



*The Quarterly for Airline Memorabilia Collectors around the World*

Vol. 22 - No. 1 1996

# CAPTAIN'S LOG

**INSIDE:**

- \*PIEDMONT PICTORIAL**
- \*L-188 IN POSTCARDS**
- \*YOU AND THE INTERNET**
- \*AIRLINE SCHEDULES OF THE  
1920s & 1930s**



Do you recognize this aircraft? It is a Saunders ST-27 propjet commuter airliner built in Canada 28 years ago. See p.16/17.

(Joop Gerritsma photo)

Boeing 737-301 N349P, msn 23560 "City of Indianapolis" was delivered to Piedmont on 30 OCT 87. It was re-registered N357US in the US Air system on 17 OCT 88. Shown in a hybrid color scheme with blue Piedmont livery and US Air titles on the fuselage only.

(Piedmont photo)





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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.

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

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

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A fee applies for advertisements placed by commercial vendors.

CONTRIBUTIONS ARE WELCOME

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

DEADLINES AND PUBLICATION DATES

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

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



Left: In May 1979 Piedmont Airlines started a commuter division when it signed up Sunbird Airlines (called CCAir from 01 JAN 86) of Charlotte, NC. One of Sunbird's Jetstream 31 aircraft, N161PC, msn 675, is shown in this manufacturer's postcard.

Right: Piedmont Airlines operated the DC-3 until 20 FEB 63 when N40V made the final revenue flight. The back of this company postcard says the DC-3 provided "fast, convenient service from the Atlantic Coast to the Midwest." (Postcards from the Bill Demarest Collection)

**CAPTAIN'S LOG**

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

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I am happy to announce that beginning with the next issue of the CAPTAIN'S LOG, Dave Rowe will continue the Sticker Chatter column that the late Don Thomas started in one of the first issues of the magazine and continued for 20 years. Don and Dave have been good friends for many years, trading stickers back and forth in the process, and Dave has one of the largest private collections of labels and stickers anywhere. Many of you who collect these pieces of airline memorabilia will know Dave, because he has been active in the hobby for a long time.

His address is: David A. Rowe, 29 The Paddock, HITCHIN, Herts SG4 9EF, England.

I hope all of you who have contributed to Sticker Chatter through Don Thomas, will continue to do so through Dave Rowe.

Dave told me he realizes that there may be some people in North America who feel uncomfortable with the high cost of postage to send stickers to England on a regular basis. He is therefore suggesting that they send them to me. I will consolidate them into one mailing once a month since I will be corresponding with him regularly anyway. This way, everyone will keep his costs down. But if you prefer to send your items directly to him, he'd be happy to receive them.

**What's in this issue?**

To begin with, something new: WAHS member Matt Friedman of St. Joseph, Missouri is an enthusiastic user of the Internet. In this issue he explains its benefits to airline enthusiasts and he puts to rest some of the fears and anxieties that may plague those who are not yet "wired."

Alan S. Kaplan of Mountain View, CA, has a collection of full-page airline ads from magazines of the 1940s and 1950s. I am reproducing a few of them in this issue. If you like them, please drop me a line. He has many more.

It also gives me great pleasure that again I have received several letters from readers about articles and questions in previous issues. They increase the pool of knowledge of all of us. Thank you, gentlemen. Please keep your letters flowing. I have long wanted to start a meaningful, informative and regular Letters to the Editor column and it appears we are now getting there.

Also in this issue I have been able to include a series of photographs of Piedmont Airlines aircraft. I received these quite some time ago from Ronald Macklin of Winston Salem, NC for publication in the CAPTAIN'S LOG, but much to my regret I did not have enough space to publish them all as one package until now. I hope you'll enjoy them.

This issue contains many more gems. Postcard editor Allan Van Wickler looks back on the times he flew on the L-188 Electra in the course of his business travels. He supports his text with a series of great postcards. I have added a few cards from the Bill Demarest Collection that I still had in the editorial files. Also added are several of Van's cards of Piedmont aircraft, to enhance Ron Macklin's "Piedmont Pictorial."

How many of you remember, or even know, the ST-27 commuter aircraft? No, this is not a typing error for F-27. There really was an ST-27, built in Canada as a cheaper alternative to the Twin Otter, Beech 99, Metroliner and similar types. The problem was, the ST-27 could not be certificated in the United States and that effectively killed it. For the reason, see pages 16-17.

Speaking of remembering: Stout, Mamer, NAT, Kohler, Wedell-Williams, Universal, Maddux and others are all airline names well-known one or two generations ago. George Cearly surveys their operations and those of other late 1920s and early 1930s airlines in his airline schedule column.

Dinnerware specialist Richard Luckin shows us what Gen. Douglas MacArthur's dinnerware on board his personal L-69 Constellation looked like, and he also throws in some pieces from the ill-fated Zeppelin Hindenburg as well as plenty of new ware.

Gerry Cole notes with some alarm in his model column that kit manufacturers are not releasing enough new models to match the flood of decals that are being published. He urges his readers to write to their favorite model builder and complain about this shortage.

Rounding out this issue are Stan Baumwald with several new kiddie wings, (re)drawn by the able hand of Herman Van Dyk; Ken Taylor with plenty of new questions in "What Is It?" and Al Tasca with a review of the TWA "Jetstream" sticks, as promised in our previous issue.

To end this column on a couple of light notes, here is one from *Flywise*, a safety leaflet produced by "The World's Favourite Airline." It seems one of its aircraft on a long-haul flight ran out of water. Three toilets were out of order five hours before landing, and there was no water in any of the toilets one hour before landing. I wonder how fast those passengers picked up their luggage and cleared customs after their arrival.

Another comes from the Summer 1931 timetable of the Belgian airline Sabena. It says: "The tastefully and comfortably appointed cabin (of the Fokker F.VIIb trimotor) is equipped with a heating installation. The ventilation is sufficient, but if desired, the windows may be opened." Also: "There are two sets of controls (in the cockpit). The crews are selected from the best-qualified pilots with regard to both experience and sense of duty. They are assisted by experts in engine and aircraft construction."

With this comforting thought, I wish you a happy summer and blue skies on all your flights.

*Loop*

Fond memories of the L-188 Electra

*I flew to 24 U.S. cities, 29 legs in total on six airlines*



American Airlines N6125A "Flagship Oklahoma City" at Little Rock (LIT), AK. P61020L-7 airp. card, mailed AUG 67. Chrome 4c.

In June, 1960, I was involved in setting up an air cargo show at DTW, as assistant to the promotion director for PAA. We featured a "new" DC-7CF for the event, which was the hit of the show. I probably worked for two days and a night straight because as soon as I hit the seat on the American Airlines Electra heading back to LGA, I fell asleep and never woke up until touchdown. And what do I find but a gorgeous brunette seat mate - whom I never got to know!

My log book shows this round trip as my first two Lockheed 188 flights. What an improvement over the CV-240 and the like. In all, I flew into and out of a total of 24 U.S. cities on board an Electra from 1960 through to 1976. They included 29 legs, to be exact, on American, National, Western, Northwest, Braniff and Eastern.

After that DTW-LGA flight above, I flew AA DTW-LGA again, MDW-BUF-LGA and LGA-BOS on AA before flying TPA-IDL on National in December, 1961. Western PDX-SFO and SFO-LAX followed in January 1962 before another National IDL-TPA flight. Back to AA for SYR-LGA in May and then not again until JFK-BUF-JFK in October, 1964, on AA. I finally got on a Northwest Electra (Flight 301) to operate DCA(WNA)-CLE-DTW in December of that year. Then on Braniff MKC-ORD during February, 1965. Back on Western for LAX-SDO-PHX in January, 1966 and AA for ORD-STL and National for JAX-DAB-TPA later that year. Four Northwest legs in 1967: MKE-DTW, DCA (WNA)-CLE-DTW and MSP-DTW plus one AA DTW-ORD. I flew Northwest 363 PIT-DTW in June of 1969 and then not again until an Eastern L-188 flight DCA-LGA on 06 MAR 75(!) No doubt this was a shuttle backup aircraft by that late date, as well as LGA-BOS in July 76.

While one can't say the Electra was a major player such as the 727 and DC-9 that followed, enough of them were plying the skies in the late 1950s, the 1960s and 1970s for the business traveller such as I to be on board on numerous occasions.

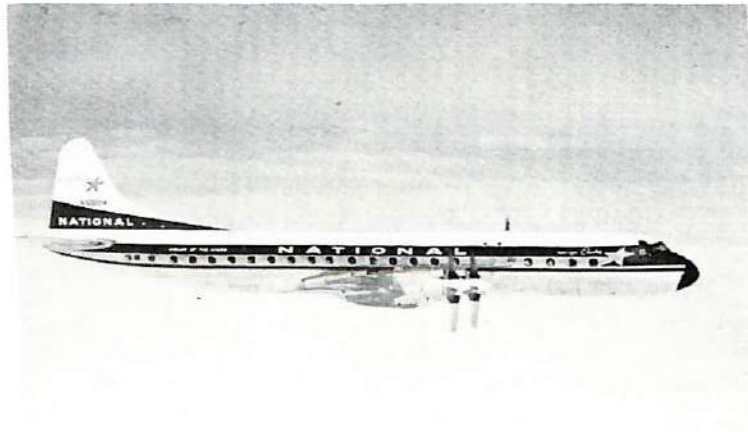
Yes, one was impressed by the size of the blades attached to the Allison's, and by the smallish wings. Was it called "the flying prostitute," like the B-26 of World War 2? You know, no visible means of support.

In this column I have tried to show Electra cards that perhaps you haven't seen. I hope you'll have an enjoyable ride, so, sit back, relax and reminisce.

American Airlines N6117A "Flagship Louisville" at Tulsa Int'l (TUL), OK. Curteich color, mailed MAY 68. Chrome 4c.



National Airlines arriving at Sarasota/Bradenton (SRQ), FL. Airport card K-9993, chrome 4c.

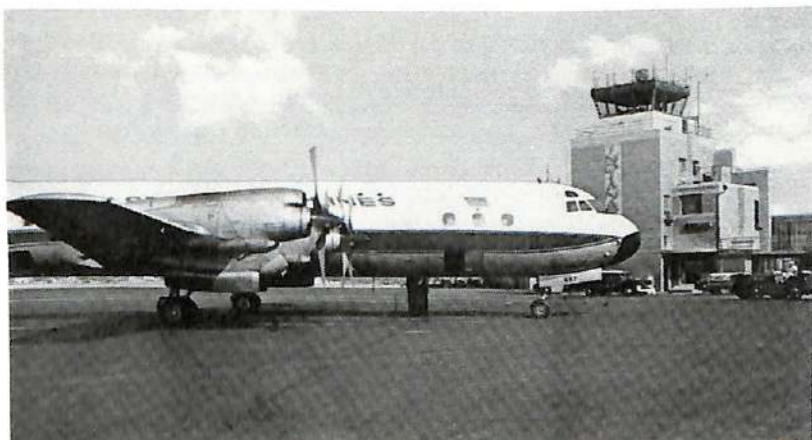


**National Airlines Beautiful side view.**  
Co. card #377-5-59. Chrome 4c.

National Airlines—first with pure jets in the U.S.A.—adds Jet Powered Lockheed Electras to its modern fleet of airliners. Cruising speed of the smooth flying Electra is over 400 miles per hour.



**Eastern Air Lines at rest at Miami (MIA) Fl.**  
Airport card P30765 mailed JAN 60. Chrome 4c.

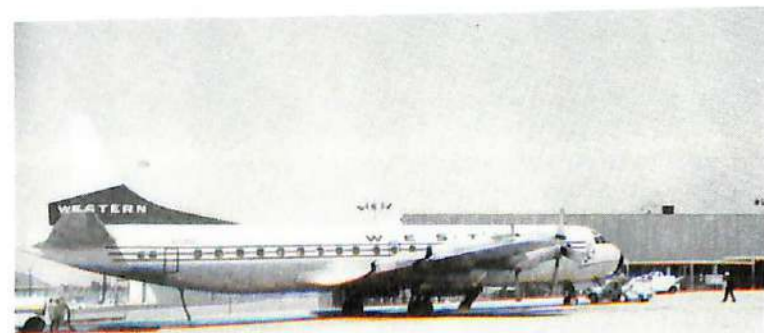


**Eastern Air Lines Awaiting passengers at Indianapolis (IND), IN.** Airport card 82390-b. Chrome 4c.



**Western Airlines N7135C.**  
Dexter Press' famous 5528547-B in flight card. Chrome 4c.

**Western Airlines Co. card over Golden Gate bridge.**  
Chrome 4c.



**Western Airlines Almost ready to go at Ontario Int'l (ONT), CA.** Airport card 56,743F. Chrome 4c.

**GOING PLACES**  
Propelled by 15,000 horsepower harnessed in four sleek nacelles, a Western Air Lines Electra jet sails through the skies at more than 400 mph in quiet, effortless flight. With performance capabilities especially suited to airline networks, the Electra jet operates from runways as short as 4,100 feet and is custom-tailored for high-frequency routes from 150 to 2,500 miles long.

Courtesy of Western Air Lines

Dexter Repro Rights

**Northwest Airlines Between flights at Great Falls (GTF), MT.**  
Plastichrome P53171 Chrome, 4c.



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

Northwest Orient Airlines LOCKHEED Long Range ELECTRA/JET is a transcontinental airplane with extra wide reclining seats, pressurized, air conditioned, radiant heated cabins with the most advanced weather radar for the smoothest flight. 4 Allison D-501 Prop-Jet engines develop a total of 15,000 horsepower for a maximum speed of over 450 miles per hour.

**Northwest Airlines**  
The excellent co. card  
TRAD 374. Chrome 4c

TRAD 374



**Cathay Pacific Co. card with original color scheme.** Chrome 4c.



**Cathay Pacific Co. card of one of their three cards of Electras taxiing right to left.** Chrome 4c.



**Northwest Airlines Good period piece at Minneapolis/St. Paul (MSP), MN.** Scene 1-15, mailed MAR 70. Chrome 4c.

*Electra/Flight—quiet, luxurious, dependable—the fastest prop-jet service in the Orient!*

**cathay pacific airways**

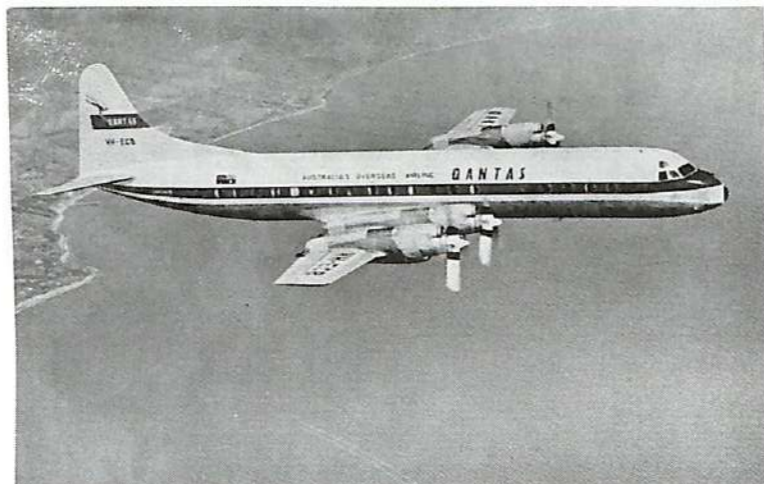
Hong Kong · Singapore · Bangkok · Manila · Saigon  
Calcutta · Rangoon · Vientiane · Phnom Penh · Seoul  
Brunei · Kuching · Kuala Lumpur · Darwin  
Kyoto/Osaka · Sydney · Tokyo · Taipei

**Trans Australia Airlines Co. card. 4c.**





**QANTAS** VH-ECB. Two superb co. cards. Chrome 4c



**TEAL** Tasman Empire Airways Limited is predecessor to ANZ. Chrome 4c.

A TEAL airliner over magnificent mountain scenery — one feature of New Zealand world to visitation in the beautiful South Seas. TEAL flies New Zealand with Australia, Fiji, Samoa, Norfolk and New Caledonia.



**TEAL** Nadi, Fiji Airport card. Curteich color 2DK-1235. Chrome 4c.

**Ansett-ANA** Colorful company card. Non-p.c. back but chock full of information. Chrome 4c.



**ANSETT-ANA** AIRLINES OF AUSTRALIA  
THE SYSTEM OF THE GOLDEN JETS

| ELECTRA MARK II   | Specifications                              |                |
|---|---|----------------|
| Lockheed Electra Mark II is the world's fastest, smoothest, quietest prop-jet airliner. Cruising at over 405 m.p.h. the Electra Mark II flies from Melbourne to Perth in only 4 1/2 hours. Its operating height of 25,000 feet avoids most weather turbulence, ensuring smooth, uneventful flights. | Length overall                              | 104 ft.        |
|   | Wing span                                   | 99 ft.         |
|   | Top of vertical fin from ground             | 32 ft. 9 ins.  |
|   | Horizontal stabiliser width                 | 42 ft. 10 ins. |
|   | Normal passenger load                       | 87             |
|   | Weather radar equipment                     | 150-mile range |
|   | Operating range with a reserve of           | 2,300 miles    |
|   | 4 Allison 501 D13 turbine engines producing | 1,000 miles    |
|   |   | 3,750 S.H.P.   |

A MEMBER COMPANY OF ANSETT TRANSPORT INDUSTRIES LIMITED

## ELECTRA CARDS FROM BILL DEMAREST

KLM placed a order for 12 L-188 Electras on 29 FEB 56. They went into service on routes to Southern Europe and the Middle East in the Fall of 1959, but were replaced by the DC-8 only a few years later. They then replaced the Viscounts on major European services. But when KLM introduced the DC-9 in 1966, the Electras were gradually withdrawn. All remaining 11 aircraft (one had been lost at Cairo) were sold to Universal Airlines in the U.S. in 1968/69 and were converted to freighters.

AIR CEYLON leased one KLM Electra from NOV 60 to NOV 61 for its service to Western Europe. The aircraft flew in full Air Ceylon livery of yellow and red.

AIR CALIFORNIA began Electra service on 17 JAN 67 between San Francisco and Orange County with one of two aircraft purchased from American Airlines. Two more were bought from Qantas in the Summer of 1967 after new routes had been awarded. In later



KLM's LOCKHEED PROP-JET ELECTRA II



San Francisco and the Bay Area can now easily be added to your Southern California visit. Or, just as easily, plan to fly to the Disneyland area for a day while staying in San Francisco. With Air California's non-stop Electra Jet service, the two most exciting vacation lands in the state are just one hour apart.

Welcome to the wonderful world of the Nomads! This 375-mph Electra is the luxurious flying "Clubhouse" for Michigan's round-the-world, non-profit air travel club. Organized in 1965, the Nomads have flown throughout the Western Hemisphere, Europe, and Hawaii. Members enjoy low flight costs, group hotel rates and free airport parking along with in-flight camaraderie and comfort in this 92-passenger prop-jet plane. NOMADS, 9293 Middlebelt Road, Romulus, Michigan 48174.



Electra/JET — new concept of air travel in Western America — with jet age speed, comfort and dependability.



years, Air California acquired another two. One came from Northwest to be operated as a team aircraft for the San Diego Padres football team. The other was ex-Holiday Airlines when that carrier collapsed, and Air California took over its routes in Northern California.

NOMADS of Romulus, IL was an air travel club for General Motors employees and their families. It bought one Electra from Air New Zealand in NOV 71 and flew it for 10 years on club charters around the Americas and to Western Europe.

WESTERN AIRLINES was an early Electra operator. It bought 12 in batches of nine (14 MAY 56) and three (15 DEC 59). They were equipped with a first-class lounge and replaced the DC-6B in the western and northwestern U.S. and on some services to Alaska. Western was also one of the first to convert some of its fleet to freighters, long before the type began a second life with specialized cargo operators. The airline sold its last Electra in AUG 72.

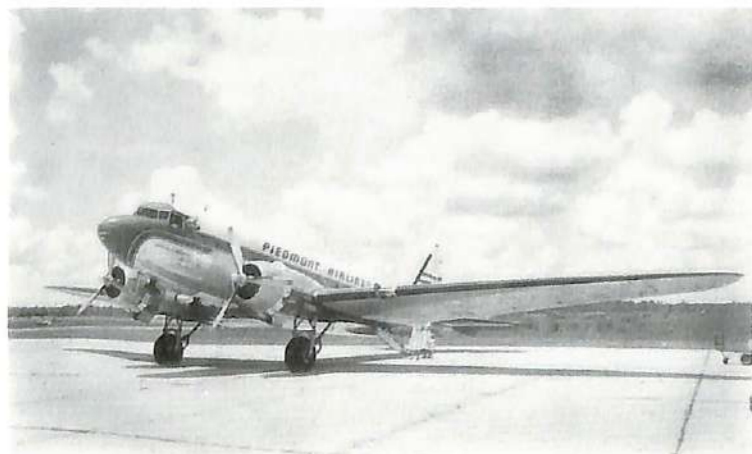
PACIFIC SOUTHWEST AIRLINES also operated Electras with first-class lounges, although the airline basically was a high-density carrier. Replacing DC-3s and DC-4s, the first three Electras were bought on 16 SEP 57 and the first service was flown in NOV 59. Two more aircraft followed in 1961 and another in 1963. For the next two years PSA had an all-Electra fleet of six. They were replaced by the 727 in 1968. When Holiday Airlines collapsed in 1975, PSA was awarded that carrier's routes in Southern California and it leased one Electra for the service to Lake Tahoe, where jets were banned. Two were bought in late 1975 and one of these was one of PSA's original aircraft, N171PS, Msn 1091. While intended purely for the Lake Tahoe service, the two were also occasionally used on other routes.

The Editor wishes to acknowledge the Air-Britain publication "Lockheed L-188 Electra and Orion" by Jay L. Sherlock (1977) as the source of most of the Electra information used here.

### PIEDMONT POSTCARDS

Also from Van Wickler's "Golden Oldies" collection came the following Piedmont postcards. They fit in nicely with Ronald Macklin's "Piedmont Pictorial" in this issue. Since the development and growth of the Piedmont fleet is related in our pictorial, these postcards are presented without further comment.

MYRTLE BEACH MUNICIPAL AIRPORT  
SERVED BY PIEDMONT AIRLINES



The beautiful custom interior of the lounge on PSA Electra Jets. The hand carved Chinese mural was custom made in Hong Kong exclusively for PSA. PSA jet powered Electras provide the fastest air service between San Francisco, Los Angeles and San Diego. Electra Jets are fully pressurized, air conditioned and radar equipped... economical fares too... San Francisco-Los Angeles \$11.81... Los Angeles-San Diego \$5.45... San Francisco-San Diego \$17.26. All fares plus tax. PSA — A Scheduled Airline.



TRI-STATE AIRPORT  
HUNTINGTON, WEST VIRGINIA  
Serving the Tri-State area of Huntington, W. Va., Ashland, Ky., and adjoining Ohio.  
COLOR PHOTO BY BROCK

FLY PIEDMONT AIRLINES F-27 PROPJET  
Along the "Route of the Pacemakers"  
Pressurized - Air Conditioned - Radar Equipped



# The Airlines and the Internet: What is in it for you?

By MATT FRIEDMAN

The Internet. As an aviation enthusiast, you might want to ask "What is in it for me?"

The answer is "A lot."

Consider the following... have you ever wanted to look at a seating diagram for an American Airlines 767? How about the "genealogy" of Delta, a ride on a DC-3?

All this, and more, can be found on the Internet.

The opportunities for aviation enthusiasts in "cyberspace" are enormous and are growing daily. You can even join our own World Airline Historical Society through the Internet. For some, though, the mere mention of the words "Internet" or "computer" strikes terror into their hearts, let alone "HTML", "e-mail" or "UNIX".... but have no fear, you can have access to this world easily and you can soon be a part of a great global movement.

Cyberspace is a natural for the aviation enthusiast. For folks who marvel at the "glass cockpit", "fly by wire" and the travel agent's CRS screen, the cyber-ride is one thrill after another... and you don't even need a license.

### What is the Internet?

Let's go back to the basics. What is this thing called "The Internet?" The Internet had its origin back in the late 1960s. Its main advocates and early users were academics and the military. The latter wanted a decentralized network of communication that could move information through numerous pathways, thus making it less susceptible to disruptions by an enemy attack. Academics desired a means by which to share data and ideas with each other. These desires coincided with the development of

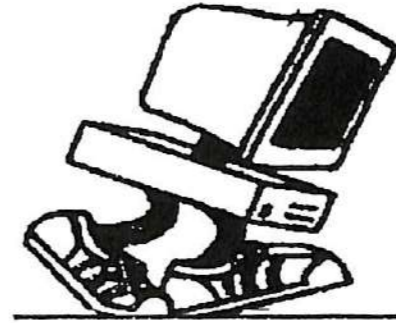
low-cost, high-powered microcomputers. By the mid-1980s private companies were offering telephone connections to a variety of services for individuals. America Online, Prodigy, CompuServe and others began to offer everything, ranging from stock market quotes and sports scores to airline reservations, to their subscribers.

Meanwhile, advances in technology made access to a larger world-wide network, the Internet, affordable to all with a computer, for less than the cost of cable television.

### Who Will Explain Everything To Me?

The most-important person you will ever speak with is almost any 14-year old.

Fourteen-year olds are always on the leading edge of technology. It has always been that way. Not only do they use and understand technology, but they are eager to explain it to stupid adults who always



*14-year olds are always on the leading edge of technology. It has always been that way.*

appear totally inept in their eyes. You may have one at home. If not, ask among your friends. Fourteen-year olds are plentiful and inexpensive. Gloating privileges may be all that it costs you for a consultation. A \$100 gift certificate to a favorite computer or music store will guarantee lifetime assistance or until your 14-year old of choice goes to college.

### How Do I Get On The 'net?

The best news of all is that the cost and the ease of getting on the 'net are getting better all the time. Affordable systems can be bought at a number of electronic and computer stores in virtually every country in the world. The key things to keep in mind are the speed of the machine and the

speed of the modem. The modem is a device that allows you to receive and transmit data over telephone lines. The three most-important components of your computer's speed are the processing chip,

## Memory, Modem and Money are important when choosing a computer

amount of memory and modem speed. I recommend a minimum of a "486" chip, 8 megabytes of "RAM" and a modem speed of "28.8." The first two factors govern how fast your machine works and the third factor determines how fast your computer receives and sends data.

The possibilities of system type and configuration are endless. Once you have decided on the amount of money you have available, you have two options. The first is to read lots of computer magazines and visit lots of stores. This is time consuming. The second option is to spend a couple of hours with that 14-year old. If you still are not ready to cut loose with your frequent flyer linked credit card, then find another 14-year old for a second opinion.

### I've Got The Machine ... Now What?

There are three ways to get onto the 'net. Many schools, universities and organizations provide students and staff on-site dial-up access to their own computer systems. This is the best option to take if it is available. Not only will you have good equipment and technical help, but it is usually free.

The two other ways are to use a computer service provider or an Internet provider. In each case you pay a monthly fee. This fee entitles you to a certain amount of connection time with an additional fee for extra time. The online services such as America Online and Prodigy have a wide range of services. Some providers have free trial periods. See if you like them. The other option just provides access to the

Internet. These are called Internet service providers (ISPs). This is the route I have taken. It is less expensive, easier to use and has a faster rate of data transmission. My provider, Smartnet, charges about \$16 (U.S.) a month for 50 hours of access. That is equivalent to about two hours a day. For an additional \$6 a month I can have 120 hours of monthly access, or four hours a day at roughly 18 cents an hour. Once again, your friendly 14-year old can assist you here and guide you through the installation of access software as well as teach you how to use your machine.

#### I'm Ready To Surf The 'net . . .

Here I come!

Once again, you have three options. Option #1 is to turn on your machine and "wing it." Option #2 is to find that 14-year old again, and Option #3 is to work through an Internet guidebook.

#### Time To Hang Ten!



Yes, this is fun, but it is not how you surf the 'net.

I recommend a combination of all of the above. Let the 14-year old show you how to get onto your system and some basic skills. From there use a guidebook and just experiment. Like with anything else, you will become more accomplished with time. There are many guidebooks available. I have looked at quite a few and I will list some of them here. Remember . . . time and the 14-year old will make you an expert.

At present, I am using *The New Internet Navigator* by Paul Gilster. It was published in 1995 by John Wiley and Sons, Inc. Gilster, though at times a little verbose, begins with a good history of the Internet and then guides you through the working of the 'net. I have been using computers since high school, so I haven't found this detail to be distracting. He also pro-

vides numerous references to other sources throughout his text, as well as a thorough bibliography. However, your best bet is to look through the books that are available and see which one is the most clear and available to you. DO NOT take the 14-year old with you to the book store. This would result only in your humiliation as that 14-year old will view you as stupid. In fact, if the 14-year old sees the book by your computer, explain that it was a gift.

For a first-time computer user, try *Computers for Beginners*, by Errol Selkirk, Writers and Readers Publishing Co., 1995.

Here is a list of books about the Internet. They are listed in the order I picked them up. Look at them for yourself and choose one or two:

Levine, John R., and Borardi, Carol: *Internet Secrets*, IDG Books, 1995.

Young, Margaret Lewy, and Levine, John R.: *Internet for Dummies; Starter Kit*, IDG Books, 1995. (The Dummies series of computer books are among the best around.)

Badgett, Tom: *Welcome to the Internet*, MIS Press, 1995.

Engst, Adam C.; Low, Corwin S. and Simon, Michael A.: *The Internet Starter Kit*, Hayden Books, 1995.

#### I'm Overwhelmed

O.K. . . . . O.K. . . . . it's alright . . . . take a deep breath and send the 14-year old home for a little bit. You need not master the whole 'net all at once. I suggest learning two skills, the use of e-mail and using the Internet "navigator."

#### E-mail

Electronic mail or e-mail is quite easy to use. Your service provider will probably include a mail program like "Pegasus" or "Eudora." They all work on the same idea. You can send an e-mail message on a form that resembles a memo. There is a place to write the address of the person you are writing to, a subject line and a message space. Your provider will either let you choose your address, or assign you one. My e-mail address is [mfriedmn@smartnet.net](mailto:mfriedmn@smartnet.net).

The part before the "@" is my name. The second part is the name of my provider, "Smartnet." The last part, ".net" indicates that my provider is an Internet connection only. Other endings usually indi-

cate something about the provider or its location. For example, college addresses usually end with ".edu", computer service providers with ".com", military addresses with ".mil", addresses in Canada end with ".ca" and so on.

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## "Travel" to anywhere in the world along the highway called the "Internet"

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E-mail allows you to communicate with anyone or any organization with an e-mail address. Messages travel instantaneously. They can be retrieved by the recipient at any time and the cost of sending them is minimal. E-mail programs allow you to compose messages and then "go on line" to send or collect your mail. In a few seconds of connect time you can send more information than you could have sent via fax or voice conversation.

#### "Navigation"

One of the most-exciting parts of the Internet is the World Wide Web, or WWW. Imagine a highly complex spider's web. Each point of intersection on this web is a "site." There are a variety of technical names for the various sites and locations on the Web, but you can read about them, or ask your 14-year old. The important part for you is that these sites along the Web are the places you will "visit" with your computer. In order to journey along the web,

you will use a program called a "navigator." One of the most-popular navigators is called "Netscape." Detailed information and instructions about Netscape can be found in *Netscape Navigator* by Bryan Pfaffenberger, published by AP Professional, 1995.

A navigation program will allow you to move about on the 'net as well as store information about where you have been so you can return for future visits. The most-important aspect of your navigator is the ability to "search." Netscape has several "search engines" or search programs. A typical search engine will ask you to type in a key word. In a few minutes you will have a display listing sites where your key word appears. For example, you might type in "airlines," "airport," or "Braniff." A list of sites will appear and you click on to one of them and off you go . . . you're on the 'net. From each site you can go to others merely by clicking on highlighted words.

Before we go to specific sites, let me go over a couple more technical details. By the way, you are almost ready to be done with the 14-year old. Once you are surfing, you don't need too much help. You have reached a new level of expertise and are probably inseparable from your computer.

The technical terms I want to discuss are "URL" and "HTTP." URL, or Uniform Resource Locator, is a standardized means of locating a site on the Internet and how to access it. "HTTP" means Hypertext Transport Protocol." An HTTP location is a place on the World Wide Web. The following is a list of several interesting sites for the aviation enthusiast. It is not an exhaustive list. In fact, the list grows every day, but have no fear. These sites are among the best and will offer you information about other sites.

The first site you show visit without a doubt is our own "World Airline Historical Society." This site has information about the WAHS, trading opportunities and connections to other sites: <http://www.webcom.com/^aca/wahs.html>

The next site is the "mother of all sites." It is called "Marc David's Chunk of the Web-Airlines of the Web." Marc David Seidel is a graduate business student who has assembled the single greatest list of

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## Find the WAHS on the "Internet"

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<http://www.webcom.com/^aca/wahs.html>

airline and airline related sites I have yet encountered. He breaks down his list geographically and includes some cargo and specialty airlines, as well as airlines that have ceased to fly, such as Braniff and Pan Am. There are airlines I have never even heard of and old familiar names like Delta, American and Southwest. From Europe we have Lufthansa, Aeroflot and SAS, among others.

The airline sites include all sorts of stuff. American has schedule information, seating diagrams and employment information. South African offers travel information, United has frequent flyer program updates. In January Delta offered a cyber game with a free trip to London as a prize. American had a promotion going on at the time of writing and Cathay Pacific had one last year. I can't describe it all here. You've got to go and see it for yourself: <http://haas.berkeley.edu/^seidel/airline.html>

For the Braniff aficionado there is information aplenty at the Braniff site. There is a brief history, photos and tributes as well as a cyber guest book where people have signed in and written about their favorite stories. There are some great employee reminiscences: <http://users.aol.com/dispatcher/private/bnf.htm>

There is a great travel-related site that

has information on airports, airlines, hotels, travel agents and much more: <http://osgweb.com/>

For a list of airport codes and diagrams, try: <http://dragon.princeton.edu/^dnh/airports.html>

This is just a mere taste of what is out there. If there is enough interest among readers, we can make cyber news a regular part of the CAPTAIN'S LOG. E-mail me and let me know what you think:

[mfriedmn@smartnet.net](mailto:mfriedmn@smartnet.net)

*Editor's note: Matt Friedman lives in St. Joseph, Missouri, USA. Readers in countries other than the U.S.A. and Canada may not have access to the same Internet providers, books about the Internet and programs that he has. They should check with their own Internet providers, electronics stores and book stores for local services and books. However, once they are on the 'net, they may correspond with Matt or anyone else around the world who is wired to the Internet.*

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## Airline histories, Seat sales and special fares, Great travel destinations and hotels, It's all on the "Internet"

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## FOLDED WINGS:

# Piedmont Pictorial

With photos from the Ronald S. Macklin collection

It has been nine years since *Pace* makers travelled the skies of the eastern seaboard of the United States. Before its take over by US Air in 1987, Piedmont Airlines of Winston Salem, NC served the entire east coast from New England to Florida, had transcontinental routes and went international with services to Canada, the Bahamas and London, England.

Piedmont Airlines had its beginnings in 1940 when Tom Davis bought controlling interest in the Camel City Flying Service at Winston-Salem, NC, Municipal Airport. He renamed the company Piedmont Aviation, after the foothills of the nearby Blue Ridge mountain range, and started an fixed base operation (FBO).

On D-Day, 06 JUN 44, Davis filed an application with the Civil Aeronautics Board for permission to begin local service operations in the southeastern U.S. Permission was granted on 07 APR 47 and service started on 20 JAN 48 after objections by State Airlines and Eastern Air Lines had been dismissed. Daily round trip service started on 20 FEB between Wilmington, NC and Cincinnati, OH with stops at Fayetteville, Pinehurst, Asheville/Hendersonville, Bristol/Johnson City/Kingsport and Lexington. The operating name was Piedmont Airlines and the fleet included three DC-3s.

When the airline was absorbed by US Air, there were 45 Fokker F-28, 134 737, 34 727 and six 767 in the fleet.



*Douglas DC-3 NC8820, msn 13041 in the original Piedmont livery. It was leased from Southern Airways and used primarily as a crew trainer, with the occasional revenue service.*



*Douglas DC-3 N41V, msn 2227 "Blue Ridge Pacemaker" was leased in JAN 49 and bought 21 MAR 49. An ex-United aircraft, it is shown here in Piedmont's second (and longest-lasting) color scheme.*

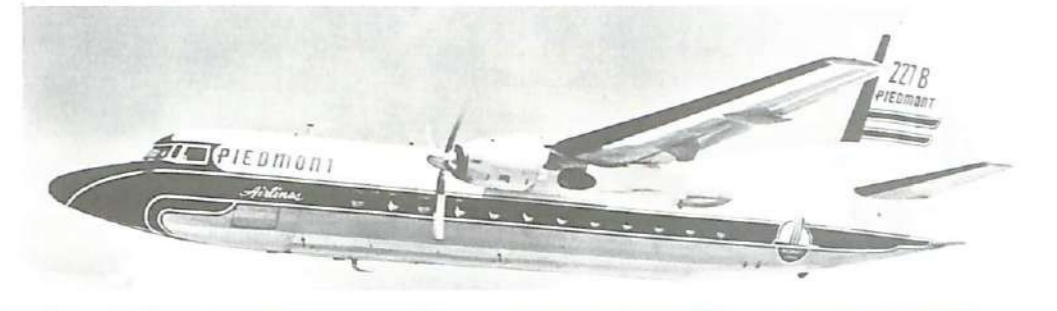


*Fairchild F-27 N2701R, msn 8 "Old Dominion Pacemaker," the airline's second of six, was delivered on 01 OCT 58. Delivery of the F-27s marked the first step in fleet renewal.*

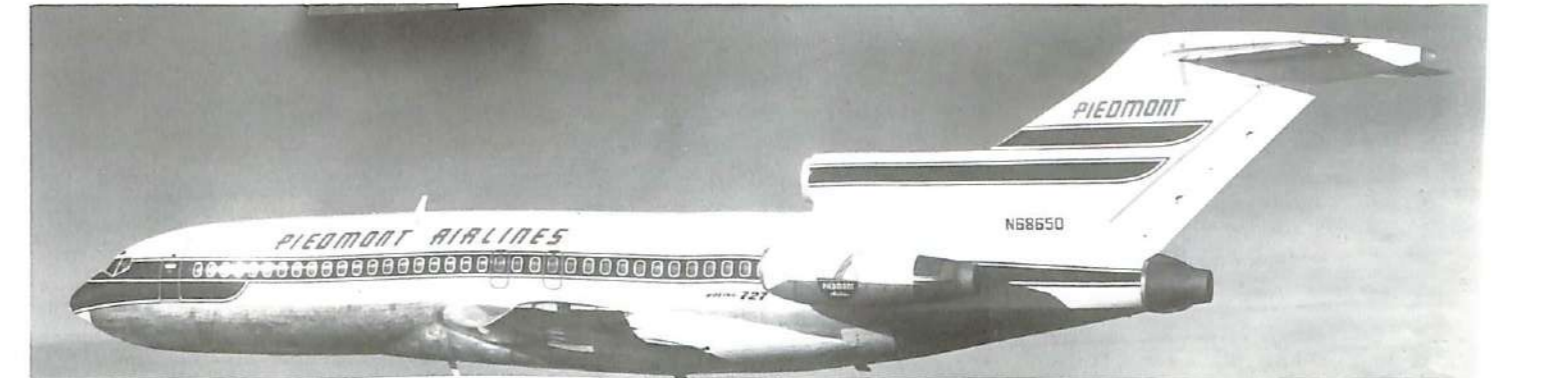
*Martin 4-O-4 N40419, msn 14125 "Kana-wha River Pacemaker" was bought second-hand from TWA and delivered on 11 MAY 62. The aircraft was retained by Piedmont until AUG 72. The airline acquired 35 Martins, most ex-TWA but also some ex-Eastern. The latter one were disposed of soon to standardize on the ex-TWA aircraft. The Martins made it possible to retire the last DC-3s in the fleet.*



*Fairchild FH-227B (in pre-delivery PR photograph). The first Piedmont FH-227B, N701U, msn 524, was delivered on 19 NOV 66.*



*Boeing 727-22 N68650, msn 18295 "Manhattan Pacemaker" was ex-United and was leased from the manufacturer beginning 10 MAR 67, mainly for the new New York service.*



*Boeing 737-201 N738N msn 19422 "Hampton Roads Pacemaker" was delivered on 29 AUG 68.*



*NAMC YS-11A-200 N187P, msn 2061 "Long Island Pacemaker" in delivery color scheme. It was delivered to the airline on 31 AUG 68.*







**NAMC YS-11A-500 N245P, msn 2113**  
"Croatan Pacemaker" in the light-blue and red colors. Delivered 30 OCT 69.

**Boeing 737-2H5 N753N, msn 20453**  
"Yadkin Valley Pacemaker" was ex-Mey Air of Norway, leased from the manufacturer from 14 MAY 74.

**Boeing 737-201Adv N761N, msn 21665**  
"New England Pacemaker" was delivered 11 OCT 78.

**Boeing 727-295 N1639, msn 1944** "Pee Dee Pacemaker" was leased from Polaris Aircraft Leasing from 12 FEB 82. It was formerly with Northeast, TWA and Delta.

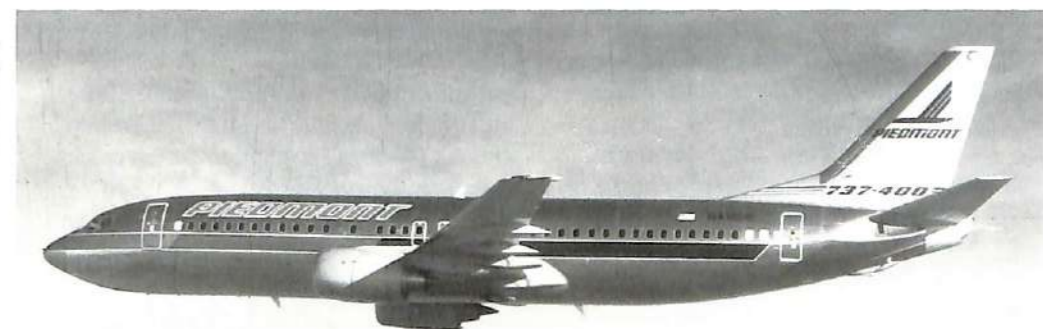


**Boeing 737-301 N301P, msn23228,** was delivered 19 APR 85 and was re-registered N300AU on 12 OCT 88 just before the 05 AUG 89 merger into US Air.

**Boeing 767-201ER N603P, msn23897,** was bought for the London service. Delivered on 21 MAY 87 and re-registered N645US on 11 NOV 88 to reflect the airline's take over by US Air the following May.



**Boeing 737-401 N416US, msn 23884,** was originally to have been N414P. Delivered 23 DEC 88 in US Air colors and registration sequence but still carrying Piedmont titles and logo.



**Fokker F-28-1000 N280N, msn 11061** was formerly with Garuda Indonesian as PK-GVF. It was re-registered N463AU in the US Air sequence on 15 OCT 88.

## AIRCRAFT PROFILE

By Joop Gerritsma

The Saunders ST-27 and ST-28 were built in Canada in 1968-69 as lower-priced alternatives to the Twin Otter, Beech 99 and Swearingen Metro and were intended for the rapidly expanding commuter airline market, primarily in the USA.

To reduce development costs, Canadian aeronautical engineer David Saunders proposed to lengthen the cabin of the deHavilland DH-114 Heron Srs. 2 (with retractable undercarriage) by 9 ft (2.74 m) and replace its four Gypsy Queen piston engines of 250 hp each with two Canadian Pratt & Whitney PT6A-34 propjets of 783 shp each. The nose was extended by 1 ft 6 in (45.7 cm) to carry weather radar.

The Heron was certificated in the U.S. for airline use in 1957 and was in service with Swift Aire Lines in California, Prinair of Puerto Rico and several other airlines.

In MAY 68 Saunders Aircraft Corporation was formed at Montreal and David Saunders designed the changes with the help of Aviation Traders of England.

The ST-27 offered seating for 23 passengers, or 22 if a washroom was installed. In U.S. service, the aircraft would operate with 19 passengers, the maximum allowed when not carrying a flight attendant.

A larger fin was installed to compensate for the longer fuselage and there was a passenger airstair door on starboard.

Cimber Air of Denmark placed the first order and Saunders bought Heron OY-DNJ (msn 14058) from the carrier for conversion. The work was done by Atlantic Aviation at Dorval Airport, Montreal, with new parts manufactured by Aviation Traders. Registered CF-YBM-X, this first ST-27 first flew on 28 MAY 69, powered by two PT6A-27 of 715 shp each because the PT6A-34 was not available yet. In 1969 Saunders bought another 12 Herons Srs. 2 for conversion and the second, CF-XOK-X, first flew in APR 70. It also bought one Heron Srs. 1 (with fixed undercarriage) as a pattern aircraft.

Converting a Heron into an ST-27 took three to four months and the price of a completed aircraft was less than \$400,000, compared to \$600,000 for the Twin Otter and more for the Beech 99 and the Metro.



# The 'other' commuter airliner from Canada

With financial aid from the government of the province of Manitoba, Saunders started production at the abandoned Canadian Armed Forces air base at Gimli, Man., in 1970. David Saunders disagreed with accepting government aid and he resigned from the company he had founded. He moved to California where he worked on aircraft conversion programs. (Does anyone know more about his work there?)

Cimber Air cancelled its order for one ST-27 when it needed the larger Nord 262,

rested in two or three. None of these options were ever converted into firm orders.

In JAN 72 Aerolineas Centrales de Colombia (ACES) became the first ST-27 operator, having bought three for domestic services out of Bogota. Small Canadian airlines St. Andrews Airways of Manitoba and Bayview Air Services of Alberta each leased one from Saunders from MAY 74. Otonabee Airways of Peterborough, Ontario, Canada followed in DEC 74 with a leased ST-27 to replace a Cessna 310 on

## Thirty years ago, the ST-27 & ST-28 by David Saunders were an alternative

but four options had been taken by other airlines: one each by Millardair of Toronto and Air North of Burlington, Vermont, and two by Chicago and Southern (soon renamed Air Illinois) of Peoria, Illinois. Channel Airways in England was inter-

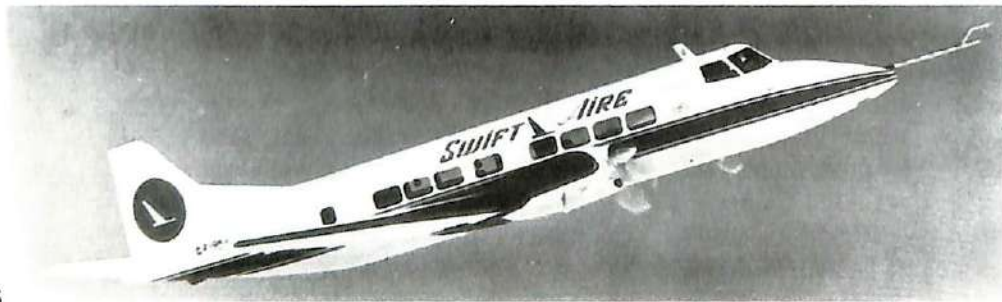
services to Ottawa, Kingston and Toronto, all in Ontario. Skywest of Canada ordered two ST-27. This non-operating airline was founded by the Canadian federal government and the governments of the provinces of Manitoba and Saskatchewan. It would

*Top of page: C-FFZP, msn 010, was the 10th ST-27 conversion. Seen here at Toronto Island Airport on 16 AUG 84 with City Express.*

*(Joop Gerritsma photo)*

*Below: Swift Aire of San Luis Obispo, CA, ordered four ST-28. ST-27 msn 005 was rebuilt into an aerodynamic test bed and painted in the airline's livery. Registered C-FYBM-X, it was the second ST-27 with this registration.*

*(Saunders photo)*



lease the aircraft to small private airlines for \$1 a year for services to small communities in the two provinces that had lost air service when Air Canada retired the DC-3. But Skywest was dissolved before it could take off when the three governments could not agree on which small airlines would actually operate the services.

The ST-27 was built to British and Canadian airworthiness standards because Saunders was denied a U.S. type certificate. The Heron was 25 years old by that time and had been certificated under the 1950s regulations. Modifications such as installing U.S. engines (the Riley and Prinair Herons) were covered by a Supplemental ATC, but a complete redesign such as the ST-27 had to be certificated as a new aircraft. Saunders simply could not afford the cost of this for a limited production run. Total Heron Srs. 2 production had been 99 and only a small number would be available for conversion. As a result, the only non-Canadian airlines to operate the ST-27 were ACES and Tropical Air Services of Barbados, which leased one for six months in 1976.

## ST-28

To meet U.S. demand (Swift Aire and Air Illinois were interested in the ST-27), Saunders designed a new aircraft, based on the ST-27, but meeting U.S. FAR 25 and 36 requirements. It was called ST-27A, then ST-27B and ultimately ST-28. The fifth Heron bought by Saunders was converted to aerodynamic flying test bed, but production aircraft would be built new.

The ST-28 seated 23 passengers. The engines would be the PT6A-34 of 750 shp, driving four-blade Harzell propellers (instead of the three-blade Hartzells of the ST-27). The fuselage was slightly longer and had larger cabin windows. To meet U.S. certification requirements there were more emergency exits and larger cockpit windows. The aerodynamic test bed, registered C-FYBM-X made its first flight on 17 JUL 74 and the first ST-28, C-GYAP, followed on 12 DEC 75. Swift Aire Lines of San Luis Obispo, CA ordered four with deliveries starting in MAY 75 and C-FYBM-X was painted in the airline's colors for its test flight program. Saunders hoped Swift Aire would eventually replace its entire fleet of seven Riley Herons with ST-28s. But long delays occurred in the certi-

fication process and Saunders ran out of money, despite generous financial aid from the Canadian and Manitoba governments. Sales were a disappointing seven aircraft. "Jane's All the World's Aircraft" of 1976/77 said orders and options totalled 34 at the time of the first flight. This figure has been repeated in other publications since then. But it is incorrect. Saunders was known to "inflate" order figures by announcing options and "letters of intent" as orders and it also combined the ST-27 and ST-28 into one total "sales" figure. In a letter dated 19 AUG 74, Saunders sales manager S.E. Idles wrote this author the company had seven options (not orders) for the ST-28: Swift Aire (4), Air Illinois (2), and St. Andrews Airways (1).



*ST-28 prototype C-GYAP, msn 001, at Gimli, Manitoba, the manufacturing site for the ST-27 and ST-28. Saunders Aircraft ran out of money before certification could be completed. Note the large cockpit windows and the larger fillet in front of the fin, compared with the ST-27.*

*(Saunders photo)*

## THE END FOR SAUNDERS

In JUN 75 the Manitoba government ended its financial support for Saunders and on 31 DEC 75 the doors at the Gimli plant were closed. President Reg Kershaw still attempted to obtain new working capital to complete certification of the ST-28, but he was unsuccessful. The one and only ST-28 made its last flight on 28 APR 76 with only 7:20 hrs of flight time.

Only 13 Herons were converted to ST-27, of which 12 were certificated for passenger service (Msn 005, the aerodynamic test bed for the ST-28, never was). Only four were ever sold and three of these, delivered to ACES, were repossessed after the airline abandoned then when offered favorable financial terms to switch to Twin Otters. The fourth, Msn. 013, had been sold

to On Air of Thunder Bay, Ontario.

At the bankruptcy sale in JAN 79 Air Otonabee bought all 11 unsold ST-27s (including the four leased aircraft in its own fleet) for a total of Can. \$780,000 and an undertaking for product support. The airline tried to sell the ST-27s that were surplus to its own requirements, but only managed to lease out several for relatively short periods of time. Air Otonabee also bought the aerodynamic test bed and the only ST-28 and donated both to museums.

In 1979 Air Otonabee became Otonabee Airways and in early 1982 its owner and president, Joe Czumrik said the government of Nigeria was considering

buying the ST-27 manufacturing assets to restart production. But nothing more was heard of this. In 1984 the airline took the name City Express (Cite Express in Canada's other official language, French) and it operated its ST-27s for four more years on services radiating from Toronto's downtown Island Airport. But one by one time-expired aircraft were reduced to spares to keep others flying until C-FXOK, the second ST-27 built, operated the final City Express ST-27 service on 14 AUG 88. In more than 17 years of operating exclusively over short sectors with up to a dozen take-offs and landings a day, the ST-27s were never involved in a serious accident and never killed a passenger or crew member.

Truly a record to be proud of!

# AROUND THE WORLD of Airline Schedules

Copyright, 1996  
George Walker Cearley, Jr.

Featured in the schedule column of this issue of the *Captain's Log* is a survey of U.S. airline operations in the late 1920's and the early 1930's.

**AIR MAIL SAVES TIME**

**AIRMAIL & AIR EXPRESS SCHEDULES**

NEW AIRMAIL RATE 5c for the First Ounce  
And 10c for Each Additional Ounce

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General Office: 5936 South Cicero Avenue, CHICAGO, ILL.

New York, N. Y.    Dallas, Tex.    Tulsa, Okla.  
Philadelphia, Pa.    St. Louis, Mo.    Oklahoma City, Okla.  
Cleveland, Ohio    Kansas City, Mo.    Fort Worth, Texas  
Chicago, Ill.    Omaha, Neb.    Dallas, Texas  
Punta Gorda, Fla.

**Stout AIR LINES**  
DETROIT-CLEVELAND  
CHICAGO

ALSO THROUGH AIR AND RAIL CONNECTIONS TO AND FROM

NEW YORK  
BUFFALO  
PITTSBURGH  
MILWAUKEE  
SAINT PAUL  
MINNEAPOLIS  
SAINT LOUIS  
KANSAS CITY  
AND OTHER WESTERN POINTS

**FLY**

Seattle - Tacoma  
Wenatchee  
Spokane

The Northern Airway

**MAMER AIR TRANSPORT**

Left: Timetable of United Air Lines' predecessor, National Air Transport, effective July 10, 1929. At the time, N.A.T. operated between Chicago-Kansas City-Dallas, and Chicago-Cleveland-New York. The Dallas-Chicago route was lost by United to Braniff in 1934 when new mail contracts were awarded. Center: Stout Air Lines schedules from July 15, 1929, with services from Detroit to Cleveland, and Detroit to Chicago. The line was acquired by United Aircraft and Transport Corp., Summer 1929. Right: Summer 1930 timetable of Mamer Air Transport. The airline, founded in Oregon in Spring 1929, as of mid-1930 was operating between Spokane and Tacoma via Wenatchee, and Seattle.

George Cearley has the following books available he has written:

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

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

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OFFICERS:  
C. I. Paulsen, President    N. Wakefield, General Manager  
N. B. Mamer, Vice-President    T. E. Jones, Traffic Manager

OFFICES:  
SPOKANE—M. A. T. Field Office, Tel. Lake 1964  
PORTLAND—W. L. Stephenson, McKinnon-Marrow Aviation Co., Tel. Walnut 5432  
YAKIMA—Musa Bros., Commercial Hotel, Tel. 1579  
WALLA WALLA—Pearl Hazel, Washington Auto Association, Tel. 77 or 677

**SPOKANE-PORTLAND, via YAKIMA**

| Westbound—Read Down |     |       | Eastbound—Read Up |       |               |
|---------------------|-----|-------|-------------------|-------|---------------|
| Mon. Wee.           | Fr. | Miles | PORTS             | Miles | Mon. Wee. Fr. |
| 7:00                | Ar  |       | Spokane           | Ar    | 1:20          |
| 8:30                | Lv  | 170   | Yakima            | Lv    | 1:40          |
| 8:45                | Lv  |       | Portland          | Ar    | 4:45          |
| 10:30               | Ar  | 130   | Portland          | Lv    | 3:00          |

**SPOKANE-PORTLAND VIA WALLA WALLA**

| Westbound—Read Down |     |       | Eastbound—Read Up |       |               |
|---------------------|-----|-------|-------------------|-------|---------------|
| Mon. Wee.           | Fr. | Miles | PORTS             | Miles | Mon. Wee. Fr. |
| 7:00                | Ar  |       | Spokane           | Ar    | 6:30          |
| 8:15                | Lv  |       | Walla Walla       | Lv    | 5:15          |
| 8:30                | Lv  |       | Walla Walla       | Ar    | 5:00          |
| 10:30               | Ar  |       | Portland          | Lv    | 3:00          |

Mamer schedules from previous year, 1929, showing earlier services, including Portland, Oregon. The airline, which started a Chicago-Seattle air-rail service in 1930, ceased operations toward the end of 1932.

**DELTA AIR SERVICE, Inc.**  
General Offices—Monroe, Louisiana, Tel. 1631

OFFICERS:  
D. Y. Smith, President  
C. E. Woodman, Vice-President and General Manager  
Captain Harold R. Harris, Vice-President  
Travis Oliver, Secretary-Treasurer  
J. S. Fox, General Traffic Manager

**DALLAS-JACKSON**

| Read Down |    | Daily      | Read Up |       |
|-----------|----|------------|---------|-------|
| 8:20      | Lv | Dallas     | Ar      | 4:00  |
| 10:40     | Lv | Shreveport | Lv      | 1:45  |
| 11:50     | Ar | Monroe     | Lv      | 12:15 |
| 12:15     | Lv | Monroe     | Ar      | 11:20 |
| 1:30      | Ar | Jackson    | Lv      | 10:20 |

Left: Initial schedules of Delta Air Lines predecessor, Delta Air Service, effective June 17, 1929, between Dallas, Shreveport, Monroe, and Jackson. Flights were extended to Atlanta in August 1930. That fall the route was lost to American Airways, and Delta would not be back in the passenger business until 1934, when it was awarded the Dallas-Atlanta-Charleston, S.C. mail contract (AM-24). Middle: Rapid Air Lines, founded in 1928, operated Rapid City-Watertown passenger service, and sightseeing flights with three aircraft in the Rapid City, Black Hills, and Badlands areas of South Dakota, and to Devil's Tower, Wyoming. This line was not affiliated with the early 1930's Rapid Air Transport. Right: Kohler Aviation Corp. in 1930 operated an air-rail service between the East Coast, Midwest, and Pacific Northwest. The only airline service on the route was operated between Grand Rapids, Muskegon, and Milwaukee. Kohler was acquired by the Capital Airlines predecessor, Pennsylvania Air Lines, in 1934.

**THE LUDINGTON LINE**

**SCHEDULE**  
Effective November 24, 1930

**EVERY HOUR ON THE HOUR**

4000 Miles Daily 10 Planes Each Way    10 Passenger Heated Trimotored Planes

NEW YORK  
TRENTON  
PHILADELPHIA  
BALTIMORE  
WASHINGTON

**THE LUDINGTON LINE**

Left: The Ludington Line inaugurated service in September 1930 between New York, Philadelphia, and Washington. The airline was acquired by Eastern Air Transport in early 1933. Center and right: Wedell-Williams was acquired by Eastern Air Lines in 1936. In 1930 (center) the airline operated between New Orleans-Ft. Worth, and New Orleans-Houston. The previous year (1929) New Orleans-St. Louis and New Orleans-Shreveport (right) routes were flown by Wedell-Williams.

**Sky Cruises over the Black Hills**

**RAPID AIR LINES INC.**  
Rapid City, South Dakota

**PLANE-TRAIN SERVICE EAST-WEST**

**KOHLER**

MILWAUKEE  
MUSKEGON  
GRAND RAPIDS

ST. PAUL  
MINNEAPOLIS  
DULUTH  
SEATTLE  
KANSAS CITY  
OMAHA

**PASSENGERS-EXPRESS**  
SUMMER SCHEDULE EFFECTIVE JULY 1, 1930  
SUBJECT TO CHANGE WITHOUT NOTICE

**Travel**

in Safety  
with Comfort  
and Speed

**Wedell-Williams Air Service**  
WHITNEY BUILDING  
New Orleans

Effective January 1, 1931

**WEDELL-WILLIAMS AIR SERVICE, Inc.**  
605 Whitney Bldg., New Orleans, La.  
City Office, Tel. RA. 1035    Field Office, Tel. CR. 1150

**NEW ORLEANS-ST. LOUIS**

| Read Down Friday |    |             |    | Read Up Saturday |
|------------------|----|-------------|----|------------------|
| 9:00             | Lv | New Orleans | Ar | 5:00             |
| 11:00            | Lv | Jackson     | Lv | 3:00             |
| 1:00             | Ar | Memphis     | Lv | 1:00             |
| 2:00             | Lv | Memphis     | Ar | 12:00            |
| 5:00             | Ar | St. Louis   | Lv | 6:00             |

**FARES**

|           | New Orleans | Jackson | Memphis |
|-----------|-------------|---------|---------|
| Jackson   | \$20        |         |         |
| Memphis   | 40          | 20      |         |
| St. Louis | 60          | 45      | 30      |

**NEW ORLEANS-SHREVEPORT**

| Read Down Sat & Mon |    |             | Read Up Sat & Mon |      |
|---------------------|----|-------------|-------------------|------|
| 8:30                | Lv | New Orleans | Ar                | 5:30 |
| 9:30                | Lv | Baton Rouge | Lv                | 4:30 |
| 10:45               | Lv | Alexandria  | Lv                | 3:15 |
| 12:00               | Ar | Shreveport  | Lv                | 2:00 |

**VIA AIR**

**SAVE A DAY**

Daily Passenger Service to Principal Texas Cities

**TAT FLYING SERVICE INC.** DIVISION OF SOUTHERN AIR TRANSPORT SYSTEM

**TAT FLYING SERVICE INC.** DIVISION OF SOUTHERN AIR TRANSPORT SYSTEM

DIVISION NO. III  
**TAT FLYING SERVICE, Inc.**  
General Offices—Fort Worth National Bank Building, Fort Worth, Texas.

**SAN ANTONIO-CORPUS CHRISTI BROWNSVILLE**  
Schedule and Fares

| Southbound |                | Northbound |          |
|------------|----------------|------------|----------|
| Local Down | Local Up       | Local Down | Local Up |
| 12 30 Lv   | San Antonio    | Ar         | 7 00     |
| 2 05 Lv    | Corpus Christi | Ar         | 5 25     |
| 2 05 Lv    | Brownsville    | Ar         | 4 00     |

**DALLAS-FORT WORTH-EL PASO**

| Southbound |            | Northbound |          |
|------------|------------|------------|----------|
| Local Down | Local Up   | Local Down | Local Up |
| 9 30 Lv    | Dallas     | Ar         | 4 30     |
| 9 30 Lv    | Ft. Worth  | Ar         | 3 50     |
| 10 00 Lv   | Abilene    | Ar         | 2 10     |
| 11 45 Lv   | Big Spring | Ar         | 2 05     |
| 1 05 Lv    | Lubbock    | Ar         | 12 45    |
| 1 35 Lv    | Muland     | Ar         | 12 15    |
| 1 40 Lv    | El Paso    | Ar         | 12 10    |
| 4 30 CT Ar | El Paso    | Lv         | 6 30     |

**FORT WORTH-DALLAS-SAN ANTONIO**

| Southbound |             | Northbound |          |
|------------|-------------|------------|----------|
| Local Down | Local Up    | Local Down | Local Up |
| 8 50 Lv    | Fort Worth  | Ar         | 6 30     |
| 8 50 Lv    | Dallas      | Ar         | 6 00     |
| 8 50 Lv    | Waco        | Ar         | 5 05     |
| 9 20 Lv    | Austin      | Ar         | 5 00     |
| 10 25 Lv   | Austin      | Ar         | 5 55     |
| 10 40 Lv   | San Antonio | Ar         | 5 50     |
| 11 30 Ar   | San Antonio | Lv         | 3 00     |

**FORT WORTH-DALLAS-HOUSTON-GALVESTON**

| Southbound |            | Northbound |          |
|------------|------------|------------|----------|
| Local Down | Local Up   | Local Down | Local Up |
| 8 00 Lv    | Fort Worth | Ar         | 6 30     |
| 8 20 Lv    | Dallas     | Ar         | 6 10     |
| 8 30 Lv    | Dallas     | Ar         | 6 00     |
| 8 25 Lv    | Waco       | Ar         | 5 05     |
| 8 30 Lv    | Austin     | Ar         | 5 00     |
| 11 20 Lv   | Houston    | Ar         | 3 10     |
| 11 30 Lv   | Houston    | Ar         | 3 00     |
| 12 00 Ar   | Galveston  | Lv         | 2 30     |

**FLYING EQUIPMENT**  
Fokker Super Universal—6-place cabin planes Travel Air J-5 and J-6—6-place cabin planes. Curtiss Robin—6-place cabin planes.

**SAFE** **SOUTHWEST AIR FAST EXPRESS, Inc.** **SAFE**  
General Offices—301 Tulsa Trust Bldg., Tulsa, Oklahoma.

**ST. LOUIS-SPRINGFIELD-TULSA**

| Southbound |             | Northbound |          |
|------------|-------------|------------|----------|
| Local Down | Local Up    | Local Down | Local Up |
| 8 30 Lv    | St. Louis   | Ar         | 3 30     |
| 10 35 Lv   | Springfield | Ar         | 1 40     |
| 12 25 Lv   | Tulsa       | Ar         | 12 00    |

**KANSAS CITY-COFFEYVILLE-TULSA**

| Southbound |             | Northbound |          |
|------------|-------------|------------|----------|
| Local Down | Local Up    | Local Down | Local Up |
| 9 30 Lv    | Kansas City | Ar         | 2 50     |
| 11 29 Lv   | Coffeyville | Ar         | 1 05     |
| 12 05 Lv   | Tulsa       | Ar         | 12 30    |

**TULSA-OKLA. CITY-FORT WORTH-DALLAS**

| Southbound |               | Northbound |          |
|------------|---------------|------------|----------|
| Local Down | Local Up      | Local Down | Local Up |
| 12 50 Lv   | Tulsa         | Ar         | 11 45    |
| 2 00 Lv    | Oklahoma City | Ar         | 10 45    |
| 4 10 Lv    | Fort Worth    | Ar         | 8 55     |
| 4 30 Lv    | Dallas        | Ar         | 8 20     |

**TULSA-OKLA. CITY-WICHITA FALLS-SWEETWATER**

| Southbound |               | Northbound |          |
|------------|---------------|------------|----------|
| Local Down | Local Up      | Local Down | Local Up |
| 17 50 Lv   | Tulsa         | Ar         | 6 00     |
| 2 05 Lv    | Oklahoma City | Ar         | 5 00     |
| 3 20 Lv    | Wichita Falls | Ar         | 5 25     |
| 5 00 Lv    | Sweetwater    | Ar         | 4 30     |

**EQUIPMENT**  
All-metal 14-passenger, trimotor Ford monoplane—Wasp-powered. Captain and Mate. Toilet facilities. Maximum speed 135 miles per hour. Metal propellers, flaps and landing lights. Meteorological reports enroute on all flights.

Left and Center: Southwest Air Fast Express (S.A.F.E.) routes and timetables from August 1929 showing Ford Trimotor service in North Texas, Oklahoma, Kansas, and Missouri. American Airways bought S.A.F.E. in 1930. Its new Southern Air Fast Express division was awarded the Atlanta-Dallas-Los Angeles route. Thus, AA operated the first southern transcontinental air route, 31 years before Delta and National.

**AMERICAN AIRWAYS**

**SOUTHERN AIR FAST EXPRESS**  
CONTRACT AIR MAIL 22

Timetables of S.A.T.'s airline passenger operation, T.A.T. Flying Service, Inc., as of 1929, throughout the State of Texas.

DIVISION No. II  
**GULF AIR LINES, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2498

OPERATORS—CAM 23  
CAM 29.

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| Southbound |              | Central Time |          | Air Mail   |          |
|------------|--------------|--------------|----------|------------|----------|
| Local Down | Local Up     | Local Down   | Local Up | Local Down | Local Up |
| 5 30 Lv    | Atlanta      | Ar           | 6 30     |            |          |
| 7 10 Lv    | Birmingham   | Ar           | 4 45     |            |          |
| 9 30 Lv    | Mobile, Ala. | Ar           | 2 35     |            |          |
| 11 00 Ar   | New Orleans  | Lv           | 1 00     |            |          |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| Southbound |             | Central Time |          | Air Mail   |          |
|------------|-------------|--------------|----------|------------|----------|
| Local Down | Local Up    | Local Down   | Local Up | Local Down | Local Up |
| 11 30 Lv   | New Orleans | Ar           | 12 30    |            |          |
| 2 25 Lv    | Beaumont    | Ar           | 9 40     |            |          |
| 3 15 Ar    | Houston     | Lv           | 8 45     |            |          |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.

DIVISION No. II  
**GULF COAST AIRWAYS, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2498

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| Southbound |              | Central Time |          | Air Mail   |          |
|------------|--------------|--------------|----------|------------|----------|
| Local Down | Local Up     | Local Down   | Local Up | Local Down | Local Up |
| 5 30 Lv    | Atlanta      | Ar           | 6 30     |            |          |
| 7 10 Lv    | Birmingham   | Ar           | 4 45     |            |          |
| 9 30 Lv    | Mobile, Ala. | Ar           | 2 35     |            |          |
| 11 00 Ar   | New Orleans  | Lv           | 1 00     |            |          |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| Southbound |             | Central Time |          | Air Mail   |          |
|------------|-------------|--------------|----------|------------|----------|
| Local Down | Local Up    | Local Down   | Local Up | Local Down | Local Up |
| 11 30 Lv   | New Orleans | Ar           | 12 30    |            |          |
| 2 25 Lv    | Beaumont    | Ar           | 9 40     |            |          |
| 3 15 Ar    | Houston     | Lv           | 8 45     |            |          |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.



DIVISION No. II  
**St. Tammany Gulf Coast Airways, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2498

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| Southbound |              | Central Time |          | Air Mail   |          |
|------------|--------------|--------------|----------|------------|----------|
| Local Down | Local Up     | Local Down   | Local Up | Local Down | Local Up |
| 5 30 Lv    | Atlanta      | Ar           | 6 30     |            |          |
| 7 10 Lv    | Birmingham   | Ar           | 4 45     |            |          |
| 9 30 Lv    | Mobile, Ala. | Ar           | 2 35     |            |          |
| 11 00 Ar   | New Orleans  | Lv           | 1 00     |            |          |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| Southbound |             | Central Time |          | Air Mail   |          |
|------------|-------------|--------------|----------|------------|----------|
| Local Down | Local Up    | Local Down   | Local Up | Local Down | Local Up |
| 11 30 Lv   | New Orleans | Ar           | 12 30    |            |          |
| 2 25 Lv    | Beaumont    | Ar           | 9 40     |            |          |
| 3 15 Ar    | Houston     | Lv           | 8 45     |            |          |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.

Schedules of Gulf Air Lines (May 1929), St. Tammany Gulf Coast Airways (August 1929), and Gulf Coast Airways (December 1929). The long standing traditional historical view is that the St. Tammany-Gulf Coast name pre-dates Gulf Air Lines, but this does not appear to be the case, at least for the airline operation.



by AIR NEW YORK  
MONTREAL  
VIA ALBANY

**CANADIAN COLONIAL AIRWAYS**

**EMBRY RIDDLE COMPANY**

ANNUAL-PASSENGER-EXPRESS  
CAM 24

**EMBRY RIDDLE COMPANY**

**PAUL R. BRANIFF, Inc.**  
General Offices—Braniff Bldg., Oklahoma City, Oklahoma.

OFFICERS  
Paul R. Braniff, President; Walter A. Lybrand, Secretary; E. E. Westervelt, Treasurer.

**LINES OPERATED BY PAUL R. BRANIFF, INC.**

**TABLE 5a OKLAHOMA CITY-TULSA DIVISION**  
Subject to change without notice

| Southbound  |             | Central Standard Time |               | Northbound  |             |
|-------------|-------------|-----------------------|---------------|-------------|-------------|
| Local Down  | Local Up    | Local Down            | Local Up      | Local Down  | Local Up    |
| No. 1 Daily | No. 2 Daily | No. 3 Daily           | PORTS         | No. 1 Daily | No. 2 Daily |
| 8 00 Lv     | 12 20 Lv    | 5 00 Lv               | Oklahoma City | Ar          | 8 15        |
| 9 15 Lv     | 1 35 Lv     | 6 15 Ar               | Tulsa         | Lv          | 12 20       |
|             |             |                       |               |             | 5 00        |

**TABLE 5b OKLAHOMA CITY-WICHITA FALLS DIVISION**

| Southbound  |             | Central Standard Time |          | Northbound  |             |
|-------------|-------------|-----------------------|----------|-------------|-------------|
| Local Down  | Local Up    | Local Down            | Local Up | Local Down  | Local Up    |
| No. 1 Daily | No. 2 Daily | PORTS                 |          | No. 1 Daily | No. 2 Daily |
| 9 15 Lv     | 1 35 Lv     | Oklahoma City         | Ar       | 12 20       | 5 00        |
| 9 35 Lv     | 1 55 Lv     | Chickasha             | Ar       | 12 00       | 4 40        |
| 10 15 Lv    | 2 35 Lv     | Lawton                | Ar       | 11 30       | 4 00        |
| 10 45 Lv    | 3 05 Lv     | Wichita Falls         | Ar       | 10 30       | 3 30        |

**FLYING EQUIPMENT**  
1. Sikorski Monoplanes  
2. Travel Air Monoplanes (Whitcomb Motor)  
3. Travel Air Biplanes (Whitcomb Motor)  
4. Travel Air Biplanes (Spartan Whirlwind Motor)

Southern Air Transport was a holding company over airline interests in Texas, Louisiana, Alabama, and Georgia. It was formed as the parent company of Gulf Air Lines, Inc., and Texas Air Transport. Following its creation, S.A.T. was divided into T.A.T. Flying Service, Inc.; Texas Air Transport, Inc.; and Gulf Air Lines, Inc. S.A.T. was a predecessor of American Airlines and American's long time president, C. R. Smith, started his airline career with Texas Air Transport.

Timetables of American Airlines predecessors, Canadian Colonial Airways (mid 1929), Embry-Riddle (circa July 1929), and the original Braniff airline, Paul R. Braniff (March 1929).

**VIA AIR**

**SAVE A DAY**

*Daily Passenger Service to Principal Texas Cities*

**TAT FLYING SERVICE INC.**  
DIVISION OF SOUTHERN AIR TRANSPORT SYSTEM

**TAT FLYING SERVICE INC.**  
DIVISION OF SOUTHERN AIR TRANSPORT SYSTEM

DIVISION NO. III  
**TAT FLYING SERVICE, Inc.**  
General Offices—Fort Worth National Bank Building, Fort Worth, Texas.

**SAN ANTONIO-CORPUS CHRISTI BROWNSVILLE**  
Schedule and Fares

| Southbound |      | Northbound     |    |      |
|------------|------|----------------|----|------|
| Local      | Down | Local          | Up |      |
| 12 30      | Lv   | San Antonio    | Ar | 7 00 |
| 2 00       | Lv   | Corpus Christi | Ar | 5 30 |
| 2 05       | Lv   | Brownsville    | Ar | 5 25 |
| 3 45       | Ar   | Brownsville    | Lv | 4 00 |

**DALLAS-FORT WORTH-EL PASO**

| Southbound |       | Northbound |       |       |
|------------|-------|------------|-------|-------|
| Local      | Down  | Local      | Up    |       |
| 9 30       | Lv    | Dallas     | Ar    | 4 30  |
| 9 50       | Ar    | Fort Worth | Lv    | 4 00  |
| 10 00      | Lv    | Fort Worth | Ar    | 3 50  |
| 11 40      | Ar    | Arlene     | Lv    | 2 10  |
| 11 45      | Lv    | Big Spring | Lv    | 2 05  |
| 12 45      | Ar    | Lubbock    | Ar    | 1 05  |
| 1 35       | Ar    | Muland     | Lv    | 12 15 |
| 1 40       | Lv    | El Paso    | Ar    | 12 10 |
| 4 30       | CT Ar | El Paso    | Lv CT | 5 30  |

**FORT WORTH-DALLAS-SAN ANTONIO**

| Southbound |      | Northbound  |    |      |
|------------|------|-------------|----|------|
| Local      | Down | Local       | Up |      |
| 8 00       | Lv   | Fort Worth  | Ar | 6 30 |
| 8 20       | Ar   | Dallas      | Lv | 6 10 |
| 8 30       | Lv   | Dallas      | Ar | 6 00 |
| 9 25       | Ar   | Waco        | Lv | 5 05 |
| 9 30       | Lv   | Austin      | Ar | 5 00 |
| 10 35      | Ar   | Austin      | Lv | 3 55 |
| 10 40      | Lv   | San Antonio | Ar | 3 50 |
| 11 30      | Ar   | San Antonio | Lv | 3 00 |

**FORT WORTH-DALLAS-HOUSTON-GALVESTON**

| Southbound |      | Northbound |    |      |
|------------|------|------------|----|------|
| Local      | Down | Local      | Up |      |
| 5 00       | Lv   | Fort Worth | Ar | 6 30 |
| 5 20       | Ar   | Dallas     | Lv | 6 10 |
| 6 30       | Lv   | Dallas     | Ar | 6 00 |
| 6 25       | Ar   | Waco       | Lv | 5 05 |
| 6 30       | Lv   | Austin     | Ar | 5 00 |
| 11 20      | Ar   | Houston    | Lv | 3 10 |
| 11 30      | Lv   | Houston    | Ar | 3 00 |
| 12 00      | Ar   | Galveston  | Lv | 2 30 |

**FLYING EQUIPMENT**  
Fokker Super Universal—6-place cabin planes; Travel Air J-5 and J-6—6-place cabin planes. Curtiss Robin—6-place cabin planes.

**SAFE** **SOUTHWEST AIR FAST EXPRESS, Inc.** **SAFE**  
General Offices—301 Tulsa Trust Bldg., Tulsa, Oklahoma.

**ST. LOUIS-SPRINGFIELD-TULSA**

| Read Down |      | Read Up     |    |          |
|-----------|------|-------------|----|----------|
| Local     | Down | Local       | Up |          |
| 8 30      | Lv   | St. Louis   | Ar | 3 30     |
| 10 25     | Lv   | Springfield | Lv | 1 40     |
| 12 25     | Ar   | Tulsa       | Lv | 12 00 Ar |

**KANSAS CITY-COFFEYVILLE-TULSA**

| Read Down |      | Read Up     |    |       |
|-----------|------|-------------|----|-------|
| Local     | Down | Local       | Up |       |
| 9 30      | Lv   | Kansas City | Ar | 2 50  |
| 11 20     | Lv   | Coffeyville | Lv | 1 05  |
| 12 05     | Ar   | Tulsa       | Lv | 12 30 |

**TULSA-OKLA CITY-FORT WORTH-DALLAS**

| Read Down |      | Read Up       |    |       |
|-----------|------|---------------|----|-------|
| Local     | Down | Local         | Up |       |
| 12 50     | Lv   | Tulsa         | Ar | 11 45 |
| 2 00      | Lv   | Oklahoma City | Lv | 10 45 |
| 4 10      | Lv   | Fort Worth    | Lv | 8 55  |
| 4 30      | Ar   | Dallas        | Lv | 8 30  |

**TULSA-OKLA CITY-WICHITA FALLS-SWEETWATER**

| Read Down |      | Read Up       |    |      |
|-----------|------|---------------|----|------|
| Local     | Down | Local         | Up |      |
| 12 50     | Lv   | Tulsa         | Ar | 6 00 |
| 2 05      | Lv   | Oklahoma City | Lv | 5 00 |
| 3 20      | Lv   | Wichita Falls | Lv | 9 25 |
| 5 00      | Ar   | Sweetwater    | Lv | 4 00 |

**EQUIPMENT**  
All-metal 11-passenger, trimotored Ford monoplane—Wasp-powered. Captain and Pilot seats. Maximum speed 135 miles per hour. Metal propellers, fuses and landing lights. Meteorological reports enroute on all flights.

Left and Center: Southwest Air Fast Express (S.A.F.E.) routes and timetables from August 1929 showing Ford Trimotor service in North Texas, Oklahoma, Kansas, and Missouri. American Airways bought S.A.F.E. in 1930. Its new Southern Air Fast Express division was awarded the Atlanta-Dallas-Los Angeles route. Thus, AA operated the first southern transcontinental air route, 31 years before Delta and National.

**AMERICAN AIRWAYS**

**SOUTHERN AIR FAST EXPRESS**  
CONTRACT AIR MAIL 33

Timetables of S.A.T.'s airline passenger operation, T.A.T. Flying Service, Inc., as of 1929, throughout the State of Texas.

DIVISION No. II  
**GULF AIR LINES, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2495

**OPERATORS—CAM 23, CAM 29.**

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| CAM Route 23 |       | Central Time |      | Air Mail |    |
|--------------|-------|--------------|------|----------|----|
| Air Mail     | Local | Local        | Down | Local    | Up |
| 5 30         | Lv    | Atlanta      | Ar   | 6 30     |    |
| 7 10         | Lv    | Birmingham   | Lv   | 4 45     |    |
| 9 30         | Lv    | Mobile, Ala. | Lv   | 2 35     |    |
| 11 00        | Ar    | New Orleans  | Lv   | 1 00     |    |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| CAM Route No. 29 |       | Central Time |      | Air Mail |    |
|------------------|-------|--------------|------|----------|----|
| Air Mail         | Local | Local        | Down | Local    | Up |
| 11 30            | Lv    | New Orleans  | Ar   | 12 30    |    |
| 2 25             | Lv    | Beaumont     | Lv   | 9 40     |    |
| 3 15             | Ar    | Houston      | Lv   | 8 45     |    |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.

DIVISION No. II  
**GULF COAST AIRWAYS, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2495

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| CAM Route 23 |       | Central Time |      | Air Mail |    |
|--------------|-------|--------------|------|----------|----|
| Air Mail     | Local | Local        | Down | Local    | Up |
| 5 30         | Lv    | Atlanta      | Ar   | 6 30     |    |
| 7 10         | Lv    | Birmingham   | Lv   | 4 45     |    |
| 9 30         | Lv    | Mobile, Ala. | Lv   | 2 35     |    |
| 11 00        | Ar    | New Orleans  | Lv   | 1 00     |    |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| CAM 29   |       | Central Time |      | Air Mail |    |
|----------|-------|--------------|------|----------|----|
| Air Mail | Local | Local        | Down | Local    | Up |
| 11 30    | Lv    | New Orleans  | Ar   | 12 30    |    |
| 2 25     | Lv    | Beaumont     | Lv   | 9 40     |    |
| 3 15     | Ar    | Houston      | Lv   | 8 45     |    |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.



DIVISION No. II  
**St. Tammany Gulf Coast Airways, Inc.**  
Division Office—Roosevelt Hotel, New Orleans, La. Phone Main 2495

**ATLANTA-BIRMINGHAM-MOBILE-NEW ORLEANS**

| CAM Route 23 |       | Central Time |      | Air Mail |    |
|--------------|-------|--------------|------|----------|----|
| Air Mail     | Local | Local        | Down | Local    | Up |
| 5 30         | Lv    | Atlanta      | Ar   | 6 30     |    |
| 7 10         | Lv    | Birmingham   | Lv   | 4 45     |    |
| 9 30         | Lv    | Mobile, Ala. | Lv   | 2 35     |    |
| 11 00        | Ar    | New Orleans  | Lv   | 1 00     |    |

**NEW ORLEANS-BEAUMONT-HOUSTON**

| CAM 29   |       | Central Time |      | Air Mail |    |
|----------|-------|--------------|------|----------|----|
| Air Mail | Local | Local        | Down | Local    | Up |
| 11 30    | Lv    | New Orleans  | Ar   | 12 30    |    |
| 2 25     | Lv    | Beaumont     | Lv   | 9 40     |    |
| 3 15     | Ar    | Houston      | Lv   | 8 45     |    |

**EQUIPMENT**  
Fokker Universal, Pitcairn Super Mailwing, Travel Air. All with Wright J-5.

Schedules of Gulf Air Lines (May 1929), St. Tammany Gulf Coast Airways (August 1929), and Gulf Coast Airways (December 1929). The long standing traditional historical view is that the St. Tammany-Gulf Coast name pre-dates Gulf Air Lines, but this does not appear to be the case, at least for the airline operation.



by AIR NEW YORK MONTREAL VIA ALBANY

**CANADIAN COLONIAL AIRWAYS**

**EMBRY RIDDLE COMPANY**  
AIRMAIL PASSENGER EXPRESS  
CAM 24  
**EMBRY RIDDLE COMPANY**

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**OFFICERS**  
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**LINES OPERATED BY PAUL R. BRANIFF, INC.**

**TABLE 5a OKLAHOMA CITY-TULSA DIVISION**  
Subject to change without notice

| Eastbound   |             |             | Central Standard Time |             |             | Westbound   |       |             |
|-------------|-------------|-------------|-----------------------|-------------|-------------|-------------|-------|-------------|
| No. 1 Daily | No. 2 Daily | No. 3 Daily | PORTS                 | No. 1 Daily | No. 2 Daily | No. 3 Daily | PORTS | No. 1 Daily |
| 8 00        | 12 20       | 5 00        | Okla. City            | Ar          | 9 15        | 1 25        | 6 15  | 6 15        |
| 9 45        | 1 35        | 6 15        | Tulsa                 | Lv          | 8 00        | 12 20       | 5 00  | 5 00        |

**TABLE 5b OKLAHOMA CITY-WICHITA FALLS DIVISION**

| Southbound |      | Central Standard Time |               | Northbound |       |
|------------|------|-----------------------|---------------|------------|-------|
| Local      | Down | Local                 | Down          | Local      | Up    |
| 9 15       | 1 25 | Lv                    | Okla. City    | Ar         | 12 20 |
| 9 35       | 1 55 | Ar                    | Chickasha     | Lv         | 12 00 |
| 10 15      | 2 35 | Ar                    | Duncan        | Lv         | 11 20 |
| 10 45      | 3 05 | Ar                    | Wichita Falls | Lv         | 10 30 |

**FLYING EQUIPMENT**  
2 Sikorski Monoplanes  
2 Travel Air Monoplanes—Whitcomb Motor  
1 Ryan Monoplane  
1 Travel Air Biplane—Whitcomb Motor  
1 OX-5 Travel Air Biplane—1 spare Whitcomb Motor

**ROBERTSON**  
MAIL - PASSENGER - EXPRESS

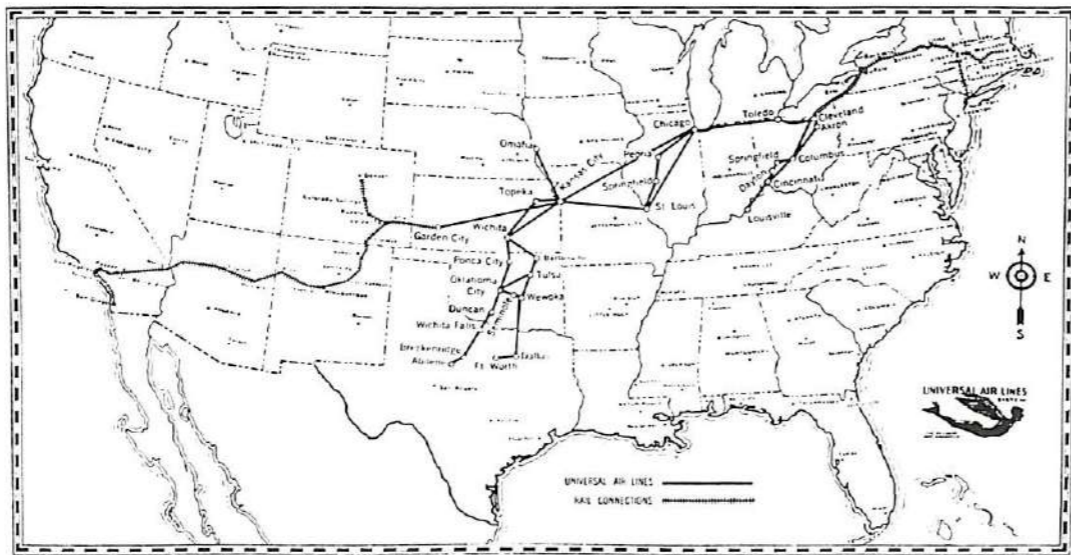
T. LOUIS - CHICAGO - KANSAS CITY - OMAHA

Division of Universal Air Lines System

PASSENGER SERVICE  
**TIME SCHEDULES**

ST. LOUIS  
CHICAGO  
KANSAS CITY

Subject to change without notice  
Corrected to December 1, 1928



Left and above: American Airlines predecessors, Robertson and Universal. Robertson came into existence in 1921, and is the earliest forerunner of American Airlines. It inaugurated air mail flights between St. Louis and Chicago, April 15, 1926, with Charles A. Lindbergh piloting the inaugural flight, a date often stated as the origin of American airline operations. Universal Aviation Corp. was founded in 1928 and acquired Robertson, Central\*, Continental\*, Braniff, Mid-Plane, Egyptian, and Northern, among others. \*Not associated with the later Central and Continental.

**Western Air Express Western Air Express**

**Travel by Air Travel by Air**  
Speed - Comfort - Dependability Speed - Comfort - Dependability

**MADDUX AIR LINES**

California and the Southwest

Left: Fall 1929 brochure of Western Air Express showing routes between Los Angeles and Salt Lake City, San Diego, San Francisco, and Kansas City. Right: TWA predecessor, Maddux, schedules from August 1, 1928. Flights were operated between San Francisco, Los Angeles, and intermediate points at this time.

Man's desire to fly is **UNIVERSAL**

**UNIVERSAL AIR LINES SYSTEM**

**Travel by AIR**

**UNIVERSAL AIR LINES SYSTEM**

**NEW YORK-LOS ANGELES**

| Westbound Read Down                 |                                       | Eastern Standard Time |             | Eastbound Read Up |                                       |
|-------------------------------------|---------------------------------------|-----------------------|-------------|-------------------|---------------------------------------|
| Day                                 | No. 11 "Southwestern Limited" (Daily) | Miles                 | PORTS       | Miles             | No. 12 "Southwestern Limited" (Daily) |
| Sun.                                | 5 00                                  | Ex.                   | New York    | Ar.               | 9 50                                  |
| Sun.                                | 2 10                                  | Ex.                   | Boston      | Ar.               | 12 25                                 |
| Mon.                                | 6 05                                  | Ar.                   | Cleveland   | Ex.               | 9 00                                  |
| Via Universal Air Express           |                                       |                       |             |                   |                                       |
| Mon.                                | 7 10                                  | Ex.                   | Cleveland   | Ar.               | 7 45                                  |
| Mon.                                | 8 15                                  | Ex.                   | Toledo      | Ar.               | No Stop                               |
| Mon.                                | 9 15                                  | Ar.                   | Chicago     | Ex.               | 4 00                                  |
| Mon.                                | 9 45                                  | Ar.                   | Chicago     | Ex.               | 3 53                                  |
| Mon.                                | 1 50                                  | Ar.                   | Kansas City | Ex.               | 12 18                                 |
| Mon.                                | 2 30                                  | Ar.                   | Kansas City | Ex.               | 11 48                                 |
| Mon.                                | 5 20                                  | Ar.                   | Garden City | Ex.               | 8 10                                  |
| Via Atchison Topeka & Santa Fe R.R. |                                       |                       |             |                   |                                       |
| Mon.                                | 6 10                                  | Ex.                   | Garden City | Ar.               | 7 52                                  |
| Wed.                                | 9 15                                  | Ar.                   | Los Angeles | Ex.               | 12 30                                 |
| Wed.                                | 12 45                                 | Ar.                   | San Diego   | Ex.               | 9 40                                  |

At Cleveland, bus connects with "Southwestern Limited." For passengers originating at Cleveland, bus leaves Hotel Cleveland, Holladay, Starke and Winton 35 minutes before departure of plane. At Chicago, bus leaves Hotel W. 15 minutes before departure of plane. At Kansas City, bus leaves Hotel President 20 minutes before departure of plane, stopping at Hotel Marlborough, Baltimore and Board of Trade Office enroute to the airport. At Garden City, buses transport passengers between the airport and the Santa Fe railroad station.

\*Planes will stop at Toledo westbound, for passengers who make reservations at point of departure before planes leave Cleveland.

**PLANE TRAIN**

Left: Transcontinental Air Transport (T.A.T.) acquired Maddux. T.A.T. operated a transcontinental air-rail network over the routes & schedules shown at center. T.A.T. and Western Air Express merged in 1930 to form TWA - Transcontinental & Western Air, Inc. TWA's first timetable, from October 25, 1930, is shown at right.

**PENNSYLVANIA RAILROAD**

| Westbound Read Down |                      | Eastbound Read Up |                   |
|---------------------|----------------------|-------------------|-------------------|
| Day                 | "The Airway Limited" | Day               | "The American"    |
| 6 05 PT             | Ar. New York City    | 9 50 PT           | Ar. Port Columbus |
| 7 45 PT             | Ar. Port Columbus    | 7 46 PT           | Ar. New York City |

(A new station stop north 7 1/2 miles east of Columbus, Ohio.)

**TRANSCONTINENTAL AIR TRANSPORT, INC.**

| Westbound |                   | Eastbound |         |
|-----------|-------------------|-----------|---------|
| Day       | Read Down         | Day       | Read Up |
| 8 18 PT   | Ar. Port Columbus | Ar.       | 7 13 PT |
| 9 15 CT   | Ar. Indianapolis  | Ar.       | 4 37 CT |
| 9 28 CT   | Ar. Indianapolis  | Ar.       | 4 22 CT |
| 12 03 CT  | Ar. St. Louis     | Ar.       | 2 15 CT |
| 12 18 CT  | Ar. St. Louis     | Ar.       | 2 00 CT |

Fred Harvey luncheon on plane.

| Westbound |                    | Eastbound |          |
|-----------|--------------------|-----------|----------|
| Day       | Read Down          | Day       | Read Up  |
| 2 47 CT   | Ar. Kansas City    | Ar.       | 11 38 CT |
| 3 02 CT   | Ar. Kansas City    | Ar.       | 11 43 CT |
| 4 56 PT   | Ar. Wichita        | Ar.       | 10 10 CT |
| 5 11 CT   | Ar. Wichita        | Ar.       | 9 55 CT  |
| 6 24 CT   | Ar. Airport, Okla. | Ar.       | 8 55 CT  |

(Terminal held stop four and one-half (4 1/2) miles west of Wainona, Okla.)  
T. A. T. aero car service to Harvey House for dinner.  
T. A. T. aero car service to Airport, Okla.

**ATCHISON, TOPEKA & SANTA FE RAILWAY**

| Set-out Pullman ready "The Missionary" |                    | Breakfast in Harvey House |          |
|--|--------------------|---------------------------|----------|
| Day                                    | Read Down          | Day                       | Read Up  |
| 11 00 CT                               | Ar. Wainona, Okla. | Ar.                       | 8 10 CT  |
| 8 20 CT                                | Ar. Coors, N. M.   | Ar.                       | 11 35 CT |

Breakfast in Harvey House set-out Pullman ready "The Scout"

**TRANSCONTINENTAL AIR TRANSPORT, INC.**

| T.A.T. aero car service to Fortuit, N. M. |                        | T.A.T. aero car service to Clovis, N. M. |         |
|---|------------------------|--|---------|
| Day                                       | Read Down              | Day                                      | Read Up |
| 8 10 MT                                   | Ar. Fortuit, N. M.     | Ar.                                      | 6 54 MT |
| 10 17 MT                                  | Ar. Albuquerque, N. M. | Ar.                                      | 5 10 MT |

Fred Harvey dinner at Albuquerque airport.

| Westbound |                        | Eastbound |         |
|-----------|------------------------|-----------|---------|
| Day       | Read Down              | Day       | Read Up |
| 10 32 MT  | Ar. Albuquerque, N. M. | Ar.       | 4 40 MT |
| 1 12 MT   | Ar. Window, Ariz.      | Ar.       | 2 29 MT |
| 1 27 MT   | Ar. Window, Ariz.      | Ar.       | 2 14 MT |

Fred Harvey luncheon on plane.

| Westbound |                    | Eastbound |          |
|-----------|--------------------|-----------|----------|
| Day       | Read Down          | Day       | Read Up  |
| 2 31 PT   | Ar. Kingman, Ariz. | Ar.       | 11 50 PT |
| 2 46 PT   | Ar. Kingman, Ariz. | Ar.       | 11 35 PT |
| 5 52 PT   | Ar. Los Angeles    | Ar.       | 8 45 PT  |

Upon arrival at Grand Central Air Terminal, Glendale, Los Angeles, Cal., passengers destined for San Francisco will have the option of selecting an overnight train or of proceeding the following morning via Maddux Air Lines, without additional transportation charge.

T. A. T. passengers eastbound will have the option of proceeding from San Francisco via Maddux Air Lines on the previous afternoon or may leave by train the previous night. This transportation is included in the prevailing T. A. T. rate from San Francisco.

**TRANSCONTINENTAL & WESTERN AIR, INC.**

America's First 36-Hour Transcontinental Passenger Service

**THE NATIONAL SKYWAY**

**Schedules and Fares**  
Effective October 25, 1930

Left: Universal's timetable from November 1929. The airline put together a transcontinental air-rail network (right) between New York and Los Angeles. The New York Central R.R. was utilized between New York and Cleveland; Universal between Cleveland and Garden City, Kansas; and the Atchison, Topeka, and Santa Fe Railway System (Santa Fe) between Garden City and Los Angeles-San Diego.

# Back in time from new ware for Air Jamaica, and others, to the Do X and Gen. MacArthur

**A**BCO International has done it again. They have supplied a GREAT new airline china pattern. This time it is for Air Jamaica (#1). The airline has purchased new china to complement its enhanced First Class service. This new pattern was first used on 11 MAY 96 on a flight from London-Gatwick to Kingston, Jamaica.

The design consists of a gold pinstripe on the edge with horizontal colored bands in dark blue, gold and rose. The "Love-bird" logo is in gold.

Previous Air Jamaica china was supplied by TQ Tradex Ltd. of Montreal and Royal Stafford on England. This is ABCO's first order from Air Jamaica and it included the following pieces: 1,500 casseroles, 500 dozen cups, 400 dozen saucers, 625 dozen bowls, 1,300 dozen bread and butter plates and 825 dozen dinner plates. In addition to these, there were also 90 dozen service plates.

ABCO said the body shape and size for this new service is the same as that used by Delta Airlines. The multi-colored decoration on the china represents a new color scheme recently introduced by Air Jamaica. All the china is backstamped with the airline's name.

Now from the newest to one of the oldest china patterns. At the Gaithersburg, MD transportation show last November, a Dornier Do X cup and saucer set was offered for sale (#2 and #3). As a reminder, the Do X made her first flight in July 1929. Capt. Friedrich Christiansen commanded the flying boat's first transatlantic flight - an island-hopping journey from Lisbon, Portugal to Natal, Brazil, via the Canary Islands, the Cape Verde Islands and the island of Fernando do Noronha, in the spring of 1931.

Incidentally, the "X" in the designation is often interpreted as standing for "unknown quantity," as at the start of the design, no one knew where it would lead to.

This china features a gold and red decoration. Both pieces are backstamped.

Sometimes it pays to go to non-airline shows to discover, and best yet, add a treasure or two to your collection.

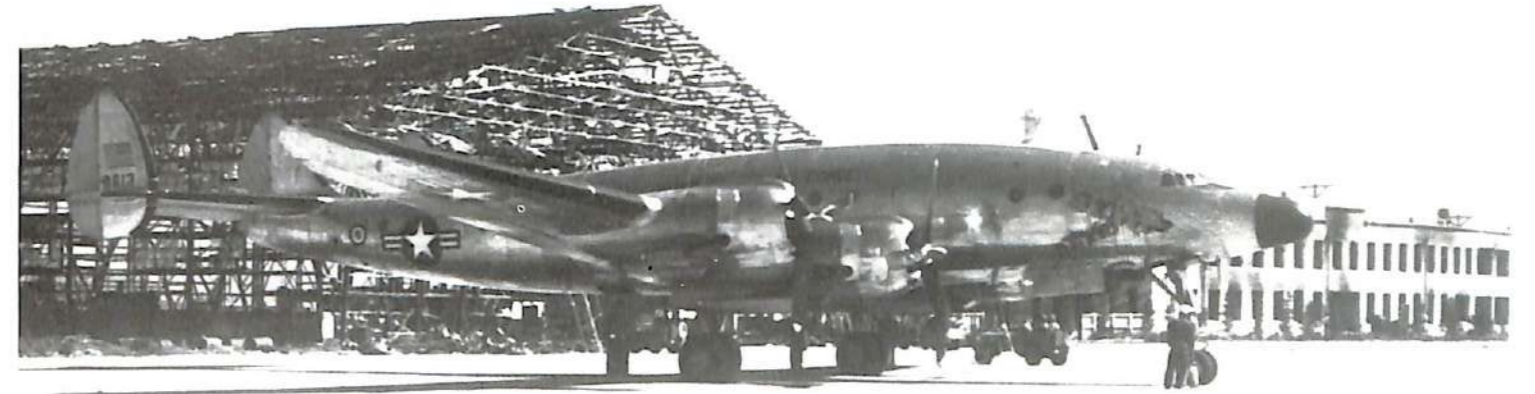
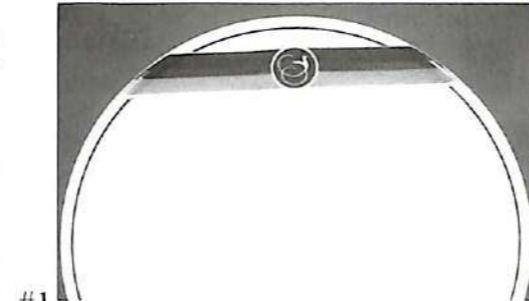
Moving up a few years, photo #4 shows the china set that General MacArthur (U.S. Army) used on his private plane, the SCAP. As shown in the photograph, the china is plain white with five gold stars. This special ware was made by Hokutooha of Japan. Most likely this service was used after World War 2 and during the Korean conflict. If you want to see this china for yourself, it is on display at the MacArthur Memorial in Norfolk, VA.

MacArthur's Constellation, SCAP, is shown in photo #5, while photo #6 shows the General lighting up his famous corn-cob pipe. The picture is dated November 1950. No location for either photograph is indicated.

*Right, top: #1. New Air Jamaica pattern by AVCO International.*

*Right, center (#2) and bottom (#3): Cup and saucer set of the Dornier D X.*

*Below: #4. China set used by Gen. Douglas MacArthur on board his private airplane, SCAP.*



#9 The new TWA china service (#7) has been purchased through ABCO International. The ramekin decoration has only the letters "TWA" in red. Each piece is backstamped TWA as shown in photo #8.

Another new Midwest Express china pattern (#9) was supplied by, guess who ... ABCO International. This new pattern will be introduced into service this summer. Made in the Orient, the ware is decorated with a repetitive treatment of blue Midwest lettering. The type font of the letters is slightly different from the one used in the previous gray pattern. If any of you have seen the Midwest Express airplanes lately, you have noticed the spiffy new paint job. Now each aircraft has new china on board too!

Presidential Air now provides a first class service and with that service comes new china (#10), supplied by ABCO. The simple decoration is gold. The airline ordered 20 dozen 9-1/4" plates, 20 dozen

*Top of page: #5. Gen. Douglas MacArthur's C-69 Constellation SCAP.*

*Left top: #6. Gen MacArthur lighting up his famous corn-cob pipe, NOV 50.*

*Left center: #7. The new TWA service, supplied by ABCO International.*

*Left bottom: #8. Backstamp on TWA piece.*

*Above top: #9. New Midwest Express china, also by ABCO International.*

*Above, bottom: #10. ABCO also supplied this Presidential Air first-class china.*

## ButterPat World is available!

This 256 page hardcover book contains 226 airline china patterns.

Also included are over 400 railroad and ship patterns.

This is the FIRST book that features ALL transportation china.

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7-1/4" plates, 20 dozen 6-1/4" plates and 10 dozen 10-ounce mugs. The airline operates three A300s which provide service between Long Beach, California, and Houston and between Houston and Atlanta. Each aircraft has 24 seats in first class service. Presidential is headquartered in Long Beach.

Supplied for AeroPeru by Florencia in Chile, this plain-white china (#11) contains a cobalt blue logo. I am not sure how full of a china service the airline uses.

Conti-Flug of Germany used this Royal Doulton china (#12) on some of their domestic flights in Germany. The lettering on the ware was in gold. Conti-Flug was formed in 1967 and ceased operations on 22 AUG 94.

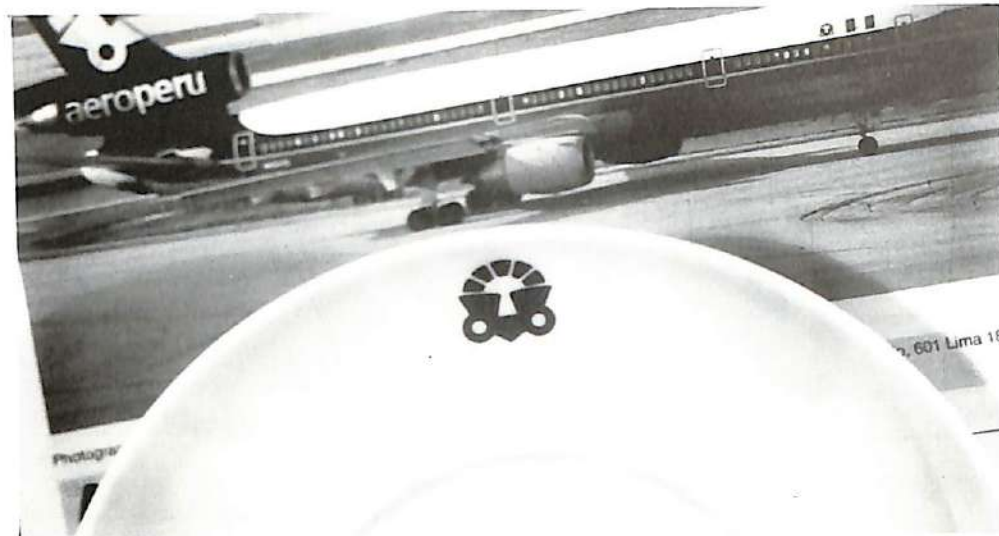
Getting back to the military, Pickard China (an American company) produces a special pattern for U.S. Air Force wing commanders (#13). The decoration colors on these ornate plates are cobalt blue and gold. Pickard also supplies china for Air Force One, the presidential aircraft.

Going back to the 1960s and 1970s, Air America (a CIA operation) ferried VIPs around Southeast Asia. This porcelain dinnerware (#14) was used on their airplanes and it was made by Noritake of Japan. The decoration consists of a red, white and blue shield, lettering Air America in blue, silver wings and a silver pinstripe on the edge.

If you have flown on Virgin Atlantic lately and had booked in "Upper Class," you will have seen these cute little salt and pepper shakers (#15) on your food tray. They are silver-plated plastic. On the bottom of one foot it says "pinched from" and on the other one its says "virgin atlantic." How's that for an advertising item?

That's it for now. I'll be attending some airliner shows and if I am lucky, the next column will feature a flock of salt and pepper shaker sets. Some common, and perhaps a few on the rare side.

Until next time. Get out there and dig up that airline china. Remember, today's common pattern will be tomorrow's collectible.



#11

**Above:** #11. Plain white AeroPeru china by Florencia of Chile.

**Left:** #12. Royal Doulton manufactured this china for domestic flights of Conti-Flug of Germany, now out of business.

**Below:** #13. Special pattern for USAF wing commanders, by Pickard China.



#12



#13

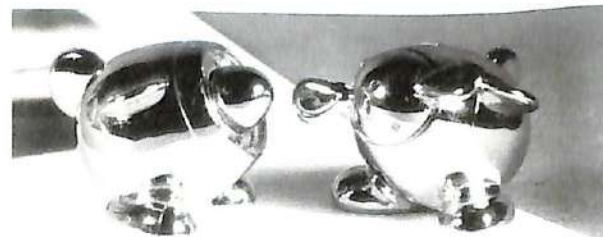
**Below:** #14. Air America (a CIA "airline") used this porcelain dinnerware on flights ferrying VIPs around Southeast Asia. Made by Noritake of Japan.

**Below:** #15 Cute little salt and pepper shakers used in Virgin Atlantic's "Upper Class" service.

#15



#14



26

## AIRLINE MODELING

Gerry Cole

# Clouds on the horizon: not enough models for new decals now available

Another three months have gone by and the flood of new airliner decals and detailing parts continues unabated. The clouds on the horizon, however, note that all will be for naught without kits upon which to lavish these aftermarket components. When is the last time you saw an Airfix 1/72 scale HP Jetstream kit in your local hobby shop? How many built-up Welsh 737-300/400/500 kits have you seen, or is everyone waiting for the mythical Revell-AG 737 kit in 1/144 scale? If the airline modeling hobby is to continue its growth, we will need fresh supplies of buildable kits at reasonable prices. We should all be thankful for Airfix and their continued production, with an occasional re-release, of their line of 1/144 scale airliners.

### Kits and Conversions

A number of kit reports have appeared on the new Revell-AG Fokker 100 kit in 1/144 scale. I won't bore you with another, except to say it appears worth the wait. The moldings feature fine engraved panel lines, perhaps a little big for 1/144 scale, but you can always fill them, if you like. The wing leading edge strakes needs to be sanded thinner, and there is some shrinkage on the flap track failings that will need filler. A clear cockpit windshield and wingtip light covers are provided and you can use Krystal Klear for the cabin windows. The detailing on the engine intake and exhaust is very good. Most reviewers note that the lower wing halves, parts #4 and #7, need to be thinned vacuum-style at the trailing edge, so that their thickness matches the ailerons and flaps molded in parts #5 and #6. This is a small price to pay for thin trailing edges. The registration and color fidelity on my decal sheets was excellent, and they haven't yellowed yet. There are no silver frame decals for the Swissair version, but they are available from either ATP or AHS. At about \$16.50 U.S. retail, the price is reasonable when compared to the



**Above:** Braniff L-188 Electra in 1/72 scale, built by Jim Fullingham.

**Below:** Tony Schneider built this TWA L-1011 TriStar in 1/144 scale.



likes of the old Airfix DC-9 in the same scale.

If you'd like to contact the good folks at Revell-Europe with suggestions for new

airliner kits, write to Revell AG, Postfach 2609 and 2620, D-4980 Bunde 1, Westfalen, Germany. If you are missing a part, try the same address with attention to "Consumer Service, Department X"



The address for parts or suggestions at Revell-Monogram remains: 301 N. Third Avenue, Des Plaines, IL 60010, U.S.A., phone (708) 966-3500. Revell-Monogram is considering the re-release of some of their older airliner kits. This would be a good time to write them with your suggestions, in care of Sandi Moritz, at the above address.

A couple of new items are available from Fan Jet Productions. First is a one-piece resin fuselage to convert the Hasegawa 1/200 scale 727-200 into a-100. The intake looks all right, with the proper oval shape, but the builder of the fuselage master (the master apparently began as a Hasegawa -200 fuselage) had some problems that have been translated into the finished product. The area aft of the wing root fairing is very poorly mastered, with a large "step" just aft of the root fairing that goes almost all the way around the fuselage. In the center engine exhaust area, where the kit nozzle will fit, the left side of the fuselage is considerable smaller than the right half. The typical Fan Jet shallow impression cabin windows are included, yet no attempt has been made to show the proper 727-100 spacings on the right side that are considerably different from the -200. The cockpit windows are bulged-out from the fuselage surface, and will need careful sanding to provide a smooth surface for window decals. The conversion kit instructions note that three pieces are included, yet my package had only one. This was an error in the instruction sheet, as the Hasegawa engine nacelles can be used, perhaps shortening the mounting tap that fits into the fuselage. In summary, I found this a disappointing product.

Also new from Fan Jet are 1/200 scale GE CF6-50-C2 engines for updating the Hasegawa A300 kit. These are some of Fan Jet's better work, although they suffer from

being a one-piece molding. The area behind the fan section at least has a depression molded around it, making painting somewhat easier, and the intake area is relatively smooth. Again, this appears to be a copy of a Hasegawa engine molding adopted for use on the A300.

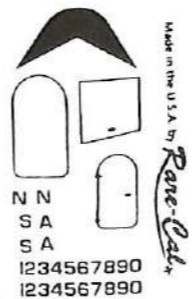
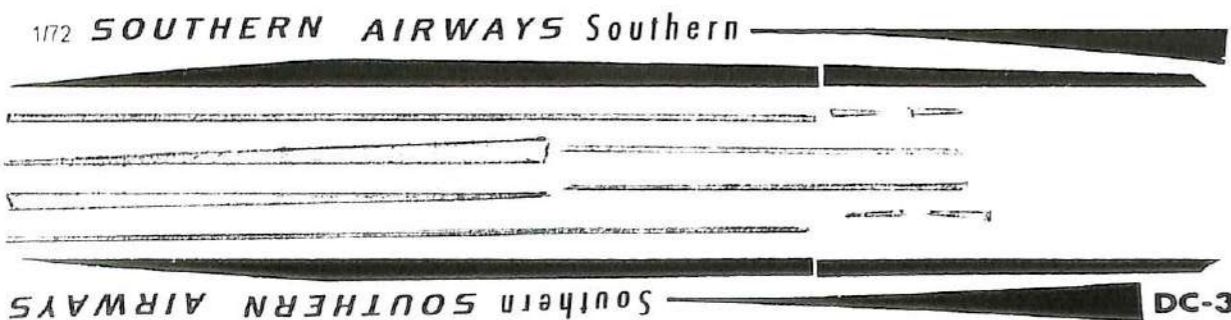
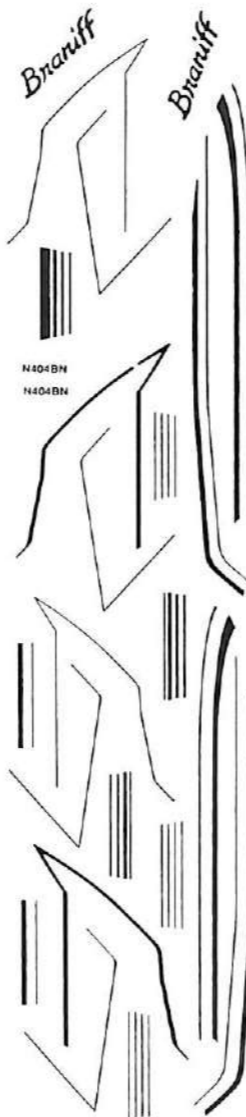
The continuing problem with these parts appears to be accuracy of the masters as I can't fault the resin castings themselves. Fan Jet has already withdrawn some of their parts from production so that corrections and improvements may be made. This includes the P&W 4000 engine for the 1/144 scale A310 that was reviewed in the previous issue and which was, in Fan Jet's own words, "completely wrong." While this is a commendable policy, it might be better to determine the product is correct before release to production, even if time to market is increased a little. I find myself on difficult ground here. While I wish to foster efforts by new manufacturers like Fan Jet Productions, especially when their product line shows so much promise, I also have an obligation to you readers to express an honest opinion about the quality and accuracy of the product.

Airwaves in the U.K. continue their production of etched brass detail sets for the Airfix line of 1/144 scale airliners. The latest one to appear locally is AC4403 for the DC-9. The single double-etched fret includes parts for the cabin entry way, including fuselage exterior and interior doors, bulkheads and a floor section. There are baggage doors with handle detail, railings for the aft exit stairway, antennas, nose

**Right: Flight Path Braniff ultra sparkling burgundy 727-200 decal.**

**Below: RareCal 1/72 scale DC-3 decal for Southern Airways.**

880000



Made in the U.S.A. by Rare-Cal

pitot tubes, landing gear doors, stone deflectors for the wheels and some really neat parts for the under-belly wing refueling station. Replacements for the engine fans are also included, but they appear little better than the kit parts. This is the most interesting set from Airwaves that I have seen. It retails for about \$8 U.S. and it is worth getting if airliner detailing is your thing. Now, if somebody would only do some good 1/144 scale airliner seats.

#### Decals

There are lots of new decals this time, so let's get right to it. The big news this time is Braniff. No, not another start-up rumor for Braniff IV, but decals from Vince Klimas at Aerocolours Graphics. His new Flight Path release will allow the modeler to do just about any standard Braniff livery from the solid color schemes up through the ultra colors. In all, there are 60 decals in 1/72, 1/144 or 1/200 scales! Starting with the widebodies, we have the 747 "Big Orange" and the leased orange-stripe 747-100 in 1/144 and 1/200 scale, the solid color BAC 1-11s in 1/144 scale and solid color DC-8-62s and 727-100/200s in both 1/144 and 1/200 scales. For the later "Flying Colors" livery aircraft, there are orange/ochre, light blue/dark blue, red/gold and light green/dark green 707/720s in 1/144 and 1/72 scale and the same color pairs on the 727-100/200s and DC-8-50/62s in both 1/144 and 1/200 scales. For the even later Braniff "ultra look," Aerocolours has the DC-8-62 in 1978 Braniff persea green, mercury blue, light blue and burgundy/terra cotta in both 1/144 and 1/200 scales. There are decals for the persea green and mercury blue liveries from 1978 and 190 (the same decals sheets have both Braniff and Braniff International titles, the stripes are identical) for the 727-100/200 and the light blue and sparkling burgundy 1967 liveries in 1/144 and 1/200 scales. If you haven't seen your favorite yet, consider the gold/gray, lime green/bright blue, purple or red 1990 Braniff International colors for the 727-200 in 1/144 and 1/200 scales. Finally, there is the chocolate brown/burgundy/terra cotta colors with the 1978 or 1990 lettering on the 727-200 in 1/144 and 1/200 scales. The prices are a very reasonable \$5.50 U.S. for 1/200 scale sheets, \$6.50 for 1/144 scale sheets and \$8 for the 1/72 scale sheets. The decals include stripes, titles and representative registra-

tion numbers for one aircraft of each type/livery, along with exit door outlines and nosewheel door fleet numbers. For the ultra scheme decals, masking templates are provided. You might want to separate the stripes and apply each individually, as this approach should help overcome the problems with the old 727-200 ultra sheet. I'd personally rather tackle a decal job like this with maximum flexibility than trust that my model will fit the decals perfectly. Having said this, nobody has promised these ultra schemes will be easy to do.

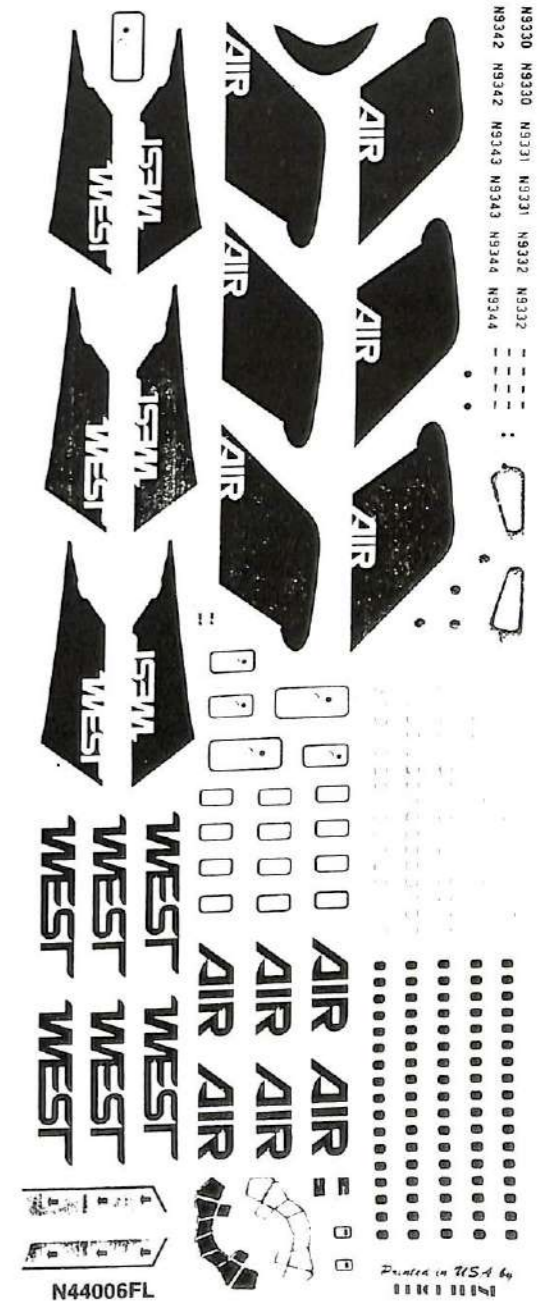
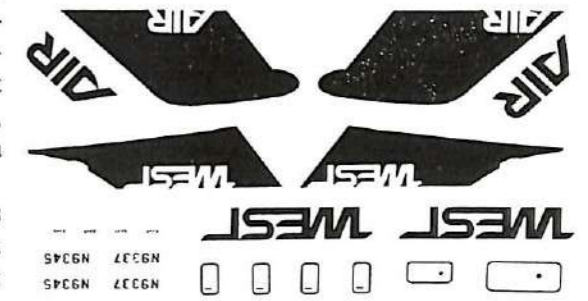
My personal thanks to Vince Klimas for the many review decals. If what you need in Braniff isn't there, either wait a while, or read the next paragraph.

Ed Weldon of C.B.S. Models has released his own bunch of Braniff decals. I have already reviewed their RareCal 727/737/DC-8/DC-9-15 set for the Braniff II and III ultra blue schemes, the one that includes the Dallas Cowboy 727-200 logos. Well, they are at it again with 727 Braniff I ultra green, ultra terra cotta, Calder red white and blue Bicentennial flag markings and (coming soon) the Calder red and yellow DC-8 in 1/144 and 1/200 scale. They also have the Braniff II 727s in red, gray and blue in both scales, and a whole flight line of colors (your choice) for the Braniff III 727s. Prices are \$5 U.S. for the 1/144 scale sheets and \$4 for 1/200 scale. The 1/144 scale 727 Dallas Cowboys, Braniff II and III decal, with the DC-8, DC-9 and 737, is now available separately for \$7. Most of these decals are printed on solid clear sheet, and registration between colors varies from sheet to sheet. As noted above, you might consider cutting each stripe from the sheet and applying each one separately. The Braniff ultra and Calder fleet, however, is arguably the most colorful ever flown by a major carrier.

RareCal has also some interesting sheets for larger-scale models, including the 1/128 scale Convair 240 in American delivery scheme and 1/72 scale DC-3 of Southern and Trans-Texas. The TTA scheme is especially attractive, with lots of red, white and blue markings. In fact, a postcard of a DC-3 in a similar livery appeared on p.52 of the Fall 1995 issue of the CAPTAIN'S LOG.

From an unlikely source come mark-

**Below: RareCal 1/72 scale DC-3 decal for Southern Airways.**



Printed in U.S.A. by Rare-Cal

ings for Italian airliners in 1/72 scale. Tauro Decals have produced sheet ART 72-529 for a JU-52/3m and an SM-79, both of Ala Littoria. The JU-52 is in natural metal with black trim, red/white/green stripes on the wing and fuselage, plus a large flag on the tail. The SM-79 is a simpler airliner conversion based on the old but good Supermodel kit of the SM-81 bomber and is finished in cream with black trim and registration numbers with Ala Littoria - S. A. titles. There are some spare Ala Littoria, Avio Linee Italiane S. A. and Linee Atlantiche titles on the decal sheet. If someone has information they would be willing to share on these subjects, let me know. Tauro Decals sheet ART 72-547 may also be of interest, as it contains decals for the DC-6 and Beech-18 (C-45) in Italian military service. These decal sheets are distributed in the U.S. by AMD/Squadron and retail for about \$7 each.

Also new in 1/72 scale is a Cloudmaster decal sheet for the Heller DC-6B kit in Transavia Holland markings. Either of two schemes may be built, both featuring the

*Right: Tony Schneider's Valujet "Crittter" in 1/144 scale.*

multi-green markings with the large black "T" on the forward fuselage and fin. The decals are very complete, with excellent instructions. Cloudmaster is a division of Dutch Decal, a well-recognized producer of decals of military aircraft from European countries. Dutch Decal is located at Kerkstraat 2, 2471 AP Zwammerdam, The Netherlands. For availability in the U.S. or Canada, I suggest you try Meteor Productions in Virginia. Future releases include sheet 72-02 for WW2 civil camouflage schemes for a BOAC/KLM DC-3, a KLM DH-89 and a Mosquito VI, and sheet 72-03 for a KLM DC-6. Thanks to the folks at Dutch Decal for the review sample.

Aviographics continues to release new decals of high quality with good instructions. They have taken a different design approach with some of their sheets. Sheet AG2020, for example, has markings for the Piedmont 767-201ER in 1/200 scale. Unfortunately, without the white outline titles needed for the last bare-metal aircraft prior to the merger with USAir. All blue

stripes, red logos and blue door outlines are included, along with aircraft names and registrations for four aircraft. The retail price for this sheet is \$5.50. For additional generic 767 decals, they offer a detail sheet AG2025 that includes separate black windows and silver frames, silver door scuff plates, gray door outlines and two different types of wing emergency exit walkways. This decal retails for \$4 and will be applicable to either a -200 or any of the three different -300 fuselage configurations illustrated on their instruction sheet. Similar generic decals are available for the 727 and 737 in 1/144 and 1/200 scales, with the generic sheets in 1/144 scale retailing at \$5.

Aviographics next releases include the Saudia fleet with their current green-tail livery, including the A300, 737, 747, DC-8 and L-1011 in 1/144 and 1/200 scales. Prices range between \$6 and \$7.50, depending on scale and subject. They will be



printed in up to nine colors per sheet. This series will be followed by decals for the Overseas National "Ship's Wheel" fleet of DC-8-20 through -50, DC-8-61 and -63, the DC-9-30 and DC-10-30 in 1/144 and 1/200 scales. Prices will range between \$5.50 and \$6.50. Should you wish to place orders, obtain information or make suggestions, try Aviographics' Walt Moeller's FAX number, (513) 722-1327. My thanks to Walt for the review decals and list of upcoming products.

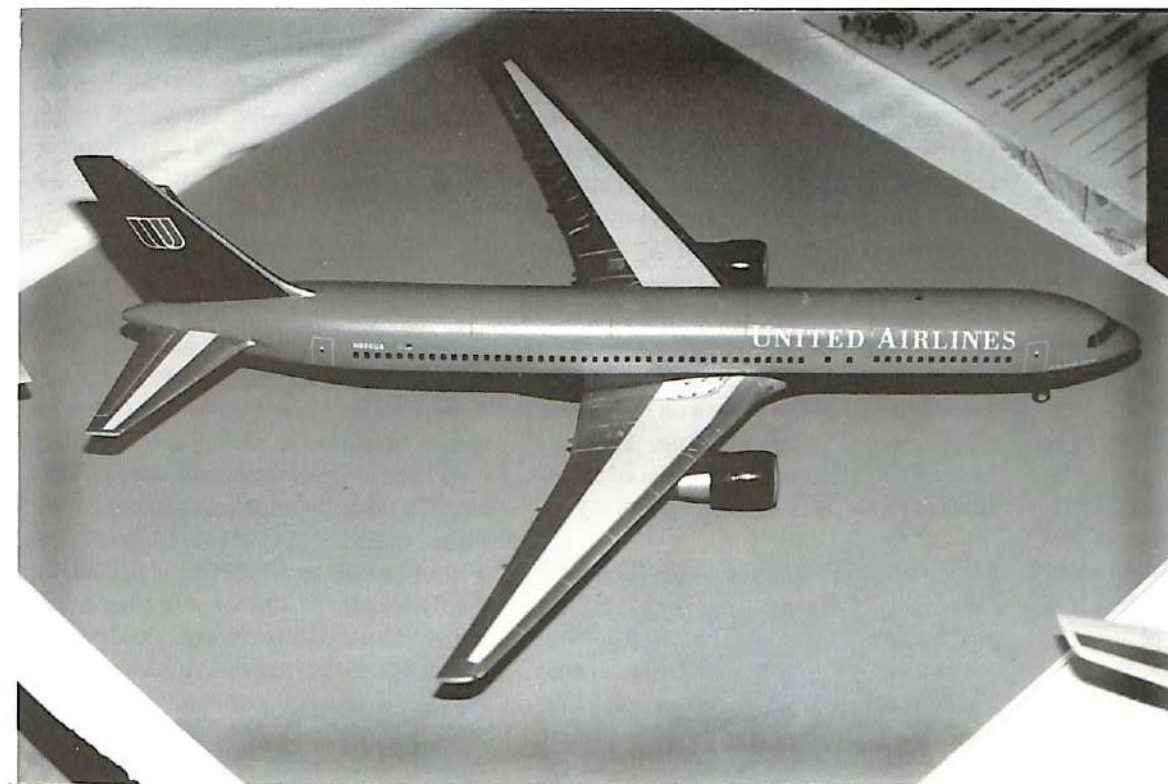
Flightline Decals, who I understand used to be Fowler Decals many years ago, have announced a number of sheets of considerable interest. Although the company hasn't answered my request for written information, I have purchased two of their decals from AA/ATP. Sheet N44003 is for an Alitalia DC-9-30 or MD-82, either air-

craft featuring a white fuselage, broad green stripe and the familiar green and red tail logo. All titles, registrations and a variety of aircraft names are included, along with cabin and cockpit windows, door outlines and wing walkways. I really like the idea of separate black windows and silver window outlines, so those of us who like to keep see-through windows and silver frames can do so without purchasing additional decals. The instructions are excellent and very complete. Sheet N44006 does any one of eight different AirWest DC-9-30s. While this may seem a partial duplication of previous Aerocolours Graphics decal sheets on the same subject, it may not be so. The green and "gold" colors are quite different on this decal, the green more lime and the "gold" definitely non-metallic, more a Southwest Airlines ochre. The colors on the Flightline decal match the pre-delivery Douglas photo of an AirWest DC-9 (N9395) in Arthur Percy's "Douglas DC-9" book. I have had one "gold"

decal controversy this year and I don't need another. Let me suggest the following: if you combine this decal with some of the Aerocolours Graphics' AirWest DC-9 decals, you could do a whole flock of AirWest DC-9s in a variety of different colors and registrations. You could mix and match the Aerocolours registrations and some of their titles with unused parts of the Flightline sheet. That way you can be as comfortable as your own references that the colors are "correct", or you can just do what looks good to you. The Flightline Alitalia decals retail for \$6, the AirWest decal for \$7. Both are available from Clint Groves at AA/ATP.

Liveries Unlimited has a veritable flood of new releases. In 1/144 scale we have sheet A4-063 for the NICA Nicaraguana 737-200 with an all-white fu-

selage and blue tail, with green trim and sheet A4-071 for the Transavia Holland new colors 737-200 with all-white fuselage and blue and green trim. Both sheets have all the usual good bits, windows with integral silver frames, door and window emergency exit outlines and small "detail decals" that continue to earn Jennings Helig so much praise. Also in 1/144 scale is sheet A4-072 for the white fuselage Adria DC-9-30 with billboard lettering in dark blue with an aqua "shadow" on the tail "A". I remember seeing a sad photo of one of these aircraft, the fuselage riddled with bullet holes from the Bosnian conflict.



*Left: United Airlines 767-300 in the airline's new colors. It was photographed at the 1996 IPMS Nationals. I did not catch the name of the builder, nor do I know the kit or the scale. Good use was made of the Aerocolours Graphics/Flight Path decals.*

Staying "on the continent," we have sheet A4-068 for the LOT Polish 767 in -200 and -300 versions with the delightful little badges for the nose. In either event, the GE engines are required here, so refer to my earlier column in the CAPTAIN'S LOG for modification details. The Iberia A320 with shades of red to yellow on top of an all-white fuselage is provided in sheet A4-069. The printers made an error printing the yellow on this sheet, and a separate sheet of brighter yellow stripes, flags and tail logo parts is included. I suggest you apply the extra stripes over the existing ones for best results. A typically nice touch is the second set of white Iberia titles. Although not mentioned on the instruction sheets, I assume they are provided for more opaque white titles when applied

over the red fuselage stripes.

In what might be called a "vintage line," Liveries Unlimited have done a British United VC-10 decal sheet A4-077 for the old Airfax kit in 1/144 scale. The scheme selected has a white fuselage crown with buff and medium blue stripes and black titles. All windows are included, along with excellent thrust reverser grills and three tiny windshield wiper decals. The British flags are printed as separate red and blue decals, to be laminated by the builder to provide better registration. Another printer error has resulted in an ad-

dendum sheet for the buff in a slightly darker color. There isn't much difference, so I'd be tempted to stay with the original color on this one. No silver window frames nor overwing or emergency exit markings are included, appropriate for the period of this decal.

Continuing with the vintage theme, sheet A9-001 is for a United Viscount 700 in 1/96 scale for the Hawk/Glencoe kit.

This is another white crown scheme, with the wide blue fuselage stripe and gold one below it that goes under the nose. A large United title with a separate white outline decal is provided for the wing, although the instructions note it was not always carried. Optional use white emergency exit markings are also included.

Cockpit and cabin windows are included in dark gray, although this is a case where see-through windows might be preferable due to the large clear area of the Viscount cabin windows.

Liveries Unlimited have brought out a new decal sheet, A4-078, for the Revell AG Fokker 100 kit (or the very nice Welsh Fokker 100 vacuform), showing the colors of Midway Airlines. You'll need to paint the vertical and horizontal tails yellow to match the fuselage stripe on this one, and the white outline for the blue "M" on the vertical tail is a separate decal. This sheet

is filled with little details: windshield wipers, bare-metal static ports, metal APU exhaust section, door bottom scuff guards and two tiny red and blue Fokker company logos for the tail. The instructions also note that Midway uses a different non-airstair door from the one provided in the Revell kit, once again showing their attention to detail. Sheet A4-070 is for the Leisure International 767-300ER in 1/144 scale. You'd probably seen this color scheme on the front cover of a well-advertised "from the cockpit" video from the U.K. The usual AirUK three-tone blue stripes are preceded at the nose with large Leisure titles in red and flow into half a British flag on the fin. Aircraft names for "Caribbean Star" and "Atlantic Star" are included. This is another GE-engine 767, but at least the win-

dow and door arrangement seems to match the Revell kit.

Moving on to the widebody decals, first comes sheet A2-035 for the Virgin Atlantic 747s from -200 through -400 in 1/200 scale. Only the -400 is shown on the instruction sheet, but you should have few problems locating photos of the earlier aircraft in the Virgin fleet. Ten aircraft names are provided, some in two different fonts, along with all the required registrations. As expected, all windows with silver frames are included. The vertical tail is to be done with one large decal. The safety instruction markings are especially well done on an outstanding decal sheet. Sheet A4-074 does the Virgin A340 in 1/144 scale for the Revell kit. Four aircraft names this time, with registrations, all windows and nice door details. With its red engine nacelles, this aircraft has my vote for the most-colorful of all the Airbus widebody aircraft. The real challenge for Liveries Unlimited in both these decals sheets has been to capture the delicate shades of red in the body and clothing of the full-scale "Scarlet Lady." The technology to do decals in the same manner as full-scale lithography (Frontier's photo-like tail images or Air Canada new colors tail maple leaves, for example) just isn't readily available. The Liveries Unlimited decal effect is perhaps somewhat better on the 1/200 scale sheets than in 1/144 scale, but I feel it is acceptable in both scales.

Sheet A2-031 has decals for the Flying Tiger 747-100/200 in the natural metal and 707 gray livery with broad red, white and blue diagonal fuselage stripes and a blue tail. Although a nearly windowless -249F is shown in the instructions, window decals are provided for those aircraft that kept their windows. Five aircraft names are provided. The white markings for the tail are provided in duplicate to better cover the dark blue. Always be sure the first decal applied has dried completely before applying the second one on top of it. Failure to do this will result in some of the most-truly frustrating few moments in modeling. Most of the widebody decals described here are available in 1/144 and 1/200 scales where kits in both scales are available. In addition to the decals described above, there are decals for the Eastern TriStar, Swissair Asia MD-11, Northwest 747 in their older colors and Aer

Lingus in 1/200 scale, plus American Airlines 727s and Fokker 100s, TAP Air Portugal A340, Aerolineas Argentinas older colors 727 and the colorful Ghana Airways DC-10-30 in 1/144 scale. There is also a double sheet A7-007, for the Heller DC-6B kit in 1/72 scale as American Airlines flagships in natural metal finish with their orange, blue and white trim. The decals include all cockpit and window decals, although by now you have probably determined I am not turned on by black or gray window decals in the larger scales.

Liveries Unlimited is still advertising "Miscellaneous decals" at \$1 each in their January catalog, but they now suggest you specify first choice of aircraft type when you order. Although there are printing defects on all these sheets, this is still the best buy in decals anywhere. They are available only direct from the manufacturer. There is also a plan where, in exchange for your charge card number, they will ship you all the new releases in either 1/200, 1/144 or larger scales, and provide a 10% discount. For those with large supplies of unbuilt airliner kits, you can sign up for all three scale ranges! Based on my knowledge of what is coming from Jennings Helig, I'd be tempted to go for the subscriptions.

The 1996 AA/ATP catalog lists decal AM-02 for a United Express Brasilia in the gray fuselage and blue fuselage with white titles. Clint notes that the decal could fit the 1/144 scale Welsh or Sasquatch kits. I was intrigued, especially after he told me he did not remember selling one. The decal is reasonably well printed, although the white titles are invisible against the white decal paper. There isn't very much color difference between the blues in the tail background colors, so I would consider robbing an unused tail decal from the Aerographics/Flight Path United 1/200 scale 737 sheet for a replacement. Black decal de-icer boots are included, along with some panel lines for the engine nacelles. The cabin and cockpit windows are provided in a gray that would blend well with the fuselage color, making them almost invisible. You could either use real windows with the Welsh kit, or try to find substitutes in the decal scrap box.

With Braniff colors so much in the forefront this time, I thought it appropriate to

lead off this column with a shot of the airline's Lockheed L-188 Electra in 1/72 scale. It was built by Jim Fullingham and shown at the IPMS Nationals. I assume this is a conversion based on the Hasegawa P-3 Orion kit, but the source of Jim's decals is unknown to me.

I did not catch the name of the builder of the United Air Lines 767-300 at the Nationals last year, but it shows good use of Aerocolours Graphics/Flight Path's United new colors decals.

The Trans World TriStar was built and photographed by Tony Schneider of Louisville, KY. He used the Airfix 1/144 scale kit with the AHS window decals, Humbrol #11 silver paint for the engines and Bare Metal foil for the leading edges. Tony also did the Valujet "Crittter" scheme on an Airfix 1/144 scale DC-9-30. The decals are from Liveries Unlimited. He used Humbrol #89 blue, lightened quite a bit, for the tail color.

#### Departure Lounge

I did not count the number of new airliner decal releases since the previous issue, but the number is well over 100!

There are now three publications dealing in part or total with airline modeling. Please, with all this maniacal growth of airline modeling, don't forget that we at the CAPTAIN'S LOG were sharing information about airline modeling when nobody else cared. Between Dave Minton and myself, we span almost 20 years of modeling information for the airline buff. And we still publish your modeling information and your photos of completed projects. I am looking forward to receiving them.

#### The "Good Old Days"

Flying was more adventuresome in the "Good Old Days," or so they say.

These are the instructions a Trans Canada Airlines stewardess carried with her on a flight from Vancouver to Seattle before WW-2:

"Warn passengers against throwing cigarettes and cigars out the window; keep the clock wound in the passenger cabin; carry a railroad timetable in case the plane is grounded; keep an eye on passengers when they go to the rest room to be sure they don't mistakenly go out the emergency exit."

## JUNIOR CREW INSIGNIA

Stan Baumwald

# Trip to the Orient yields new NORTHWEST wing

In October, Amy and I went on a trip to the Orient and I am happy we did. How else would we have found out Northwest Airlines has a new junior wing (#1). Actually, it is the same as NWA-11, except it has a stick back, instead of a pin back.

One of our stopovers was at Hong Kong and as usual when we go to a city with an airline based there, I drop in to say hello and see what I can pick up. Especially since Cathay Pacific has a new color scheme.

Upon arriving at the office that deals with the Discoverers Club, I tried to join their Young Discoverers Club just to get on the mailing list. It proved absolutely impossible. I was told this club is meant to be very exclusive and the only way you can join is to be under 16 years of age and have flown on Cathay Pacific. In fact, after having completed the application, you have to attach a copy of the ticket or boarding pass to prove you have flown on the airline. It is certainly a different attitude than most carriers have and it sure makes getting their junior wing more difficult.

At one of the recent shows I came upon two new issues of Sabena (#2 and 3). Both are in plastic and have the same colors: white, with gray and blue lettering. Both are pin backs.

TONY TRAPP bought a collection from a little old lady and found a previously unknown (to me) Capital Airlines Junior Hostess wing in it (#4). My book shows a similar Junior Pilot wing. With this discovery, we have found a very old "new" issue. In digging into this a bit more, I talked with a retired Capital stewardess. She said she was aware of the two different wings and the only difference between them (except for the wording), is that the junior pilot wing is silver and the junior hostess wing white. I don't know of anyone who has a junior pilot, so I have no way to confirm this, but there has to be one out there somewhere as the picture I used in my book for the junior pilot wing is from the original junior wing book by Bob Feld.



#1

#1 - 3 Copyright © 1996  
by Herman Van Dyk



#3



#5



#2



#4



#6



#7

A collector in California sent me photocopies of his collection. In it were three wings which I had never seen before. Two were from Aeropostal (Linea Aeropostal Venezuela, S.A.), including a Junior Skipper and a Junior Stewardess. The other one was from Denali National Park in Alaska. No illustrations of these, but I hope to have them for the next issue.

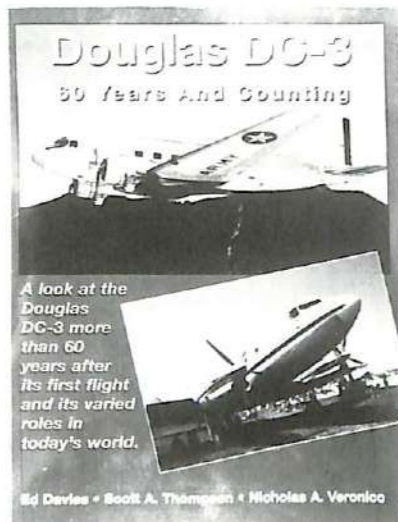
Happy Collecting

## BOOK CASE

### DOUGLAS DC-3 60 YEARS AND COUNTING

Ed Davies, Scott A.  
Thompson, Nicholas A.  
Veronico

**Publisher:** Aero Vintage Books, P.O. Box 1508, ELK GROVE, CA 95759-1508, USA.  
**ISBN number:** 0-9637543-4-3  
**Softcover,** 8.5 x 11 inches, 160 pages, 23 color and 186 B&W photographs, several diagrams.  
**Year of publication:** 1995.



The authors set out to produce a DC-3 book that is "different" and they have succeeded extremely well.

Instead of regurgitating the history of the DC-3, which most of us know so well, the book looks at the DC-3 TODAY: Where can you catch a ride in one; learn to fly one, even skydive from one? In all three cases, there are more places than you might think. Unfortunately, these places are getting fewer and fewer in number.

There is a separate chapter for the various propjet conversions of the DC-3 (Basler is not the only one!), Super DC-3 and the experiments with JATO-assisted takeoffs. There is also a listing of DC-3s preserved around the world and a chapter about the DC-3s of the FAA (plus a listing of all FAA and CAA DC-3s and their histories). The saddest chapter is "Forsorn and Forgotten," a collection of photographs of DC-3s around the U.S. that are slowly succumbing to the wreckers and the weather.

If I may be permitted a small criticism, it is that the book has too strong a U.S. bias, especially in its photographic coverage. There must be some photographs available from other places in the world (South America and Africa come to mind) where one can still hitch a ride on a DC-3, or see one of these venerable birds parked out of the way, slowly deteriorating. It doesn't look as if the authors have tried very hard to seek out such photographs. Nevertheless, highly recommended to the DC-3 fan, and anyone else with an interest in airplanes and aviation. JG

### TWENTY-FIRST-CENTURY JET The Making and Marketing of the Boeing 777 Karl Sabbagh

**Publisher:** Scribner, 1230 Avenue of the Americas, New York, NY 10020, USA  
**ISBN number:** 0-684-80721-1  
**Hardcover,** 6.5 x 9.5 inches, 366 pages, 19 B&W photos, several drawings.  
**Year of publication:** 1996

This book is a companion to the PBS television series of the same name that was aired across the U.S. and Canada in 1996, but it gives a lot more background information.

For those of us who have an interest in the process of designing and building modern jetliners as well as in the business of selling them, this book is a must-read.



### PASSENGER AIRLINERS OF THE UNITED STATES

1926-1996  
**A PICTORIAL HISTORY**  
Myron J. Smith, Jr.  
3rd revised ed.

**Publisher:** Pictorial Histories Publishing Company, 713 South Third West, MISSOULA, Montana, USA 59801.  
**ISBN number:** 0-933126-72-7.  
**Softcover,** 11 x 8.5 inches, 212 pages, 40 color and more than 300 b&w photographs  
**Year of publication:** 1994.

Myron Smith describes and copiously illustrates every type of passenger airliner used by U.S. air carriers since 1926. Each aircraft gets a general description, a table of technical details and the name of the initial operator with the date. Although many of the photographs are common P.R. shots, there are also many unique pictures in this book.

One caution to those who already have the first or second edition: up to p.196, the overwhelming majority of the photographs are the same in both editions. Only for some later types have one or two photos been replaced with newer ones and has the text been updated. And there are 12 additional pages for new types, introduced into service since the first edition.

The 33 color photos in the back are too small to be useful.

The biggest disappointment to this reviewer is that the author has not replaced the incorrect photo on page 80. He captions it a Lockheed 10B training/survey aircraft of Delta Air Lines. However, the aircraft (NC14999) is clearly an L-12. And on the next page a photo of an L-10B (correctly captioned) is placed in the L-12 chapter.

Recommended for those who don't have the first or second editions of this title. If you do, you must decide if the little new information and few new photographs are worth U.S. \$12.95 to you. JG

The author was given full cooperation by Boeing and free access to company officials and to officials of United Air Lines to follow the design and production process from the start in 1988.

Particularly fascinating is the large extent to which Boeing used computers to design the entire aircraft, rather than using the old-fashioned method of tens of thousands of original drawings, revised drawings and revised revised drawings.

"Traditionally, new planes had been designed in two dimensions," says the author. "Drawings on paper had been used as a basis for the manufacturing process. But to design a plane entirely in this way, with over 100,000 different three-dimensional parts, and then to trust that the two-dimensional drawings had accounted for all the complexities of a three-dimensional airplane would have led to endless unpleasant discoveries at the assembly stage, as a piece designed by one designer arrived at the factory and turned out to be impossible to install because another designer had failed to leave the right amount of space."

Three manufacturers developed engines for the 777: Pratt & Whitney, General Electric and Rolls Royce. These engines are also described, together with the reasons why United selected the P&W.

The book goes into great detail about the people who designed and built the 777, their frequent meetings to solve problems.

An extensive index (18 pages) complements the text. JG

## WHAT IS IT?

Ken Taylor

### Few answers, but plenty of new questions

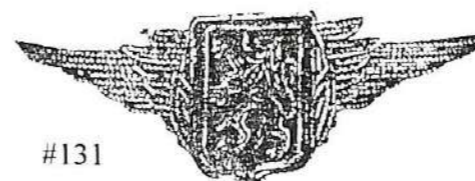
Several months ago I received a letter from a wing trading partner whom I had not heard from for a long time. DAVE McCURRY has not abandoned wing collecting, he has simply expanded his collection to include airliner parts, such as window panels, painted-on corporate logos, flags and aircraft numbers, runway lamps, etc. But, says Dave, "my biggest enjoyment is the collecting of hood ornaments and tail lamp lenses from 1950s cars. They resemble aircraft and it seems they did herald the arrival of the modern jet airplane and jetliner development." Dave enclosed some pictures of his many hood ornaments and they are very attractive.

He also had a question related to aircraft. He'd like to know what became of United 727s N7632U and N7629U?

*Answer by Joop Gerritsma:* Both aircraft are 222 versions. They and several others were sold to Aero Controls, Inc. in APR 94 and were stored that same month. At last report, N7629U was at Shelton, WA.

I have several requests for information, but only three possible identifications. One comes from PAUL KAPAROFF who is with the Orders and Medals Society of America. He writes:

"Wing No. 131 in the summer edition



#131

of the CAPTAIN'S LOG appears to be from the country of Czechoslovakia. The rampant (or standing) Lion symbol is found on many of the medals and decorations, badges and wings from that country. The background color is most likely red, either painted or enameled. The time period is most likely prior to the Communist takeover in the early 1950s."

Thanks, Paul.

Then there is a note from TOM MALLOY about the same wing. "I'm sure

that someone has told you by now that the mystery wing on the cover of the CAPTAIN'S LOG (summer 1995) is for a Belgian Air Force enlisted pilot. The version with the shorter wings supposedly was issued in the Belgian Congo."



#183

circle, this may be a kiddie wing. Right? Who, what, where and when?



#183. Anyone any ideas on this, a cap badge?

I myself have found this cap badge in a private collection here in Calgary. The rampant lion is in gold on a black enamel background with all of this on a silver color metal wing. The wing, crown and wreath are all in metal, mounted on a black felt cloth backing.

This badge is listed as being from Belgium and is an officer's Air Force cap badge. This sample was collected in 1960.

### NEW QUESTIONS

Questions this time came from ANNE MALM, IGORS KRIVCOVS, JIM BURTON, BERNARD FRYE AND GORDON CRAGG.



#180

#180. This is a sterling silver wing with blue enamel in the center. It is a pin back, is hallmarked with an "A" inside a diamond with the letters "S S" under the diamond, and the name "Duesing" scratched into the back. Any ideas who used this wing, where and when?

#181. This badge is in gold colored metal. Who, what, where and when?

#182. Another gold wing of unknown origin. Going by the text below the center

#184. Goldwire badge with the letter "H" in red, all on a black background. Who, what, where and when?

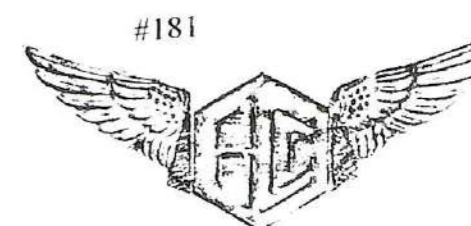


#184



#185

#185. Who is N O B I, named in the curved bar across the top of this wing?



#181



#182



#186

#186. This cloth wing has a red center circle with white leaf and wings on a black background. The letters through the leaf say "RAA" Who, what, where and when?



#187

#187. Is this quality wing badge a GE corporate wing or an advertising piece?



#188

#188. Who is "A" or "AE" or "AF"?

#189. This wing has yellow thread and a black star on a gray background. Who, what, where and when?

#190. This little wing has yellow thread on a purple background. Who, what, where and when?

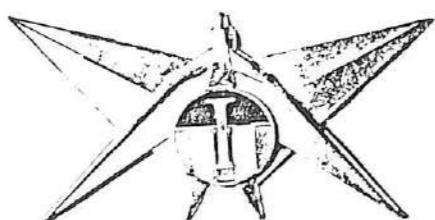
#191. Let's try this one again. This wing appears to be made by a jeweller and is of silver colored metal. Who, what, where and when?

#192. A kiddie-type wing. The text in the bar below the center says BLACK BOX PILOT. Any ideas about who, what, where and when?

#193-194. The center of this cap badge features a winged propeller, similar to the collar disc of USAAF enlisted men during World War 2. This cap on which this badge is mounted, has silver side buttons as shown in #194. Who, what, where and when?



#191



#192



#193

#195. I am running this wing and cap badge by you again. It was first published in the column a few years ago, but has defied identification so far. Who, what, where and when?

#194

36

## AIRLINE *Al Tasca* HAPPY HOUR

# A Review of the TWA "JETSTREAM" STICKS

This article, as promised, will cover the "jetstream" sticks of TWA. These sticks came in three distinctive styles. The earlier ones had two identical sides to them, with both sides showing the contours of the aircraft. The end was just a flat disc, making it difficult to pick up the stick. Later a sort of bubble was added to one side of the flat disc at the end on the top side thus making it easier to pick up. This stick was also made with an actual back side, in which the back was perfectly flat instead of contoured as the top side. In the type with the two contoured sides, I have seen only the one with the flat disc end, but I have seen the style with the flat back with the disc and with the bubble end. All these sticks are 6" (15 cm) long and have a raised "TWA" in the same area on both sides. Although the "TWA" in most cases is red, it can also be white (not colored) on one or both sides. On one stick in my collection, "TWA" is only on the contoured side. The gold writing on all sticks that I have seen, is hot stamped.

Fig. 1 shows the basic two-contour sided stick with the raised red "TWA" on both sides. I have this stick in both white and in cream color and both have disc bottoms.

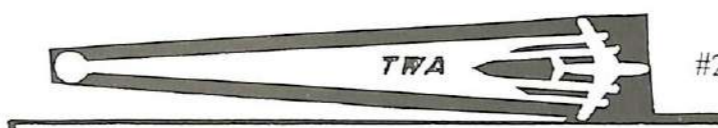
### Varieties not shown:

Exactly like Fig. 1, but with a flat back. I have three in the following styles:

a) white stick with white "TWA" on both sides and with a bubble on the end.



#1



#2



b) white stick with red "TWA" on the contoured side and white "TWA" on the flat side, with a disc end.

c) white stick with red "TWA" on the contoured side but no "TWA" on the flat side, also with a disc end.

Fig. 2 shows another stick with two contoured sides, red text on one side and red "TWA" on both sides, with a disc end. Does anyone know which World Fair the center portion refers to?

Fig. 3 has a contoured top with gold text that says FLY TWA JETS and red TWA. The flat back says MOST JETS IN ST. LOUIS in gold and TWA in white. It has a bubble on the end.

Fig. 4 has a contoured top with only TWA raised and in red. The flat side says FLY NORTH CENTRAL AND TWA in gold next to TWA in white. It has a bubble on the end.

I don't have the sticks shown in Fig. 5 to 7 myself, only photocopies of them. So I don't know whether the sides shown are the top or the back sides, whether they are countoured or flat-back sticks, or what type of end they have. However, the two sticks that I do have that have gold text, are of the flat back variety and both have bubbles on the ends.

Fig. 5 has gold text and raised red TWA. I believe that the other side is blank with only a raised TWA in either red or white. The same applies for Fig. 6 and 7. Another stick, also in this style but not shown, says HOTEL EL MINZAH on the front and TANGIER MOROCCO on the back.



#3



#4



#5



#6



#7

### Summary of known sticks:

Here is a quick summary of the known sticks of this variety, and again, where I say "one side" and "other side," it means I myself have not seen this stick and do not know if it has a front side and a flat side, whether it is contoured on both sides or not, or which side has the text.

### Contoured on two sides:

01. Basic stick - front blank, reverse blank - white with disc bottom;

02. Basic stick - front blank, reverse blank, cream with disc bottom;

03. One side: CONTESSA, NEMO & (raised) TWA. This is the only stick I have seen that has red text. The TWA is red on both sides.

### Countoured on both sides:

04. White with white TWA on both sides and bubble on the end;

05. White with red TWA on the contoured side and white TWA on the flat side, with disc end;

06. White with red TWA on the contoured

07. White, with FLY TWA JETS and red TWA on the contoured side, MOST JETS IN ST. LOUIS and white TWA on the flat side. Has a bubble end;

08. White. Countoured side has just TWA in red. Flat side says FLY NORTH CENTRAL and raised white TWA. Has a bubble end;

09. White(?). One side says USA. EUROPE. AFRICA. ASIA in gold and TWA in red. Other side and end unknown to me;

10. White(?). One side says GEORGE V HOTEL - PARIS and red TWA. Other side and end unknown to me;

11. White(?). One side says LE GRAND HOTEL - PARIS and red TWA. Other side and end unknown to me;

12. White(?). One side says EL MINZAH, the other side TANGIER MOROCCO. End unknown to me.

Well, that is all I have for, or know of, these TWA sticks. If there is anyone who can add to this, I would like to hear from him or her.

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# Ads depict the romance of air travel when propliners ruled the skies

With ads contributed by ALLAN S. KAPLAN

Some time ago, Allan says, he "stumbled" on a collection of old magazine airline ads for 1949-51 in mint condition. He wonders if readers would be interested in seeing these presented in the CAPTAIN'S LOG.

Included are ads from Braniff (two reproduced here - JG), Pan American, Panagra, United, Colonial, Canadian Pacific, Philippine Air Lines, BOAC, American, TWA, Western, Olympic, AirCal, Air France, Cathay Pacific, to give only a few examples.

Most are from the 1949 to 1951 period and illustrate new services with the DC-4, DC-6 etc., but there are several 1980s ads as well.

If you, the readers of the CAPTAIN'S LOG, like to see more of these, please drop me, Joop Gerritsma, a line and I will include them on a space-available basis.

**NOW ONLY PANAMA 2 STOPS U.S.A. to "B.A."**

Capital of Argentina—served by Braniff Airways—is one of the world's great cities, third largest in the Western Hemisphere.

Here's a new way—a better way—to "B.A." Imagine: nearly 6,000 miles with but two stops! Leave the U. S. today. Be in Buenos Aires tomorrow. That's what Braniff's new EXPRESS ROUTE does in linking the United States with the capital of Argentina. Enjoy *Luxury* Travel on Braniff's famed *El Conquistador* DC-6 flights—air-conditioned cabin lounges which convert to roomy sleeping berths; continental cocktail service; meals that are sheer food magic. Or, *Budget Travel* on *El Intercontinental*, Braniff's popular DC-4 low-cost sky coach flights. Equally superb service to Havana, Panama, Guayaquil, Lima and Rio de Janeiro. Twenty-two years experience insure your swift, safe passage.

Los Angeles, 612 S. Flower St., Phone Madison 9-1721  
San Francisco, 210 Post St., Phone Yukon 2-5640

**FROM THE WEST COAST**  
American Airlines, T.W.A., and United Airlines offer timely connections with Braniff's new express routes to Buenos Aires, Rio de Janeiro, all of Latin America.

Nothing Finer, Nothing Faster

# EL Conquistador

Braniff's Great New Name Flight to Rio and all South America

El Conquistador, the world's most beautiful airplane, is waiting for you in Dallas. Board it, relax in a comfortable reclining seat. In a few hours you're winging your way across the blue Caribbean, South America bound! Your meals are planned by famous chefs... at night a roomy berth gives you a bed above the clouds... and tomorrow morning, South America! For the finest in flight from the West Coast to Havana, Cuba; Panama; Guayaquil, Ecuador; Lima, Peru; La Paz, Bolivia; Rio de Janeiro, Brazil—fly El Conquistador. Call Braniff or your travel agent for reservations.

**BRANIFF**  
International AIRWAYS

Los Angeles  
612 S. Flower St. • Phone Madison 9-1721

San Francisco  
210 Post St. • Phone Yukon 2-5640

Official Watch of Braniff International Airways

Rio de Janeiro — Paris of South America... as yours to explore tomorrow! Ride the cable car to Sugar Loaf... dine at sidewalk cafes... shop, sunbathe and Samba, join happy Cariocas for an evening's merriment along Copacabana Beach.

## Your Letters

### MIAMI AIRLINES

From:  
**JOHN T. CORPENING, CHICAGO, IL.**

Even though my letterhead indicates that my primary interest is in Flight Attendant material, my other historical passion are the non-scheduled airlines of the U.S. I was thrilled to see the picture of the Miami L-749 Constellation in the (Fall 1995) issue.

All of the information about Miami was correct in terms of the operating years, founder, type of equipment operated, etc. My best assumption is that the name of the airline was Miami Airline and that various references just added the "S". Or, perhaps the "S" was worn away ...?

That was the first photo of a Miami aircraft that I have seen. What we need is another to see if the airline is consistent from one to the other. (See the letter by Roger Bently following your letter, John.)

Miami Airline was one of 142 non-scheduled airlines given a Letter of Registration (commonly called a certificate) in 1946 to operate non-scheduled air services in the U.S. The Civil Aeronautics Board also classified these carriers as "Large Irregular Carriers" in 1946. In addition to charter work, they could operate scheduled passenger flights with a limit of 12 flights per month between any two points. In 1955, the CAB retitled these carriers "Supplemental Air Carriers". To my knowledge, Miami was strictly charter without having operated scheduled service. They also had a base of operation in Greensboro, NC. (A C-46 crashed at Newark, NJ on 16 DEC 51 with 56 fatalities and another C-46 crashed at Newark, NJ on 13 APR 52 with unknown fatalities. A DC-3 crashed at Selleck, WA on 14 APR 53 with seven fatalities.)

From:  
**J. ROGER BENTLEY, International Museum of Airlines, Silver Spring, MD**

I read your article on p. 33 of the fall issue of the CAPTAIN'S LOG about Miami Airline(s).

Miami Airline operated a C-46 and a DC-4. Both have titles that say Miami Airlines. (Photographic proof in the form of Xerox copies of photos provided. Unfortunately, they cannot be reproduced - JG).

Reports are they had two L-749s, (one) delivered in JUL 59 and (another) in 1960. I have only one photo of the Constellations, N9812F, which does not show the entire title. The company went out of business and into bankruptcy proceedings on 03 MAY 61.

I would assume the company that painted the titles on the aircraft you show with the missing "s" may have thought it was not necessary, or was unimportant ... and the airline being small and with more urgent need for the aircraft in service than the name correctly spelled, probably didn't care.

### MORE ON MIAMI AIRLINES

by JOOP GERRITSMAN

Following is the verbatim text about Miami Airlines in *The Lockheed Constellation Series* by Peter J. Marson, published by Air-Britain in 1982:

"Miami Airlines Inc., Miami, FL, later Greensboro, NC.

"Miami Airlines was owned by R.W. Duff, owner of Florida International Engine Service and Aero Repair Inc. (He had also operated from Bluefield to Charleston, WV in 1931-33, had been a captain with Pan American from 1941 to 1944 and had been with Skyways International from 1945-46). Miami began operating passenger charters in 1946 with DC-3s. The airline went on to operate C-46s and a DC-4, but was denied an exemption to operate large aircraft in 1950, and its application in 1959 was deferred. In OCT 57, the company's stock was purchased by Airways Investment Co. Inc. A 749A was added to the fleet in JUN 60 on lease, and a second aircraft two months later. In JUL-AUG 60, a 749A was leased to Loftleidir. Two further 749As were leased at some stage around this era. Miami Airlines ceased operations late in 1961 and was declared bankrupt, before any further action could be taken on its application to the authorities."

The book gives the Constellation fleet (all leased) as:

N5595A 749A Msn 2620, AUG 60 - 61  
N5596A 749A Msn 2619, 1960-1961 \*  
N9812F 749A Msn 2559, JUN 60 - 61  
N9813F 749A Msn 2589, 1960-1961 \*

\* Use by Miami Airlines unconfirmed

### MIAMI AIRLINES DC-3s:

From *The Douglas DC-3 and its predecessors* by J.M.G. Gradidge, Air-Britain, 1984:

"Miami Airlines Inc. of Greensboro, NC, operated DC-3s on charter work between 1946 and 1961."

The book gives the DC-3 fleet as:

N16096 DC-3-277, Msn 2136, 10NOV 58 to ?  
N21798 DC-3-277B, Msn 2202, 28 MAY 60 to ?  
This aircraft was registered in the name of R.W. Duff again FEB 72 - JUL 73.  
N21919 C-47A-80-DL Msn 19721,  
In name of R.W. Duff, trading as Miami Airlines, NOV 53 - 22 APR 55  
N57667 C-47 Msn 6030,  
In name of R.W. Duff, Miami, FL, from to 07 DEC 48  
N65743 C-47A-90-DL Msn 20432, from ? to 14 APR 53. Crashed this date nr. Selleck, WA. Rebuilt as N3953 for Miami Airlines, from ? to 13 DEC 56.

### MIAMI AIRLINES DC-4:

From *DC-4* by John and Maureen Woods, Airline Publications & Sales, 1980:  
N90443 C-54A-15-DC Msn 10352,  
22 JUN 58 - SEP 61.

### MIAMI AIRLINES C-46s:

From *Curtiss C-46 Commando* by John M. Davis, Harold G. Martin and John A. Whittle, Air-Britain, 1978:

"Miami Airlines, Inc., Miami, FL.

Miami Airlines began operating passenger charters in 1946 with DC-3s and leased three C-46s from the USAF late in 1948. One C-46 crashed in DEC 51 with heavy loss of life. In 1959/60 the carrier acquired two C-46s and two L749s but declared bankruptcy in 1961."

The book gives the C-46 fleet as:

N10421 C-46A-55-CK Msn 231,  
1959 - JUN 60  
N10435 C-46A-35-CU, Cvt to C46R,  
Msn 26727, from ? to JUN 60  
N1672M\* C-46F-1-CU, Msn 22542  
25 AUG 48 - 20 JUN 55  
N1678M\* C-46F-1-CU, Msn 22572  
14 DEC 48 - 16 DEC 51 Crashed inverted into water at Elizabeth, NJ on this day after engine fire on 1/0 at Newark, NJ 16 DEC 51, w. 56 fatalities.  
N1679M\* C-46F-1-CU, Msn 22574,  
from ? - 10 FEB 55.

\* Leased from USAF

### MORE QUESTIONS:

1. Which C-46 crashed at Newark on 13 APR 52? Cause and how many fatalities?

2. Does anybody know who "Mary H." was after whom 749 N9812F was named?

## GOLDEN PACIFIC

From:  
**RON DAVIES, WASHINGTON, DC**

Without adding substantially to your dossier on GPA (Spring & Fall 1995 issues), I thought I would let you know that, in our timetable collection here, we have, of GPA, the following:

26 APR 70 - Light Brown

Shows services according to the map you printed (Fall issue, p.4), plus Reno and Travis AFB. Described as "Northern California's own Community Airline". Picture shows Beech 99 (N921GP) taking off from SFO.

01 SEP 70 - White with three shades of orange/red stripes, with black lettering, 8 fold-out pages.

Similar map to the one you printed. Picture of Beech 99 (N881GP)

25 OCT 70 - Same colors as 01 SEP  
10 fold-out pages.

Same map that you printed. Picture of Beech 99 (N881GP). Typical one-way fare: \$20.00 San Francisco - Lake Tahoe. Commuter Books available at discount.

Then, for the other airline of the same name (mentioned in the letter of Gary Jackson in the Fall 1995 issue, p.4), we have:

01 APR 82

Medium blue, 4 fold-out pages. Airline based at Kingman, Arizona. Schedules to Las Vegas, Phoenix, Prescott (all in AZ); charter and scenic flights to Grand Canyon and Lake Mead. Kingman Aviation was an affiliate.

01 JUL 82

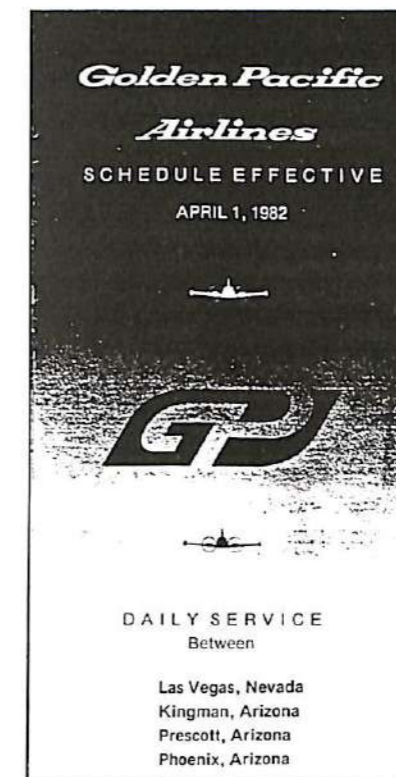
Medium blue (on cream paper). Different design 4 fold-out pages. Typical one-way fare: Kingman - Las Vegas: \$35.

01 JAN 83

Light brown, different design. No fares stated, but "save 20% ... senior citizen discount fares".

26 OCT 83

Medium blue, single card only, quick reference. Shows services from Las Vegas only, and includes Sierra Vista and Sedonia.



01 APR 82 schedule of Golden Pacific Airlines based at Kingman, AZ. Schedules to Las Vegas, Phoenix, Prescott (all in AZ); charter and scenic flights to Grand Canyon and Lake Mead. Kingman Aviation was an affiliate. (see letter by Ron Davies)

Also from the letter by Ron Davies:

### PAN AM REPRO TIMETABLES

On a different subject, I noted Don Thomas' commentary on the first Pan American timetables (Fall issue, p.5). The reproductions were superb, but the original is a 16-page stapled production which includes pictures of the Fokker F-VII aircraft and its interior, Meacham Field at Key



West, the Pan Am Airport at Havana, and one of Colonel Lindbergh in the Fokker General New" during Havana Conference."

One section of the text notes "Passports are not required of citizens of the United States or admissible aliens, entering Cuba from United States ports." But it goes on to exclude "Persons of the Chinese Race" who must obtain special permission, and that "Gypsies, regardless of nationality, will not be permitted to land in Cuba."

Times have changed .....

## SABENA VERTOLS

From:  
**BILL LLOYD, BELLEVUE, WA**

I am trying to find the Msn's of the two Vertol V-44A helicopters that were leased to Sabena of Belgium during the 1958 World Fair in Brussels. Enquiries with Boeing and Sabena have been unsuccessful and I am hoping readers of the CAPTAIN'S LOG can help.

The two helicopters were:  
N74057, leased from Boeing 03APR 58  
and returned 13 OCT 58.  
N74058, leased from Boeing 04APR 58  
and returned 13 OCT 58.

Sabena library officer C. Demeulemeester says both helicopters were leased to increase the helicopter fleet (of Sikorsky S-58s) during the period of the World fair. They were used on the shuttle service between the fairgrounds and Brussels Airport and were also used for initiation (sight seeing?) flights during the fair. They also took part, together with the S-58s, in regular services, i.e. all services between Brussels and Cologne in West Germany.

Both helicopters transported 12,188

passengers in 1958 on Sabena services.

Has anyone ever checked the FAA records in Oklahoma City to see what the Msn's for these two helicopters are? Does anyone know what happened with them after they were returned to Boeing?

Please send information to the Editor, who will be glad to publish it in the CAPTAIN'S LOG.

## FRONTIER POSTCARD

From:

**ED COUSINS, E. BRIDGEWATER, MA**

In the Fall 1995 issue of the CAPTAIN'S LOG (p. 38) you asked when and where the photo of the Frontier DC-3 used on their postcard, was shot.

As the enclosed photocopies show, the photo was shot at Stapleton when it was still a relatively small airport. As to when the photo was taken, Frontier came into being during 1950 with the merger of Challenger, Monarch and Arizona.

The Denver terminal on the card is the same one as shown my postcard photocopy. The newest cars in the parking lot appear to be 1951s. Also, the United white crown came in 1951 with the DC-6B. Based on these points, the Frontier shot was probably taken somewhere in the 1950-52 period.

By 1958, Denver had expanded dramatically.

## STRATOCRUISER POSTCARDS

From:

**DANIEL MARTEL, GENEVA, SWITZERLAND**

The article illustrated by the fabulous B-377 picture gallery has been one of the best contributions to the CAPTAIN'S LOG so far (Fall 1995, p.8 - p.13). Everytime I stroll around the "Postcard Corner" I wonder once more why not every WAHS member is as keen a postcard collector as Allan Van Wickler and myself are. Being a member of the craft of postcards preservers I think it is the best way to build up a lasting picture collection. Of course prints (I hardly understand why such a marginal minority as slide collectors does even exist at all) are more personal, but is there any other way to get this particular feeling of pride every time you find a postcard? Furthermore, how many photographers have the chance to take pictures of

airplanes in their natural environment, the sky? I have been looking for aircraft postcards since I was eight years old, even if my systematic collecting did not start until I was 16. Only at 23 years of age did I start taking photos but I have always considered them as purely complementary to my postcard collection. Indeed, I have never regretted doing things that way. Only air-to-air views showing airplanes over snowy mountains, deserts or coastlines remind you of your latest flight, and make you think of your next one.

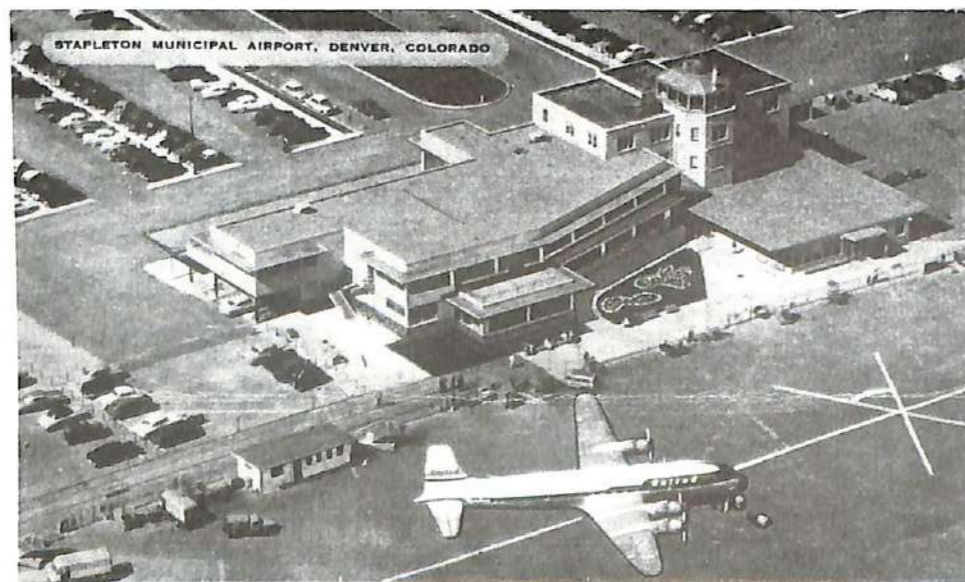
However, there is another, even more interesting matter to put forward. Postcards allow you to travel in time. Every postcard fixes one specific moment for posterity. In other words, postcards become a transmitter (yes, I do like science fiction in general and Star Trek and Perry Rhodan in particular, as any good aircraft enthusiast should) or a time machine which beams you back to times of the past. The views of the Stratocruiser, taken at a particular moment in the Fifties and Sixties, once the present, today let you visit eras long gone.

I am by no means a conservative. On the contrary. I think our decade is one of the most-fascinating and compassionate of the 20th Century. However, as far as airport observation facilities are concerned, I regret that I have not lived in the Fifties and Sixties. I would give a whole kingdom for a flight back to the Fifties to relax in one of the chairs next to the fur-wearing young lady on a warm, sunny Sunday afternoon at Heathrow Airport (or at any major airport in the world).

Although the overall quality of the article was excellent, it contained a trifle misunderstanding. Dubendorf Airport is not located in Germany, but in Switzerland, in the greater Zurich area to be exact. It used to be Switzerland's principal civil and military airport, until, in 1948, Zurich-Kloten was opened. However, it has remained a military airfield to this day. The two postcards showing AOA "Flagship Great Britain" (p.12, #24 & 25) were taken on the same day in the spring of 1949 when a Strat paid a visit to Switzerland. As a close friend of mine remembers, it was an extraordinary event. For some reasons unknown to him, AOA never came back again. Later, TWA introduced regular flights between the USA and Switzerland. (Sorry, between Zurich & Geneva and New York, of course).

Another aspect of postcard collecting is worth mentioning. Everytime I come across the "Postcard Corner," I wonder why my collection is always short of the most extraordinary ones. However, every collector seems to think that way.

Dear collectors, should you have cards like those regularly shown in the "Postcard Corner," please don't sell them under any circumstances (not even for a holy cow's 125 bucks!), unless you have spares. Offer them to your best friends instead (in exchange for something very rare, of course, such as a North Korean Antonov flying over the countryside). Money is no substitute for joy and pride, and never will be.



Postcard showing Stapleton Municipal Airport, Denver, CO in the early 1950s. See letter "Frontier Postcard" by Ed Cousins on this page.

...from the left hand seat...

by Paul F. Collins



Welcome to the 22nd year of the CAPTAIN'S LOG! With the addition of the new computer capabilities, we should continue to upgrade the quality and over all appearance of the magazine. One of our main problems, that of getting the LOG out on some type of regular schedule, will be addressed this year. I am setting a goal of getting this issue of the LOG and the next three, all printed and mailed to subscribers within a 12 month period. I do appreciate the patients that you have shown over the years.

With the Society hosting this years Airliners International convention, things have really been busy here at Society HQ. My wife Pat has come out of retirement to take on a number of duties that I have previously done as well as putting in several hundred hours working on AI '96. Thanks to her efforts the convention will no doubt be a success. I would like to report that the Society has obtained a number of new members over the last several months. To all those that have recently become subscribers, welcome aboard!

I am writing this editorial several days prior to leaving Florida for the trip to Bloomington. At this time there has only been one area of the country that has expressed an interest in hosting AI '98. If you have any interest in hosting a future convention in your area, please contact Society HQ for a copy of the current rules and regulations for hosting such an event. The Society will be more than willing to work with any group that would like to take on the responsibility of hosting a future convention. Next year we will be in Colorado Springs, where Roy Thompson will be our host.

The roster program, as far as getting out updates, is a mess. While I have tried to maintain a "update" system, it just has not worked. I apologize to all those that ordered the roster thinking that the updates would be coming. For the next roster, which will be available for the 1997-1998 period, I will be working on a different system of updates which will be sent out with the LOG like they had been previously. For those of you that have ordered a copy of the roster with your membership renewal this year, I am still sending \$5.00 refunds, to those that already have a current roster. I should have made it a little clearer that the current roster was good for two years. Please bear with me on this project as I believe that the roster is a very important part of our ability

to communicate with one another. Your patients will be appreciated.

Between September and December Pat and I will be transferring the membership roster from the Apple to our new computer. With the next issue of the LOG we will be sending you a new application to fill out and return. Many of you have requested that we separate several different categories from the miscellaneous list, and we agree that several collectibles should have their own listing. There will also be a change in the telephone/FAX number area. There will be an option to add your E-Mail number, since many of you are out there "surfing" the internet.

We currently have a number of members whose subscription begin during the middle of the subscription period. I am going to work on a plan where we can bring all these folks back in line so their due date is the same as the majority of members. When you join the Society you will receive all issues published for the current year. This information will be highlighted on the new membership form so there will be no misunderstanding by those joining the organization during the "fiscal year" which runs through issue number one of the current volume to issue number four.

To help cut costs of printing and mailing the LOG is has always been a help to have some advertising in the magazine. Of late, our advertising has fell off considerably. One reason is that I did not have the time to solicit advertising from those offering airline items. Another is that those of you that had advertised in the LOG are now advertising in the two major airline magazines now on the market, where your ad is probably seen by a larger number of people than in the LOG. I certainly can not fault you for that. One thing to remember, however, is that 99% of those 1400 subscribers to the LOG are COLLECTORS! I will be sending out some letters to potential advertiser along with our new rate sheet in the next several months. With our new computer capabilities we will be able to give you a much nicer advertisement than previously possible. As always, we will be more than willing to work with you in advertising your product or service.

By the time you read this, AI '96 will be history and we will be looking forward to Colorado Springs next June. Until then, happy collecting!



## SHOW TIME!

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

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 9, 1996 PRAGUE, CZECH REPUBLIC Training Centre Bldg., Old Ruzyně Airport First Prague Airline Enthusiast Convention organized by the Czech Airplane Photographers Club Contact CAPC, Poste Restante, Posta 68/Nove Letiste, 160 08 Praha 68, CZECH REPUBLIC

SEPTEMBER 14, 1996 COLUMBUS, OHIO History of Flight Museum, 4275 Sawyer Road, Columbus, Ohio 43219 (Port Clinton Int'l Airport). Contact Jim Thompson or Russ Arledge (614-231-1300)

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

SEPTEMBER 21-22, 1996 READING, PA Reading Regional Airport "Planes, Trains, and Automobiles" Transportation Show Call Event Coordinator Neal Carlson (610-696-7736) for more information.

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)

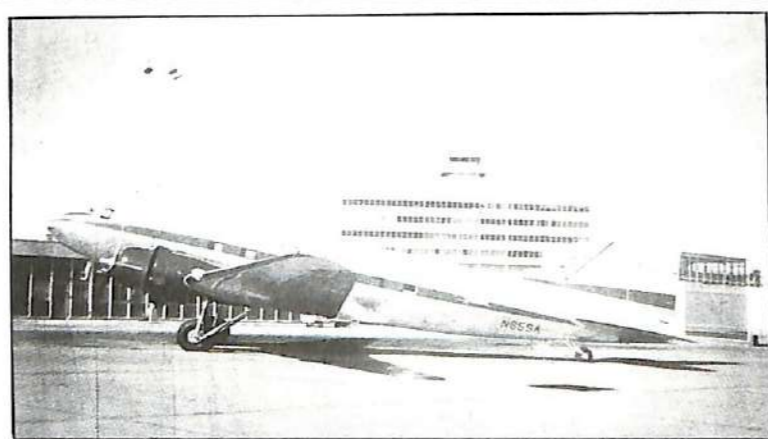
OCTOBER 19, 1996 (DATE CHANGE) SAN FRANCISCO Grosvenor Airport Inn Contact Tom or Sue Dragges, 526 Ventura, San Mateo, CA 94403 (415-574-8111)

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, Intercontinental 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)



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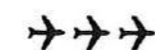
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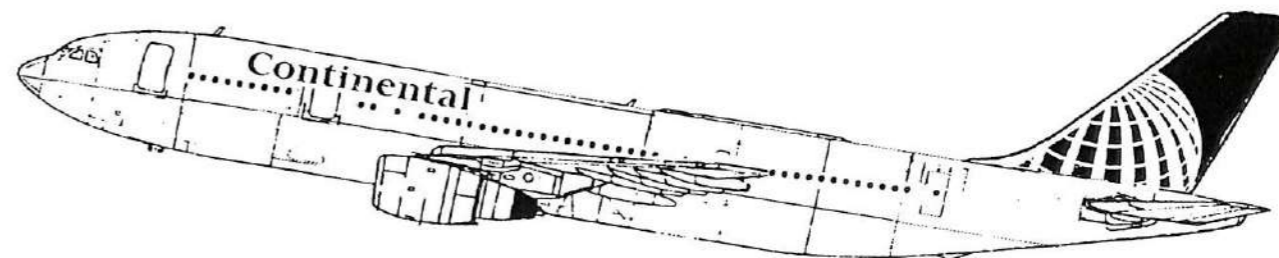
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