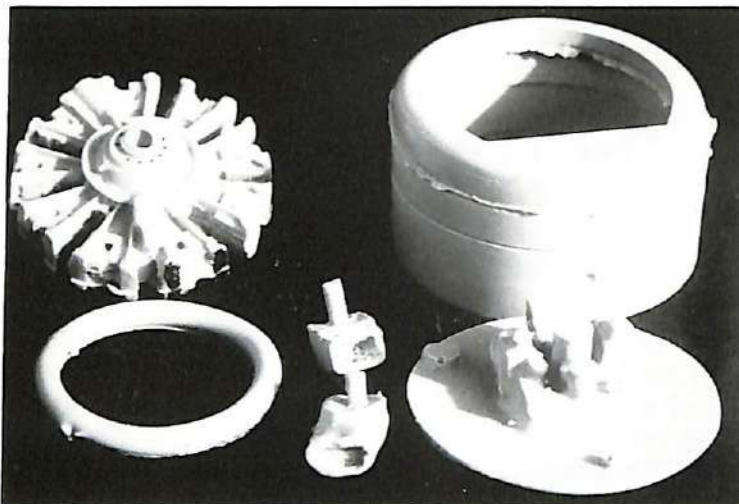
arms for the forward fuselage. The white cross for the tail is done both as a white-on-red full-tail decal with metal lip included (good luck getting this decal to cover the engine nacelle) and as a white-cross decal only. Thanks, Hasegawa.

The windows are light grey with no silver frames. The underbody color for the new Swissair scheme is listed as 80% FS16440 grey, darkened with 20% black. This might be useful information for future projects (like the Fokker 100?).

Welsh Models have a new MD-83 with a screwdriver tail cone in 1/144 scale. The fuselage is vacuformed in thicker (1.25 mm) plastic which is said to be more rigid and therefore easier to build. Unlike some of Densil Wade's older kits, there are no window depressions of any kind on the fuse-

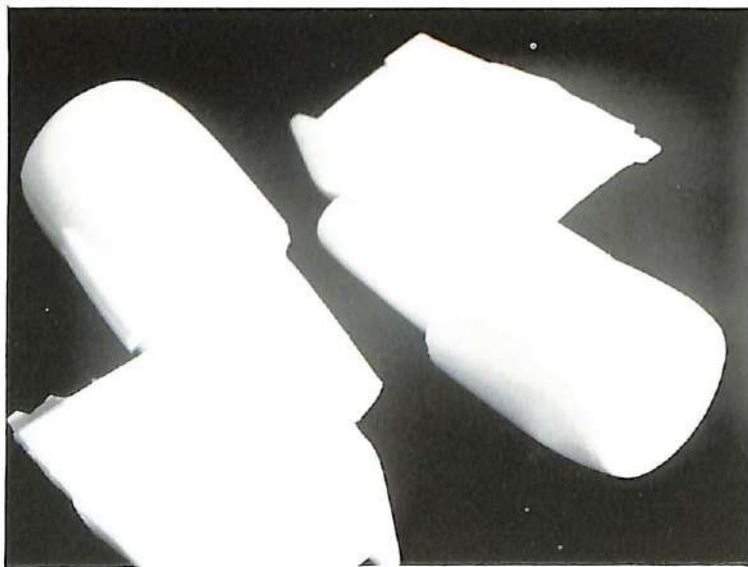
strakes. This is an exceptional kit, with very good decals, that could be built straight from the box. The Italian magazine *Avion Review* ran a nice feature on Spanair in the APR 94 issue, including color close-up photos of an MD-83.

Decals have been shipped to early purchasers of the Fan Jet Productions Boeing 737-500 in 1/200 scale shown in the previous issue. The sheet includes both the Braathens S.A.F.E. current scheme with red and blue stripes, and Asiana's grey and buff colors with the multi-stripe tail trailing edge. All windows and markings for both are provided, including Liveries Unlimited's windshield wipers and thin silver window frames. The quality is excellent, typical of Liveries Unlimited production.



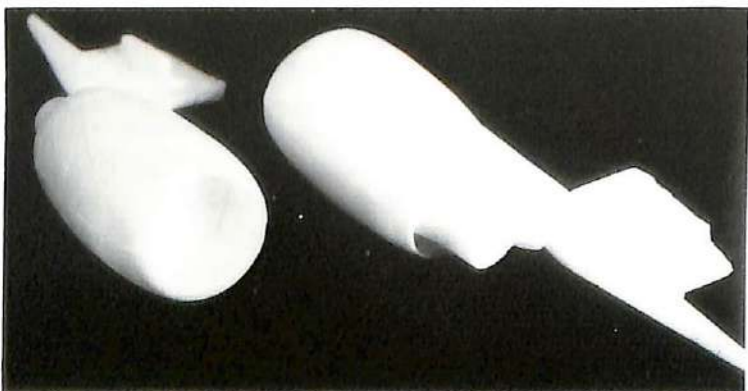
2. Engines and Things 1/48 scale P&W DC-3 engines

A Czech specialty raisin company is offering a conversion kit in 1/72 scale for the Fokker 50 from the F-27. The kit number is 254 and it is available exclusively from Aviation USK in the USA at U.S.\$20 plus postage. When sufficient orders are received, the parts are cast and the conversion kits are shipped to Aviation USK in the USA and hence to the customers who have ordered them. Phone



3. 1/144 scale A 310 engines from Fan Jet Productions.

4. L-1011, 1/220 scale engines, Fan Jet Productions.



Aviation USK at 509-445-1236 for details. I haven't seen the Fokker 50 parts, but their other aircraft castings have been of superior quality. Aviation USK also carries the Engines and Things line mentioned earlier.

NEW DECALS

Sasquatch Scale Models is distributing decals in both 1/144 and 1/200 scale for the reverse-colors TWA "Wings of Pride" scheme applied to their MD-83. Only the white titles and stripes are provided to go on the red fuselage, so you'll need windows and detail markings from another source.

Just before the deadline for this issue, I was able to find some of the new Avigraphics decals for review. I am very favorable impressed. Starting with the largest scale, they have decals for Piedmont's YS-11 (Nitto kit) final colors in 1/72 scale. To my knowledge, this is a first set of aftermarket airline decals for what is still an excellent kit. Stripes, titles and seven different Pacemaker names are included. Even decals for the cowling markings are included, along with a separate sheet of decals for cabin and cockpit windows with separate silver frames and wing, stab and prop de-icer boots. The decal instructions note that most YS-11 window frames, included Piedmont's, were painted. The decals appear very thin, and should go down fine. An outstanding first effort from a new manufacturer. The price is about U.S.\$7.

In 1/100 scale, they make decals for the TWA DC-9 from Nitto/Doyusha/Hobbycraft Canada. Stripes and registrations are provided for both a -30 and the kit's -40 version, and conversion notes are provided for the -30. No window or frame decals are provided this time, but they are available from AHS. The price is about U.S.\$5.

In 1/144 scale, my favorite is the Kiwi Boeing 727-200 based on the Airfix kit. Five registrations and fleet numbers are included, among with exit markings. No wing emergency walkway or window decals are provided. The pretty purple and teal colors will make an attractive model.

Speaking of attractive color schemes, how about the dark-red billboard lettering and stripes of cargo carrier DHL on either a DC-8-73F or a 727-100/200? Both decals are very complete frames (what few there are on cargo aircraft). I like the red emergency exit markings for the cockpit side windows. Print quality is excellent, with good instructions. The price is around U.S.\$5 for either sheet. More details on this new line of decals next time.

MODELER PHOTOS

All modeler's photos this time come from the 1995 IPMS National Convention at Albuquerque, New Mexico.

There was a very good turnout of models, with 23 entered in "Small Scale Airliners" (1/101 and smaller), five in "Large Scale Airliners" (1/100 and larger) and 23 in "Civil, Sport and Racing" (all scales).

First place in the small scale was Derek Brown's ANA old colors 737-200 in 1/200 scale. His "other model" for 1995, a Sikorsky SH-3H helicopter in 1/48 scale, won Best of Show. Derek, a chapter-mate of mine from Denver, Colorado, has won the top IPMS/USA

award for the past two years, and just missed it three years ago, so he qualifies as a superior modeler. His Hasegawa 737, built from the kit without major modification and using the kit decals, shows his craftsmanship very well. The windows were filled prior to painting and decal windows were used over those on the kit decals. The finish is the Gunge Acrylic as recommended in the kit instructions with Testors Metalizer natural metal. Everything is overcoated with clear lacquer and finished with lots of sanding and polishing. The overall finish is mirror-perfect. Many small "fiddly-bits" decals and metal foil pieces were added to detail the model while keeping within the IPMS "out of the box" rules. I am trying to get Derek to build a Sasquatch Convair 580 in 1/144 scale with Aspen Airlines markings for 1996, because I think Dean at Sasquatch would love the result. No luck so far, but I keep trying.

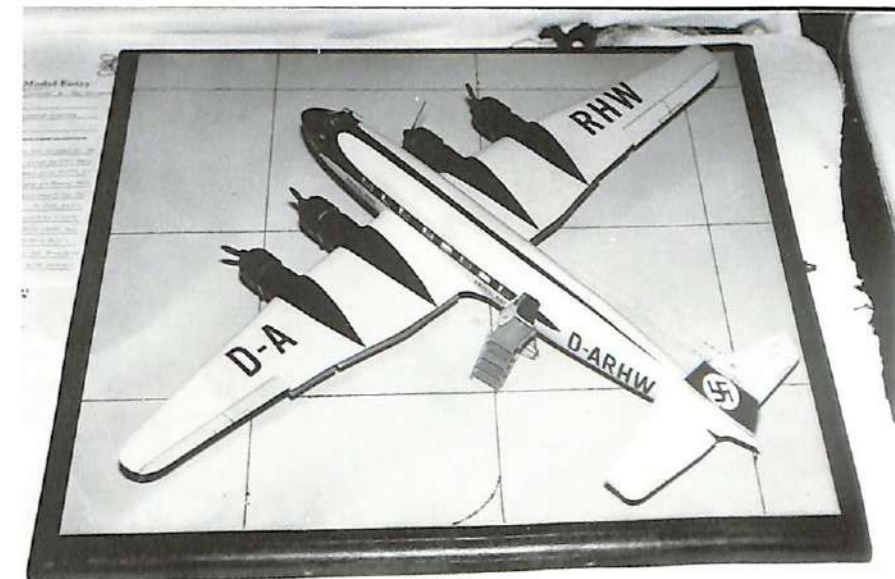
First place in the Large Scale Airliners went to Jim Fullingim of Waco, Texas, for his 1/72 scale Lufthansa Fw 200 Condor. This beautiful model was modified from the old Revell kit before it was released as the airliner version. Note the dropped flaps, deflected control surfaces, curtains at the windows and the insulators on the antennas.

Second place went to an Eastern Air Lines DC-3 from the 1/48 scale Monogram kit by Chuck Hawelka of Fayetteville, Georgia. His model featured a lighted interior, an exceptional natural metal finish and the new P&W engines and cowls mentioned earlier. One cowling was removed to show the engine detail and wiring, all very well executed. Chuck discovered the bane of all really-good natural finishes, i.e. visible decal clear film. No matter how careful the modeler is, clear film will show on a highly-polished metal finish. One solution is to cut the film through around each letter and apply them individually. He did this with the large lettering on the wing, but not the fuselage titles where of course the film showed. With IPMS competition as tough as it is these days, every little mistake makes a difference.

Next year the IPMS/USA Nationals move to the Convention Center at Virginia Beach, Virginia, 24-28 JUL. If you're in the area, I suggest you attend. The days when IPMS meant military models only, are long past, at least at the national level.

DEPARTURE LOUNGE

Sometimes the simplest project turns out not to be so simple. I decided to take the old 1/129 scale (is it really?) Convair C-131 kit recently released by Testors and try to do something neat with it. Maybe I could combine a couple of kits and do a 340 or 440, maybe even a 580, I thought. Thanks to some good drawings, I now know this isn't a simple conversion. However, something inside me just won't let me drop the idea. Maybe that is the beauty of model building, you don't have to finish the project, as the fun is often in the planning and the doing, not just the result. Enjoy!



Photos, top to bottom:
5. Derek Brown's 1/200 Boeing 737-200.
6. 1/72 scale Focke Wulf Fw 200 Condor of Lufthansa, by Jim Fullingim.
7. 1/48 scale DC-3 in Eastern colors, by Chuck Hawelka.

Wessco International - Supplier to American, United and Alaska Airlines

Robert B. Bregman Jr., co-founder and president of Wessco International, leaves no doubt about why he deals in chinaware.

"I like the business," was his response when I asked him.

Located in West Los Angeles, the company was founded by Mr. Bregman in 1981, with the help of John Peters, executive vice-president (photo #1), and Ruth Rosen.

Having worked with Arthur Michaud for a number of years, Bregman was no stranger to the business. Michaud was located on Sunset Boulevard in West Hollywood and supplied airlines with chinaware as well as other services.

In a press release Wessco describes the broad base of its business.

"Wessco International supplies airlines, cruise lines, hotels, spas, gift shops and catalogs, duty free and duty paid throughout the world. Wessco offers a range of custom and name brand amenities, gifts and dining serviceware."

As you know from this column, my major focus is on airline china and when I contacted Wessco, I perceived them as being small in the field. Wessco didn't seem to supply that many airlines with china products.

However, much to my surprise when I interviewed Mr. Bregman, I soon found out that even though they don't supply many airlines, who they do supply is very impressive. It isn't always the long list of customers that makes the difference, but who the customers are.

Just who are those customers? There are only three, but they happen to be American (their largest client for china), United and Alaska. In fact, Wessco was the original supplier for United's international first class china (#2), which features a platinum decoration with an intertwined design.

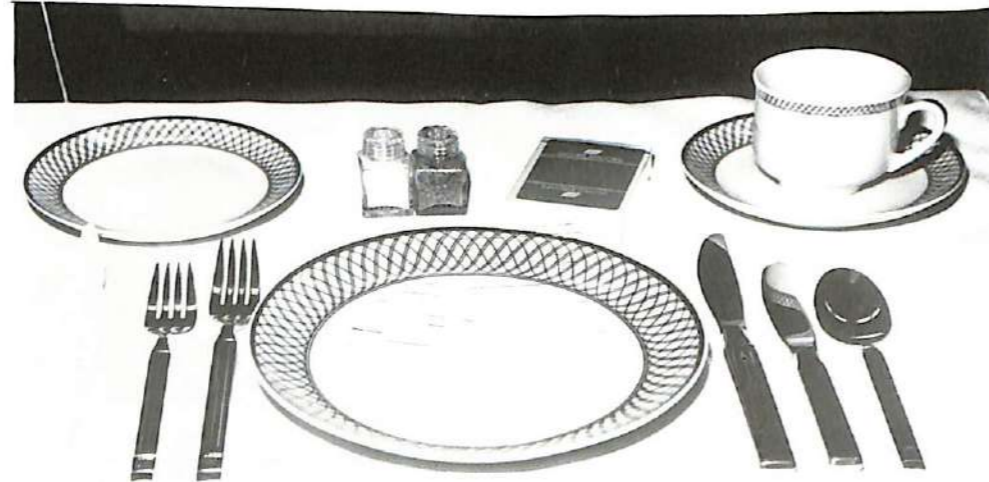
The company was also the original supplier for American's award-winning

designs for international first and business class china (#3). And Alaska Airlines replaced their Gold Coast Service pattern (#4) with a new and attractive light pinkish-colored ware (#4A). I am told the design is based on an Indian design.

Interesting is that United's domestic first class china (#5) was ordered direct from Noritake and not through Wessco. "No, we didn't get that order," said John Peters. "The china was out on bid and our price wasn't the lowest."



#1 >



#2 v



#3 ^

#4 >

To better supply its three airline customers with china, Wessco keeps inventory in public warehouses located in Miami, Los Angeles, Dallas, Atlanta, New York, Seattle, Chicago and Toronto.

An interesting little tidbit of information that Wessco shared with me is that there is a 34% duty on airline china com-



34

ing into the United States from the Orient. Even with this high duty, it is less expensive to import china than to have our domestic manufacturers produce the same ware.

#4A >

The logical question at this point of the story is, who was Wessco's first airline customer? It was Western Airlines in 1981. The product supplied was not china, but stainless steel coffee pots.

However, china has been supplied in years past to Northwest Orient, Frontier (#6-7). Older United patterns supplied by Wessco are shown in photos #8 and #9. I am told that if anyone wants a good supply of Frontier's last china pattern, just contact Wessco. They can help you!

The general downturn in the airline catering and food service business is hurting Wessco, the company says, "but our other product lines help soften the blow."

These other products include advertising specialties, amenity kits, lavatory programs (soap, lotion, shaving kits, etc.), food and beverage items plus gifts and prize programs for cruise ship activities.

In addition, Wessco supplies, in their words, "earth friendly paper bottle packs" which are space-saving containers made of 85% biodegradable material with a self-

#5 >



closing non-spill top.

Wessco has a staff of 18 housed in an office suite. Each of them is committed to a common set of goals. Says Bob Bregman: "We knock our brains out to provide customer satisfaction, look to save money, look away from our old normal comfort level and we're above all, a resource for the airlines."

< #6



#7 v

#8 >



Few airliners came, but Oskosh was still a great show in 1995

Text and photos
by JIM "JET" THOMPSON

Oshkosh 1995 was interesting, amazing and fun as usual. There were once again the huge assortment of homebuilts, general aviation aircraft, air show performers and warbirds. But sadly lacking this year were airliners in any meaningful numbers. Part of the reason, I believe, lay with the main theme of this year's Fly-In, the 50th Anniversary of the end of World War 2.

Some of the groups with airliners in their collection were either not invited this time, or they chose to bring more military aircraft and leave the airliners at home. The Mid-Atlantic Air Museum for instance, brought an extra military aircraft for the warbird show and left its Eastern Air Lines Martin 4-0-4 at home in Reading, Pennsylvania.

What was there, though, was nice. Qantas Airlines flew in their 747-438, VH-OJB in special Aborigine livery (for photo,

R5D named the "Spirit of Freedom." The MATS Connie from Scottsdale/Avra Valley, Arizona, was there again. It developed engine trouble the first day it it was set to fly and had to pull off the runway and return to the parking pad for repairs. It did fly two days later.

Granted, both the C-54 and Connie are military aircraft, but the Connie had been a commercial aircraft earlier in its life when it flew for Conifair of Canada.



Above: DC-3A NC33644, Msn 4123, in the colors of Western Air Express. Below: Stinson Reliant route survey plane of American Airlines.



see p.34, Summer 1995 ed. of the CAPTAIN'S LOG), but it arrived and departed the day before the show actually started.

The Stinson Reliant in the American Airways "Route Survey" livery was there as usual, along with the Western Air Lines DC-3 for the second year in a row now.

New this year was the Berlin Airlift Group's beautifully-restored Douglas C-54/

He set a speed record for that type of aircraft flying to Oshkosh from Nashville. This amazed me after seeing it fly as slow as it did at Oshkosh.

(The maximum speed for the AN-2 is 160 mph, 258 km/h. Best economic cruising speed is 124 mph, 200 km/h - JG)

It flew so slow during the air show that it was quite honestly almost flying backward. Steve's AN-2 was joined by a second AN-2 in the colors of Lietuvos Avialinijos (Lithuanian Airlines). It car-

ried the civil registration N69AN, which looked very good.

The warbird part of the air show was great and the finale had 160 or more aircraft in the air at the same time, all converging on Air Show Center at the exact time at different altitudes and going in different directions. Now, if we can just get them to do this with airliners again next year, it would be a fantastic show.

Sadly, the C-47 "Yankee Doodle Dandy" of the Yankee Air Force at Willow Run Airport, Ypsilante (near Detroit), Michigan sustained some damage. During take off it swerved off the runway toward the crowd line. The pilot guided it into a trench between the runway and the taxiway and brought it to a stop. Damage to the aircraft was limited to the props and the left landing gear.

Once again, as usual, Oskosh had something for everyone and those who attended, did not leave disappointed.

Ex-Burundi Connie located in New Jersey

by JOOP GERRITSMA

"Out at the Greenwood Lake Airport in northern New Jersey sits a Constellation that has been converted to a pilots' shop," writes MIKE COSTA of Colonia, New Jersey. He sent the CAPTAIN'S LOG the slide shown at right (top right).

Mike wrote the aircraft's registration at one time was N9412H and its Msn is 2072.

The registration tweaked the editorial memory, and sure enough, in my (JG) files is a negative of this same aircraft in the colors of Royal Air Burundi (second, right).

The Lockheed Constellation Series (Peter J. Marson, Air-Britain Historians, England, 1982) provides the following details:

L-49-51-26 was delivered to Air France on 13 JUN 46 as F-BAZA, but it remained at Burbank for conversion to L-49-46-26 standard for the airline. She was finally delivered to the French governmental holding organization SGAC (Societe Generale d'Aeronautique Commerciale) on 18 SEP 46 for use by AF and was officially transferred to AF on 30 JAN 50. Less than one month later the Connie was sold to Hughes Tool Co. and was delivered to Newark on 20 FEB. She was given the registration N9412H and was ferried to Fairfax, Kansas City, the following day. On 03 MAR 50 she was delivered to Howard Hughes at Las Vegas. Returning to Fairfax on 14 MAY 50, the Connie was transferred to TWA the same day N9412H, fleet no. 520, operated her first service for TWA on 03 JUN 50 as "Star of the Azores".

Sold and delivered to California Airmotive at Burbank on 29 AUG 59 (FAA lists the date of sale as 24 AUG). The Connie was resold to Las Vegas Hacienda on 22 SEP 59 and was leased to World Wide Airlines on 13 JUL 62.

WWA subleased N9412H to Royal Air Burundi in DEC 62 and she was named "Umuganwa Ludovika Rwagasore," this name appearing under the cockpit windows.

Royal Air Burundi was formed by a some Americans in late 1962 to operate airline services for the newly independent nation of Burundi (formerly part of the Belgian protectorate of Ruanda-Urundi) in central Africa.

(Ruanda is now called Rwanda and is embroiled in a civil war between its two



Two stages in the life of a Connie:

Above: as N9412H in the colors of Royal Air Burundi at Schiphol Airport, Amsterdam, while on lease to the central-African carrier in late 1962-early 1963. (Photo by Joop Gerritsma)

Below: at the Greenwood Lake Airport in New Jersey, where she serves as a pilot's shop after plans to make her part of an exotic theme park had fallen through. (Photo by Mike Costa)

The Connie, with Msn. 2072, was delivered to Air France in 1946 as F-BAZA, although there is some uncertainty about this identity. It is possible that Msn 2072 was originally F-BAZC and Msn 2074 was F-BAZA, says Air-Britain Constellation specialist Peter J. Marson.

main population groups, the Hutu and the Tutsi; Burundi is teetering on the brink of civil war between the same two ethnic groups - JG)

While on lease to Royal Air Burundi, N9412H flew to Schiphol Airport, Amsterdam (where the second photo was taken) on 29 DEC 62 for non-scheduled flights with an American flight crew and a Dutch cabin crew, linking Amsterdam and possibly other European cities with the Burundi capital of Usumbura (now called Bujumbura). These and European charter flights continued until late MAY 63, when the airline ceased operations. The Connie was returned to the U.S. on 04 JUN and was stored at Oakland, CA. until shortly after leased to Edde Airlines, a non-scheduled carrier out of North Hollywood, CA. Edde ceased operations early in 1966 and the Connie was sold to McCulloch Properties on 10 MAY 66 and sold again on 03 JUN 68, this time to Hawthorne Nevada Airlines, operating as Air Nevada.

But her airline career was coming to an end. N9412H was sold to Executive Party Club at Burbank on 15 MAY 70. She was still stored there in Air Nevada colors when

sold to Produce Custom Air Freight on 20 JUL 72. She was flown to Phoenix, AZ in MAR 73.

On 23 MAY 76 the aircraft was sold to Frank Lembo Enterprises and on an unknown date during the next 13 months flown to "Nairobi Airport" at Greenwood Lake, NJ. Here the Connie became part of an exotic restaurant complex and different sections of the fuselage and adjoining building were to represent different cultures, such as Far Eastern, Middle Eastern and so on. A game park was to be located beside the airport as part of the complex.

Most of the interior art work in the fuselage had been completed when Frank Lembo died early in 1979, but work continued in 1980 under a new owner. The fuselage was outfitted as a luxury restaurant, advertising itself as "Kiwi Airlines - The only bird that doesn't fly" and opening for business in FEB 81.

Mike Costa again picks up the story from here

The aircraft sat for years until Jon Berry came along and turned it into a pilots' shop. He claims it has enough bird droppings on it to fertilize every farm in New Jersey

Jolly Voyageur, CIPRA items identified as jacket wings

I have received a few replies to questions, but as always, there are more questions than answers. Long-time correspondent BILL SOHMER sent a letter with some answers, and he made me go back far this time, to Vol. 20 No. 1 to 4.



#118

#118 is a flight attendant jacket wing of Jolly Voyageur. Bill said he doubts if Jolly Voyageur flight attendants used hats.



#124

#124 is a steward's cap badge of Britannia Airways.



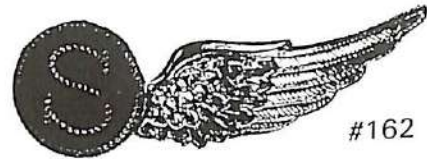
#125

#125 is the jacket wing for CIPRA, a member of the Groupe TAT in France. It was formed in 1976 and is headquartered in Dinard, France.

NEW QUESTIONS

As said, there are plenty of questions:

#162 was sent in by ANNE MALM of Sweden. This half-wing is of gold-colored metal with the letter "S" on a blue disk. The "S" is formed of a line resembling a rope, and so is the border around the disk.



#162

#163. This badge shows the letters "FCA" in the center. Who or what is FCA, and when?



#163

#164. Who issued this metal eagle badge, when, to whom and what for? The ribbon below the talons says "OCCUL STAURIS".



#164

#165. A bullion wing that I am unable to identify. Can you?



#165

#166. Who issued this metal half wing? And when, to whom and what for?



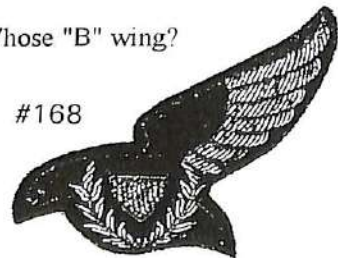
#166

#167. Who is SAM?



#167

#168. Whose wire wing is this?



#168

#169. Who is BFAC?



#169

#170. Whose "B" wing?



#170

#171. Where is this badge from?



#171

#172. Who is "tra"?



#172

#173. Who uses or used this badge?



#173

#174. Who is "TSA"?



#174

#175. Where does this badge come from?



#175

#176. Who is "SAC"?

#177. Who is "SFC"?

#178. Who issued this badge, with a small "N" in the center shield?

#179. Who uses this badge?

Questions this time are from ANNE MALM, BILL SOHMER, JIM BURTON, ROY THOMPSON and LARRY KRIVCOVS.

If you have an aviation wing or cap badge that you can't identify, please send me a clear Xerox copy. Perhaps a reader of the CAPTAIN'S LOG can provide you with an identification.



#177

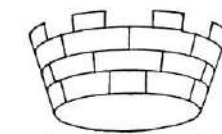
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#179



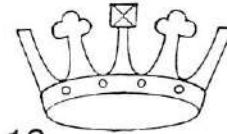
- 1 - Mural crown
- 2 - Stewart Crown
- 3 - Continental Crown
- 4 - Tudor Crown
- 5 - St. Edward's Crown (as used by Queen Elizabeth II)
- 6 - Guelphic Crown
- 7 - Naval Crown
- 8 - Saxon Crown
- 9 - Plantagenet Crown
- 10 Ducal Crown
- 11-12 Two versions of the Oriental Crown
- 13 Imperial Russian Crown



1



5



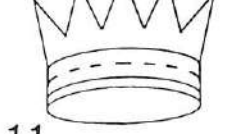
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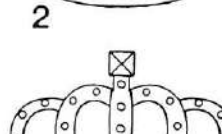
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11



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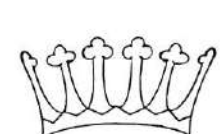
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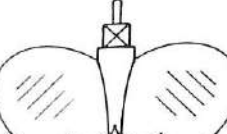
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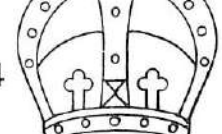
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8



13



9



11



12

ILLUSTRATIONS © 1995 by HERMAN VAN DYK

TWA Connie stick has many variations

In this issue I'd like to focus on a stick that is very common at swap meets and conventions, and is in many collections. I would like to hear from anyone who knows of or has any other variations on this stick and they could be quite numerous.

The stick is the TWA "Connie" stick, mentioned before in this column. Although I do not know the date of original issue, they have been around for quite a while.

This 6-1/4" (15.9 cm) stick is all-white with a flat 1/4" (0.6 cm)-thick shank and a bubble end. The "TWA" on the shank and the text around the top are raised and in red on both sides on all sticks, including all their variations. The Connie in the top is cut-out and actually has a top and bottom to it and I also recall the tips of the three fins and rudders being red, although this probably wears off easily.

The most-common variation has no other text on it, while all the others have some sort of message on them in hot-stamped letters, some only on one side, and some with a different message on the other side. All text that I have seen, was in red, so I don't know if these came in any other colors. The sticks, incidentally, are all made by Spir-it usa.

Fig. 1 shows the first variation that I have myself, with two other variations in itself (not shown). One says ONE AIRLINE TO CALIFORNIA on the reverse while the front is blank. On the other two, the front says ONE AIRLINE TO CALIFORNIA and the reverse says THE McALLISTER HOTEL on one and THE COLUMBUS on the other.

Fig. 2 and 3 are from the collection of JOE SMITH of Pasadena, Texas and show two other variations, plus differences in the text on the reverse.

Fig. 4 shows yet another variation of the "U.S.A.-EUROPE-AFRICA-ASIA" stick with a different "GEORGE V" on the other side. I have a "USA-EUROPE-AFRICA-ASIA" stick with a reverse that is blank.

Fig. 5 has one blank side and advertises a station in the Middle East on the other side.

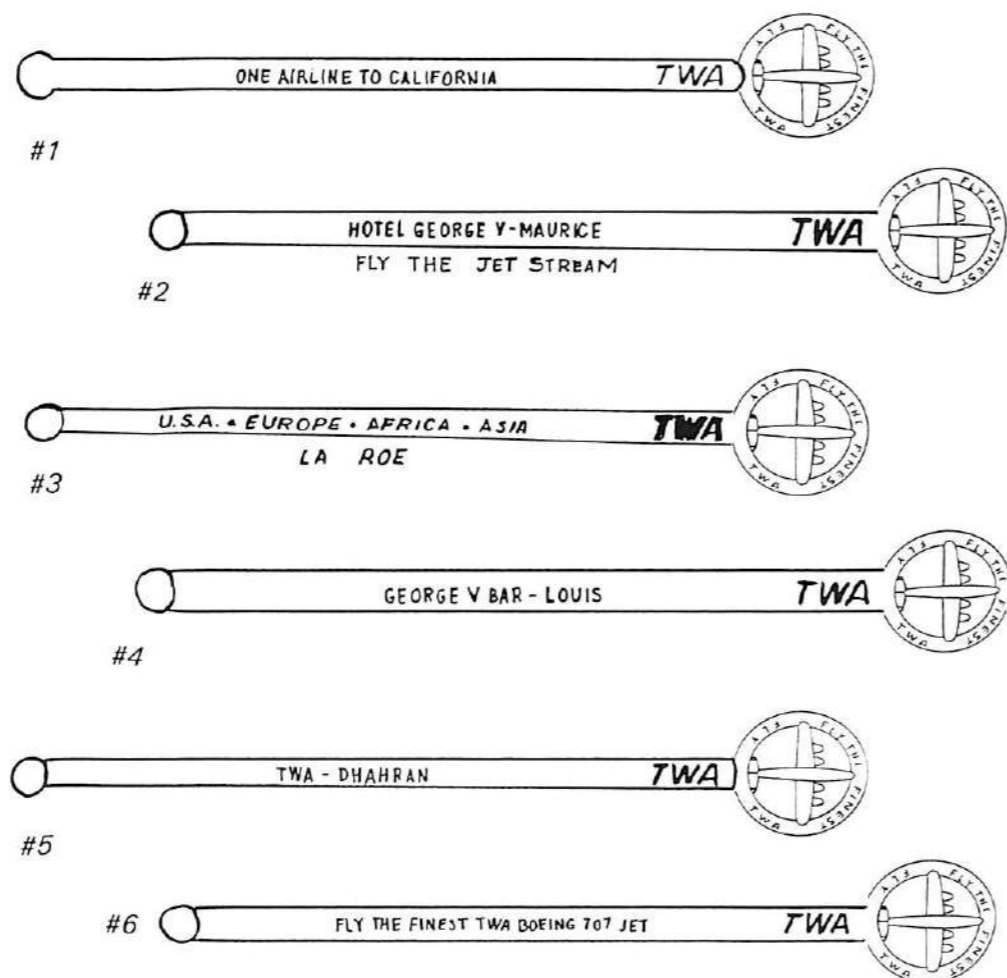


Fig. 6 is also one-sided. It still shows the L-1649 Starliner propliner at the top, but for some reason advertises the 707 jet on the shank. Could this be an interim design for when TWA got their first jets?

The following is a quick summary of what I know about these sticks. All have hot-stamped text. Where I say "one side" and "other side", I personally have not seen the stick and do not know which is the front and which the reverse.

- Front blank, reverse ONE AIRLINE TO CALIFORNIA;
- Front ONE AIRLINE TO CALIFORNIA, reverse THE McALLISTER HOTEL;
- Front ONE AIRLINE TO CALIFORNIA, reverse THE COLUMBUS.
- Front U.S.A.-EUROPE-AFRICA-ASIA, reverse blank;

- One side U.S.A.-EUROPE-AFRICA-ASIA, other side LA ROE;
- One side U.S.A.-EUROPE-AFRICA-ASIA, other side GEORGE V BAR - LOUIS;
- One side U.S.A.-EUROPE-AFRICA-ASIA, other side HOTEL GEORGE V-MAURICE.

- One side TWA - DAHRAN, other side blank.
- One side FLY THE FINEST TWA BOEING 707 JET, other side blank.

This type of text was also on the TWA jetstream set, which I will cover in my next article.

I would sure appreciate hearing from anyone who has information about either of these sets. My address appears on the inside front cover of this issue.

Many thanks in advance.

Here it is, the AI'95 trivia contest

Why not test your knowledge, but without peeking

Planned for use in our previous issue, the AI'95 Trivia Contest, the names of its winners and the names of the winners of the Name the Plane Contest were unfortunately squeezed out in the final stages. But here they are!

AI'95 TRIVIA CONTEST

No Airliners International Saturday night banquet is complete without the Trivia Contest. Through it we can test our quick-recall memory of well-known and not-so-well-known facts of airline history. As usual, many moans, groans and "of course, I just didn't remember"s were heard when quiz master JET Thompson was revealing the answers.

Just to show you how easy it is for some of us, the winner was **JOE WOLF** with 9 POINTS out of 10. **BOB TRADER** was second with 7 points. **TERRY WADDINGTON** had both tiebreakers correct, **MIKE ADKINS** knew the answer to the first tiebreaker. **TOM WILLIAMS** was correct on the second tiebreaker. Our congratulations and admiration to you, gentlemen.

And now, the AI'95 trivia quiz for your enjoyment. No answers to be sent in and no prizes to be won, but see how you do, just for the fun of it, won't you? (The answers are at the bottom of the page.)

1. What major U.S. airline operated a former U.S. Presidential aircraft (Air Force One)?
a - TWA; b - PanAm; c - Northwest; d - American; e - Eastern?
2. ValuJet Airlines' symbol "Crittter" is technically wrong because it depicts the wrong type of aircraft from what they actually fly. What type of aircraft does "Crittter" depict?
a - 747; b - Constellation; c - 737; d - SST; e - Ford Tri-Motor?
3. Which airport handled the most metric tonnes of freight in 1994?
a - HKG; b - LAX; c - JFK; d - NRT; e - MEM?
4. In 1994 ORD was still the world's busiest airport in terms of passengers. ATL was second. Which one was third?
a - DFW; b - LHR; c - LAX; d - FRA; e - MIA?
5. Who was the founder of Transportes Aereos Centro-Americanos (TACA)?
a - Dionisio Trigo; b - Arturo Merino Benitez; c - Lowell Yerex; d - Ernesto Samper Mendoza; e - Guillermo Kyllman?
6. Which of the following aircraft was involved in not one but two major accidents caused by windshear?
a - N4737; b - N8845E; c - C-GGED; d - N964VJ; e - N726DA?
7. Which aircraft introduced the then-new innovation of reclining seats?
a - Albatross L.73; b - Curtiss Condor; c - Ford Tri-Motor; d - Tupolev ANT-9; e - Douglas Sleeper Transport?
8. The slogan "Less Fare, More Care" was used by which airline?
a - Capitol Airways; b - America West Airlines; c - Trans International; d - Florida Express Airlines; e - Presidential Airways?

9. Which U.S. Airline was the *third* to place a turboprop airliner into scheduled service?
a - Capital; b - West Coast; c - Continental; d - Eastern; e - Northeast?
 10. Which one of the following cities was one of the three originally served by Southwest Airlines?
a - Amarillo; b - Midland; c - El Paso; d - Austin; e - San Antonio.
- Tie Breakers:
A. When production ended in 1972, how many SE-210 Caravelles had been built, including the two flying prototypes?
B. How many air carriers are listed in the 1983-84 edition of *The Airline Handbook* by Paul K. Martin?

Answers to the Trivia contest:

1-b, Pres. Eisenhower's VC-121A, USAF 48-160 "Columbine" (the second, as N997E "Clipper Fortuna" in MAY/JUN 55 on special assignment to the government of Thailand.
2-c, but ValuJet operates the DC-9.
3-e, MEM with 1.65 million tonnes. NRT was 2nd with 1.60 million, LAX 3rd with 1.54 million, JFK 4th with 1.44 million and HKG 8th with 1.31 million tonnes. 4-a, 42.6 million passengers. 5-c 6-d, a DC-9-31 of US Air. First incident was on 13 JUN 84 at Detroit. Aircraft was rebuilt, but was damaged beyond repair at Elmira, NY, on 18 JAN 92. 7-a, in 1926. 8-b. 9-e (on 21 AUG 58) 10-e.

AI'95 NAME THE PLANE CONTEST

As always, the "Name the Plane" contest consisted of a series of color slides, each showing minuscule parts of airliners and airports, with the idea to identify each one correctly. This time there were 23 slides: 21 questions and 2 tiebreakers. It is no use listing here the names of the aircraft and/or airports depicted, because we don't have the slides that go with them. But here are the names of the *winners* of the contest:

First place: CHRIS ENGLISH, with 12 correct answers and perfect on the tiebreakers.
Second place: MATTHEW CORNELL, with 11 correct answers and one correct tiebreaker.
Third place: a tie between MIKE CHEW and BRIAN DRAGGES, each with 11 correct answers.

BOOKCASE

SAUDIA SAUDI ARABIAN AIRLINES

Illustrated history of the
Largest Airline in the
Middle East

R.E.G. Davies
Illustr. by Mike Machat

Publisher: Paladwr Press, 1906 Wilson Lane, #101, McLEAN, VA 22102-1957, USA.
ISBN: 0-962-6483-7-X
Hardcover, 11 x 8.75 inches, 64 pages, numerous photographs (almost all in color), sideviews and route maps.
Year of publication: 1995.

This fifth airline profile by Ron Davies and Mike Machat in their series "An Airline and its Aircraft" takes us away from the giants of the world's airline industry of the previous four books. But, *Saudia* is every bit as interesting reading as those previous volumes.

Saudia's history and growth are told in detail, from its beginning with one DC-3 donated to the country by U.S. President Franklin D. Roosevelt, to the present fleet of Airbus and Boeing jets. The book is illustrated almost exclusively with color photographs, nearly all from the airline's archives.

Besides detailing Saudia's history, the author also tells the history of the country, going back to the dawn of civilized society, 3,000 years ago when the Minaeans ruled this part of the world, and talks about the emergence of what is now the Kingdom of Saudi Arabia.

Other chapters deal with the need for air transport, the importance of Islam, the massive annual airlift of pilgrims for the Hajj to Makkah (Mecca) and the country's two major airports, at Jeddah (the busiest) and at the capital Riyadh ("the world's most beautiful") are also covered.

These latter chapters, and the frequent mentioning of and praise heaped upon members of the Saudi Royal Family in text and photographs, make this reviewer believe

the book is a PR exercise by Saudi Arabian Airlines (the airline even holds the copyright). But let this not stop you from buying this book. The airline part of the text is vintage Davies and Mike Machat's color sideviews are superb, as always.

Saudia, Saudi Arabian Airlines, provides us with a fascinating look at a complex and very important part of our world and at the airline that serves it. JG

SILVER WINGS IN PACIFIC SKIES

Australia's first
trans-Pacific airline

Harry M. Moore

Publisher: Boolarong Publications, 12 Brookes St., Bowen Hills, BRISBANE, QLD 4006, Australia.
ISBN number: 0-8643-9164-1
Hardcover, 8 x 10.5 inches, 166 pages, 93 b&w photographs of airplanes, people, events maps etc.
Year of publication: 1993.

Written by the son of pioneer Australian airline pilot the late Capt. H.W. Moore, this book tells in great detail the short life of British Commonwealth Pacific Airlines.

The founding of BCPA was the result of a British desire for an "all-Red Route that joined the countries (of the British Empire) colored red on the map." BCPA was therefore jointly owned by Britain, Australia and New Zealand (Canada had opted out) and its primary function was to link the London-Sydney service of BOAC and Qantas with the Vancouver-Montreal service across Canada by Trans-Canada Air Lines. From Montreal BOAC completed the service around the world across the Atlantic to London.

BCPA's first service, operated on its behalf by Australian National Airlines (the only carrier in the country with four-engine equipment - DC-4s - at the time) took off from Sydney on 15 SEP46 for Vancou-

ver via Honolulu and San Francisco. BCPA effectively ceased to exist on 01 APR 54, when all services were transferred to Qantas.

Harry Moore's account of the airline, its aircraft and its people between these two dates forms fascinating reading. JG



By R.E.G. Davies ■ Illustrated by Mike Machat



NATIONAL Airline of the Stars A pictorial history

George W. Cearley, Jr.

Publisher: George W. Cearley Jr., P.O. Box 12312, DALLAS, TX 75225, USA.
Softcover, 8.5 x 11 inches, 100 pages, six color photos on cover, numerous b&w photographs inside.
Year of publication: 1995.

This is a completely revised and greatly expanded edition of the author's National book of 1985. It is also printed on glossy stock

which does much more justice to the photographs.

The author shows in great detail the history of the airline, from its founding in 1929 by Ted Baker as an air taxi and sightseeing operation in Chicago, to its move to St. Petersburg, FL to start scheduled mail services with two Ryans on 15 OCT 34. National's military training activities during WW2, the rebuilding and expansion in the late 1940s and the 1950s, right up to the takeover by Pan American in 1980, are told and illustrated in detail. There is also a complete fleet list.

Even if you already have the author's previous National book, this new book still belongs on your bookshelf because of all the new information and new photographs that are not in the first one. JG

AIRLINERS IN AUSTRALIAN SERVICE

Volume 1
Eric Allen

Publisher: Aerospace Publications Pty Limited, P.O. Box 3105, WESTON CREEK, ACT 26111, Australia.
ISBN number: 1-875671-14-5
Softcover, 8.25 x 11 inches, 166 pages, 68 color and 118 b&w photographs, a sideview drawing for each type, several diagrams.
Year of publication: 1995.

This book contains a series of articles about 17 types of airliners that operated in Australia, from the pre-WW2 DH-84 Dragon and Shorts Empire flying boats to the Airbus A300 and Boeing 767, illustrated with a great selection of color and b&w photographs.

Each chapter also includes a listing of registrations and other particulars of every aircraft of that type registered in Australia.

Volume 1 includes from the USA: DC-2 & DC-3, 707 & 767, L-188; from Britain: DH-84, DH-86 & DH-104, Shorts Empire, Sunderland & Sandringham flying boats, Avro Lancastrian, Bristol 170; Other: DHA-3 Drover, F-27, DHC Beaver & Otter, A300. Volume 2, due out in the middle of 1996, will include from the USA: 727, 737 & 747, Catalina, CV-240/340/440, DC-4, -6 & -9, Lockheed Hudson & Constellation; from Britain: Ambassador, Anson, BAe 146; Other: F-28 Fellowship, Norseman, Viscount, A320.

Volume 1 is well worth its purchase price for those who would like to learn more about the airline industry "down under".

I must mention one serious blemish in the first volume: the side view drawing of the Avro Lancastrian on p.34 is repeated at the top of the chapter about the Empire flying boats on p. 134, and there is no sideview of the Empire flying boat. I hope the publisher will print the Empire sideview separately in Vol. 2, so we can cut it out or Xerox copy it and place it in Vol. 1. JG

ABC CIVIL AIRLINER RECOGNITION

(Fourth edition)
Peter R. March

Publisher: Ian Allan Publishing, Terminal House, Shepperton, Surrey TW17 8AS, England.
ISBN number: 0-7110-2337-9
Softcover, 4.75 x 7.25 inches. 128 pages, 131 color photographs
Year of publication: 1995.

A handy pocket guide published by the foremost publisher of this type of books in Britain.

All airliner types in operation with the world's airlines today are illustrated with one, two or three photographs, with basic technical details and a short history. Major types get two pages, others one page and minor types half a page or less.

The book is divided into sections according to basic recognition features of the aircraft, e.g. four-engine jets, three-engine jets, all the way down to twin-engine props.

An interesting section in the back is "Similar Shapes." It shows landing shots of similar-looking aircraft photographed from the same angle (e.g. DC-10 & L-1011; A300 & 767-200; TU-154 & 727-200), to spot the differences. JG

AIRLINER PRODUCTION LIST

Volume 1 - Boeing
J.R. Roach & A.B. Eastwood

Publisher: The Aviation Hobby Shop, 13 Thames Drive, Ruislip, Middlesex, HA4 7AY, England.
ISBN number: 0-907178 54 5
Softcover, ringbound, 6 x 8.25 inches, 346 pages, 3 color & 14 b&w photographs.
Year of publication: 1995.

This is a straight production list of all Boeing jetliners since the 367-80 and is up to date to JUN 95. All types (707/720, 727, 737, 747, 757, 767, 777) are listed in Msn order



JET AIRLINER PRODUCTION LIST Volume 1 - BOEING



and for each aircraft is given its exact model number (e.g. 707-321), line number, date of first flight and a complete history of registrations and owners in chronological order. A registration cross-index for each type makes finding any particular aircraft easy. A must-have for fleet and production list enthusiasts. JG

AIRLINES-AIRPORTS CODING-DECODING 2nd Ed.

Erik Deroege, Simon Paul
& Peter van Stelle

Publisher: EPS Aviation Productions, P.O. Box 221, 3440 AE WOERDEN, The Netherlands.
ISBN number: 90-75286-01-5
Softcover, 6 x 8.5 inches, 258 pages.
Year of publication: 1994.

This is a new and expanded edition of a book that quickly sold out when first published in 1992. It lists more than 3,600 airlines (40% more) and 15,000 airports (20% more) by name and by their IATA and ICAO codes, all extensively cross-referenced for easy finding what you are looking for. The use of desk-top publishing has made it possible to cram all this additional information into only 25% more pages. Handy if you travel frequently or just must know where this airport or that airline is domiciled. JG



...from the left hand seat...

by Paul F. Collins



The issue of the **LOG** that you are now reading is the 82nd **CAPTAIN'S LOG** to be printed. This issue and the previous 81 **LOGS** have provided many hours of enjoyable reading for the airline memorabilia collector. A big thanks for all this success must go to our Editor, Joop Gerritsma and the fine staff of contributing editors that take time from their busy schedules to send in articles for your enjoyment. Hopefully this team will be around for many years to come!

As mentioned in the last issue and early on in this issue, we are dedicating this copy of the **LOG** to the memory of our friend and staff member, Don Thomas. I first meet Don at the second AI convention in Toronto. While I had corresponded with Don prior to that time, I really did not know what he had to sell or trade. At the convention Don covered a six foot table with old US paper labels and was selling them for 25 cents! These were the same labels that I had been buying for \$5 or more and thinking they were the only ones left on earth! The second day of the convention he covered the same table with international labels, and was selling them for the same low price of 25 cents each. From that time on, we became friends, and Don offered to do label articles for the **LOG**. Some years ago Don's family had him write a biography on trips and hobbies in which he had participated over the years. I will try to get permission from the family to print some of the more interesting parts from this writing. You may be surprised at what this man accomplished over the years, but then those knowing Don won't be to surprised at all. We are going to miss you Don Thomas!

We will be publishing at least one more issue of the **LOG** before the Big Show in Minneapolis in July. We still would like to hear from someone or group that would be interested in hosting the show in 1998. The plans for the 1997 show in Colorado Springs are proceeding. Roy Thompson has advised we should look forward to a great time on our next venture west. If you are interested in hosting a convention in the near future, please contact Society HQ, and we will be happy to send you a copy of the rules and regulations for putting on an **Airliners International**.

A number of those attending the convention have questioned why these shows are held only in the summer months. At the Dallas show, it was voted to hold the AI convention between the time period of June 15-August 15. At the convention business meeting this year I will bring

this issue up for discussion. It may now be to our advantage to have the meeting at a time other than the peak summer months. The business meeting for the convention will take place on Saturday morning, July 20 at 8 a.m. If you have any concerns about this issue or any other issues regarding the convention concept, please plan on attending this important meeting. At this meeting the 1997 committee chairman will give us an update on their program and we will vote on a site selection for 1998.

I would like to take this opportunity to thank all those members who have sent in their early renewals. Your efforts have gone a long way in helping to establishing the budget for 1996 (Vol XXII). There will be renewal notices with this issue for all those members/subscribers whose subscriptions end with Vol. XXI issue No. 4. Those members who "expire" with the next issue will also receive a reminder that their renewal will be due shortly. Members who expired with the last issue will receive a letter notice stating that their membership has expired. We appreciate your continued support

If you have any comments on the contents of the **LOG**, either good or bad, we always like to hear from you. Society HQ has just obtained a new computer, and we will be using it to help make the membership section look a little more professional. My wife Pat has volunteered to take over some of the typing chores that go into this section of the magazine which will give me a little more time to work on the membership listing and obtaining some additional advertising customers. Your comments are always welcome and will help make the **LOG** a better publication.

For those renewing their membership, I would like to remind you that the roster booklet you ordered last year is good for 2 years. A number of you have sent in another \$5 for a new booklet. I have refunded money to about 30 subscribers. If you already have the 1995/1996 roster, please do not order again. If you do not have a roster and would like one, please feel free to send in the \$5 and we will be happy to mail you a copy. Hopefully an update will be forth coming in the next month or so to bring everyone up to date. I am sorry for the delay in getting these updates out, so please bear with me. Your understanding is greatly appreciated.

If you have any questions about the **WAHS** or **AI '96**, please feel free to call or write Society HQ. Until next issue, happy collecting!

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

Show Time continued.....

MAY 18, 1996 CHICAGO Ramada Hotel, O'Hare Airport
Contact Steve Mazanek, Box 31344, Chicago, IL 60631
(312-775-5623)

JUNE 08, 1996 DENVER Holiday Inn, Denver
International Airport, Beach Cities Ent., Box 91051, Long
Beach, CA 90809-1051. Contact Phil Martin (310-434-
6701) or Marshall Pumphrey (310-438-1221)

JUNE 09, 1996 (SUNDAY) CHICAGO (35 miles west)
Kane County Fairgrounds, St. Charles, IL Contact Bev
Birk, Box 158, Middle Amana, IA 52307 (319-622-3864)

JUNE 22, 1996 TACOMA Tacoma Dome Contact
Michele Karl, P.O. Box 6543, Lynnwood, WA 98036
(206-744-0983) or FAX (206-745-2932)

JULY 16-20, 1996 MINNEAPOLIS AIRLINERS IN-
TERNATIONAL '96 Radisson Hotel South Contact Paul
or Pat Collins, 13739 Picarsa Drive, Jacksonville, FL 32225
(904-221-1446)

AUGUST 17, 1996 IRVINE, CA Atrium Marquis Hotel,
John Wayne Airport Contact Phil Martin, Box 91051, Long
Beach, CA 90809 (310-434-6701) or Dave Cherkis (310-
821-1997)

SEPTEMBER 07, 1996 NEWARK Holiday Inn, Jetport
Contact Bill Gawchik, 88 Clarendon, Yonkers, NY 10701
(914-965-3010) FAX (914-966-1055)***WAIT LIST FOR
TABLES***

SEPTEMBER 21, 1996 ST. LOUIS Holiday Inn, Airport-
North Contact Art Weiss, 10408 Dedham Ct., Austin, TX
78739 (512-301-3945)

SEPTEMBER 22, 1996 (SUNDAY) LOS ANGELES
Proud Bird Restaurant (Shuttle & Lodging, Doubletree
LAX) Contact John Dekker, 20212 Sealargo Lane, #204,
Hunt Beach, CA 92646 (715-536-3858) FAX (714-898-
5774)

SEPTEMBER 28, 1996 DALLAS Holiday Inn, DFW
Airport, North Contact Jack Agey, Box 371, Douglasville,
GA 30133 (404-949-6605)

OCTOBER 05, 1996 SEATTLE Museum of Flight
(Shuttle & Lodging - Holiday Inn/SEATAC) Contact Fred
Chan, Box 2744, Sequim, WA 98382-2744 (360-681-4671
Phone or FAX)



OCTOBER 19, 1996 (DATE CHANGE) SAN FRAN-
CISCO Grosvenor Airport Inn Contact Tom or Sue
Dragges, 526 Ventura, San Mateo, CA 94403 (415-574-
8111)

OCTOBER 26, 1996 MIAMI (Location to be announced)
Contact Linda or Don Levine, 1836 N.E. 213 Lane, Miami,
FL 33179 (305-935-1791)

NOVEMBER 03, 1996 (SUNDAY) GAITHERSBURG,
MD Montgomery County Fairgrounds (Near Washington,
D.C.) Golden Spike Ent., 3106 N. Rochester, Arlington,
VA 22213 Contact Charles Miller (703-536-3297)

NOVEMBER 09, 1996 HOUSTON Clarion Inn, Intercon-
tinental Airport Contact Teresa or Duane Young, Box 101,
Covington, LA 70434 (504-892-3297)

DECEMBER 07, 1996 CHICAGO Ramada Inn, O'Hare
Airport Contact Steve Mazanek, Box 31344, Chicago, IL
60631 (312-775-5623).

JUNE 1 AND 2, 1996 T. C. THOMPSON CHILDREN'S
HOSPITAL AIRSHOW '96 Chattanooga Metropolitan
Airport Contact Todd Womack (423-778-2921)

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AI '96 UPDATE

We have recently learned that the Southern Min-
nesota Wing of the Confederate Air Force will be hosting
their 19th Annual Air Power Display, July 25th-27th at
Fleming Field, So. St. Paul, MN. Mr. Robert Granvin, XO
of the Southern Minnesota Wing of the CAF, reports that
the display this year will focus on a post-WW II return to a
civilian economy and prelude to the Korean conflict. Some
of the aircraft that will be on display include a Lockheed
Super Constellation, a Martin 404, and a Douglas DC-3 in
either airline or civilian executive configuration. There will
also be a newly restored B-17 Flying Fortress coming in for
the show this year.

Mr. Granvin reports that there are normally at least
three dozen aircraft on display, with many of them flying at
different times during the course of the show. While the
show is heavy on military aircraft, the show this year will be
featuring transports and civilian aircraft as well as some
visitors from Europe.

If you're staying over in the Minneapolis/St. Paul
area after AI '96, you might want to visit the CAF display.
The tickets for this event will be \$7 per person at the gate
with some additional fees requested to go aboard some of
the displayed aircraft. The CAF, Southern Minnesota
Wing, will have a display at AI '96 where you will be able
to obtain additional information, on the show.

We have received an offer from the Lindbergh
Society to have a display of Charles Lindbergh memora-
bilia at the convention this year. This display will contain a
number of closed cases of items used by this great Ameri-
can aviator, as well as material relating to a number of his
many airline adventures. We are very pleased to be able to
have this material available for your viewing while attend-
ing AI '96.

Due to the limited number of people that we can
take on the Ramp Tours (25 per trip), the Thursday morn-
ing tour is now closed. All other tours still have open
positions, and we look for them to fill up quickly. We will
contact those who will be required to make other arrange-
ments as soon as possible.

On the 29th of March a mass mailing was made to
all Society members with regards to signing up for rides on
the Ford Tri-Motor at this year's show. The aircraft from
the Kalamazoo Air Museum can carry only 10 passengers at
a time, so a number of flights have been scheduled. To get
the flight of your choice, get your selection in quickly so you
will not be disappointed.

AI '96 has planned a dinner excursion Tuesday
evening, July 16, from the quaint town of Stillwater, Min-
nesota, aboard the *Minnesota Zephyr*. This town on the St.
Croix River is filled with antique shops and restaurants.

Diners will depart the Radisson Hotel South at
5:00 p.m. and journey by motorcoach to Stillwater. They
will then visit the historic Stillwater Depot before boarding
the restored railcars for a 3 1/4 hour journey through the
scenic St. Croix River Valley while being served a five-
course dinner with a choice of three entrees.

Reservations must be made by May 15, 1996, and
fifty participants are needed, or this venue will be cancelled.
Send your reservation for \$65.00 per person which includes
transportation before the deadline date.

Regretably, on April 3, 1996, we learned from Jon
Proctor that Robert Serling will be unable to speak at the AI
'96 banquet. Robert has developed glaucoma and requires
surgery during June and July. Jon related that Robert feels
very badly about cancelling because he had looked forward
to sharing his aviation stories with us.

The AI '96 committee wishes Robert a speedy
recovery and, hopefully, we will see him in Colorado
Springs in 1997.

We have learned that in addition to 1300 FREE
parking spaces and 581 deluxe guest rooms, the Radisson
Hotel South provides the following guest services:

Airport Transportation is available via Airport
Express every 1/2 hour, from the Airport to the Radisson
Hotel South. Current fare is \$8.00 one way or \$11.50 round
trip. We will include a \$1.00 discount coupon with your AI
reservation confirmation in June.

Mall of America transportation from the Hotel is
available on an hourly basis for \$2.00 per person, one way
(seniors 60 years of age or older are \$.75, one way) via
Southwest Metro Transit. One child (16 years of age and
younger) rides FREE with one paying adult. This is an
ideal way to see the Mall without the hassle of driving.
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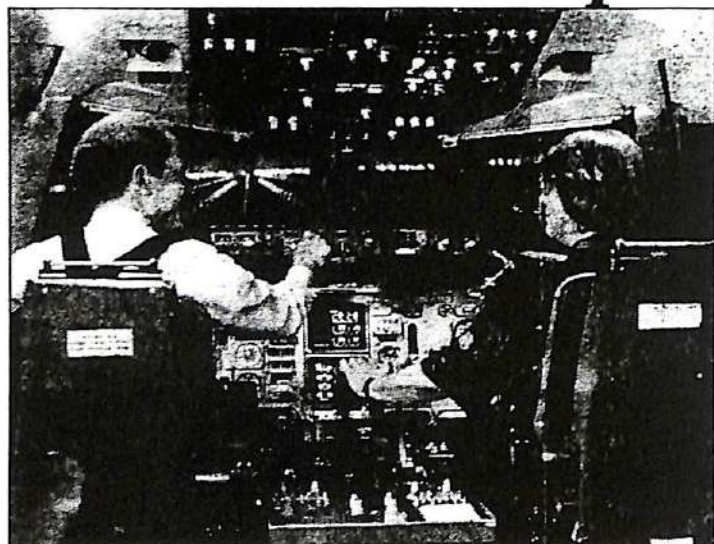
Complimentary casino transportation to the Mystic
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The Kaffa Stuga in the Radisson Hotel South, in
addition to its regular menu, provides a buffet seven days a
week at breakfast, lunch, and dinner. Complimentary
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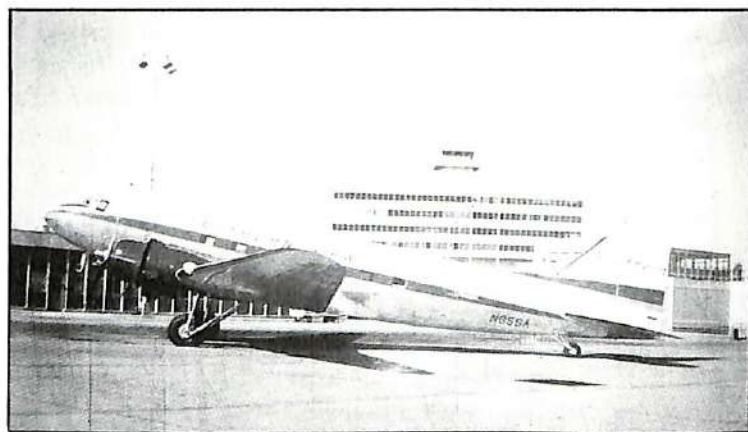
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Springfield, OH 45506

WAHS PRESENTS

AI '96



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JULY 17-20, 1996

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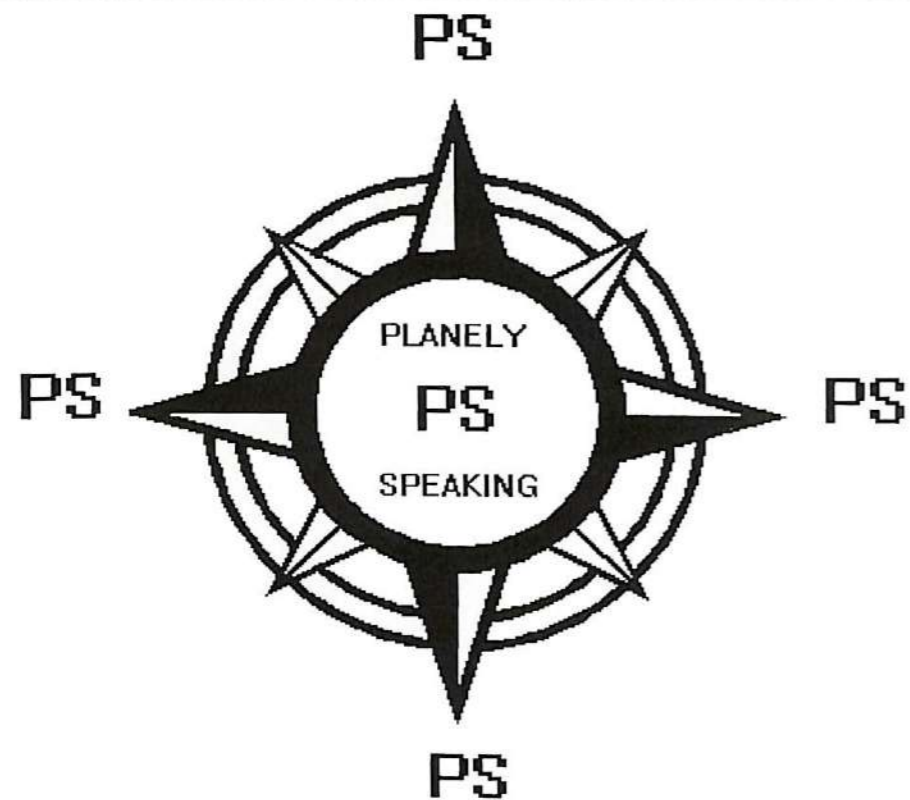


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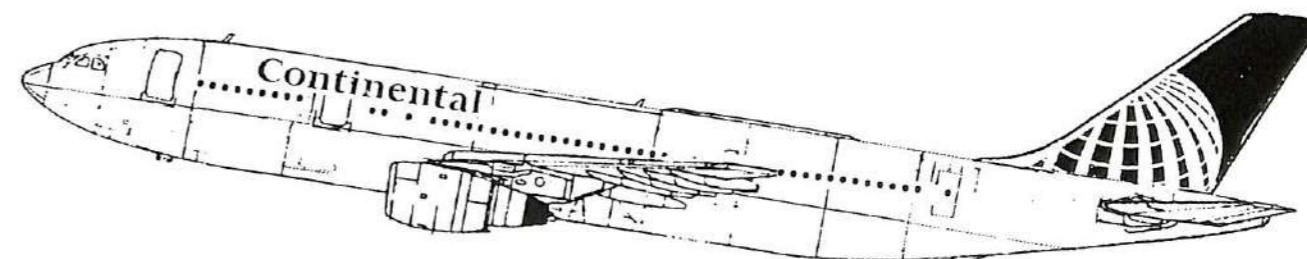
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