



The Quarterly for Airline Memorabilia Collectors around the World

Vol. 22 - No. 2 1996

CAPTAIN'S LOG

INSIDE:

DC-4

*The first true intercontinental airliner:
history, schedules, postcards, labels,
playing cards*

AI'96 reports, winners & photos

*Below: Steve Pinnow won the Spirit of Flight
class in the Photo & Slide Contest at AI'96 with
this shot of a NW 727 taking off over the city.*





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

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Mackey Airlines operated from Ft. Lauderdale, FL. with two DC-4s in the 1950s and 1960s. The airline merged with Eastern Air Lines in JAN 67. This Plastichrome company card, 4c, P15247, is from the Allan W. Van Wickler Collection. It is a beauty, isn't it? For more DC-4 postcards from his collection, see pages 3-9 and 18-25.



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Another annual Airliners International convention has come and gone. As usual, it was a gathering of the like minded from far and wide, this time representing 38 states in the U.S. and 12 or 13 foreign countries. And by all appearances, it was a success. I had the pleasure of talking with a great many people and all expressed their satisfaction with the organization and the venue of this year's show. The chief organizers, Paul and Pat Collins, Terry and Carol Love, Don and Linda Levine, Howard Grant, assisted by many others deserve a big round of applause for their hard work. Thank you all!

From the convention trading floor to the contests to the side trips, all worked out well. I had chosen to limit the number of sidetrips and had signed up only for the MSP ramp tour and NW company store, and for the flight on the Ford Tri-Motor. At the last minute I decided to drop the ramp tour and NW company store trip in favor of spending more time on the trading floor, but I did take the Ford flight. It was great and a full report is included elsewhere in this issue.

The dinner served at the Saturday night banquet was also well-received. The guest speaker was Capt. Daniel McDowell of the Minnesota Department of Aviation. He talked about the aviation scene in the state. He was followed by Paul Collins and Jon Proctor who, between them, gave an overview of 20 years of conventions. They related many of the happy times ("20 years ago we found out we are not the only ones in this world who are crazy") and looked at memories that still stand out: a hotel chef who quit on the day of the Toronto AI banquet, the hot weather in Dallas in 1976, a speaker who did not show up at the San Jose AI, a false fire alarm at the Indianapolis AI ("Phil Brooks said a vey quick 'goodbye'"), troubles with some sidetrips at Seattle, the Virgin Atlantic blimp showing up overhead unexpectedly at Orlando in 1991, the earthquake at Orange County in 1992 ("Those of you who left Sunday morning before 5 a.m. missed it"), NBC television coverage of the show direct from the floor at Phoenix, and much more. Before the dinner, a moment of silence was observed in memory of our late Sticker Chatter editor



Who is this man?

He is Paul Collins, president of the World Airline Historical Society and he is smiling because of the great AI'96 he and his associates, all volunteers, put together for us in Minneapolis.

(Photo by Lothar Grim)

AI ("Phil Brooks said a vey quick 'goodbye'"), troubles with some sidetrips at Seattle, the Virgin Atlantic blimp showing up overhead unexpectedly at Orlando in 1991, the earthquake at Orange County in 1992 ("Those of you who left Sunday morning before 5 a.m. missed it"), NBC television coverage of the show direct from the floor at Phoenix, and much more. Before the dinner, a moment of silence was observed in memory of our late Sticker Chatter editor

Don Thomas, who passed away last December; long-time member Fred Wellman, who also passed away last year, and of the crews and passengers of TWA Flight 100 who when their 747 crashed into the Atlantic off Long Island (during our convention) and of the ValuJet DC-9 which crashed into the Florida Everglades a few weeks earlier.

Since we were both attending the AI without our wives, WAHS member Jerry Soltis of Buffalo, NY, and I went exploring the Mall of America one evening. It is said to be the largest shopping mall in the world, and boy, talk about a shoppers' paradise. If you did not visit this place this time around, make sure you set aside a few hours (a whole day would be better) during your next trip to Minneapolis.

Yes, the convention was a great success.

It was too bad the hotel, the Radisson Hotel South at Minneapolis, had our World Airline Historical Society AI convention confused with an airline pilots' association convention being held there at the same time. A previously-arranged room for Paul and Pat to welcome pre-registered AI attendees had been given to the pilots' group by mistake before Paul and Pat arrived to set up. Instead they had to make do with a small coat check space at the back of the lobby to the trading floor with barely enough room for two or three people to move about between the boxes and other materials they had with them. To make it worse, the hotel had neglected to put up signs directing AI attendees to this place. During the Saturday banquet, several people were presented with tokens

of appreciation for their outstanding work in the WAHS and for the annual conventions. They included Paul and Pat Collins, Terry Love and Jon Proctor.

Joop

The DC-4 and the opening of the world's major air routes after World War 2



Above: American Airlines introduced the DC-4 on the New York - Chicago service on 30 JAN 46 and on its coast-to-coast service on 07 MAR of the same year. (AVW #2)

It was the DC-4, more than any other land aircraft, that ended the era of the large intercontinental flying boat in commercial aviation. Even if aircraft such as the Constellation and DC-6 with their pressurization, greater speed and longer range, were more-suited to the long trans-oceanic and transcontinental distances of many routes, it was the DC-4 that opened up these services after World War 2. Here we take a look at these first steps.

All photos with this profile are postcards from the Allan Van Wickler collection unless otherwise indicated. AVW numbers in (brackets) refer to Allan's numbers in his column.

Below: Pan American Airways sent a DC-4 across the Pacific on a survey flight to the Far East on 21 OCT 45. Shown is N88951, msn 35987, a C-54G-5-DO converted to civilian DC-4 standard by Douglas at Santa Monica in 1946. (AVW #3)



With the war in Europe over in the spring of 1945 and the war in the Pacific drawing to a close, the military's demand for logistic air transport across the Atlantic and the Pacific declined sharply. The U.S. and its Allies had enough personnel and equipment in the field to finish the job and the USAAF and U.S. Navy began to dispose of their C-54 and R5D "Symasters" during the summer of 1945. Hundreds more were declared surplus after VJ Day, the victory over Japan. They could be had for as little as \$90,000 each. Modification to airline standard cost another \$200,000 (and took about three months).

During the war, C-54s had made nearly 80,000 Atlantic and Pacific crossings and only two aircraft were lost through ditchings. Lives were lost in only one of these. This level of reliability impressed the airlines and they were lining up to buy surplus C-54Bs and C-54Es with their long-range tanks, to restart their pre-WW2 transcontinental networks and begin intercontinental services.

Douglas anticipated a large demand for the civil DC-4 and offered two new models to the airlines, the 44-passenger DC-4-1009 (with pressurization as an option) and the unpressurized DC-4-1037 with a cargo door. Both were based on the C-54G, then in production. Douglas promised quick delivery because it had 235 partially-built C-54G from a cancelled military contract available for immediate completion. But only 79 (unpressurized) DC-4-1009 were built before Douglas closed the production line in AUG 47. (See separate story, p. 7-8.)

(Because of the small number of post-war DC-4s built, all C-54/R5D in commercial service are referred to as "DC-4" here. Where necessary, the post-war DC-4 is identified as the "DC-4-1009.")

Top: TWA DC-4 NC45342, msn 27279 "Shamrock," fleet no. 601, a former C-54E-5-DO. (AVW #4)

Middle: C-54A-15-DC, NL-302, msn 10379, of the Netherlands Government Air Transport but operated by KLM.

(Photo Gerritsma coll.)

Bottom: United Airlines' N30063, msn 10447 "Mainliner Puget Sound," a former C-54B-1-DC, at Los Angeles Municipal Airport. (AVW #5)



Across the Oceans

In intercontinental service, Pan American was first off the mark when a DC-4 left Los Angeles on 21 OCT 45 for a 26-day survey flight to Japan, China, Southeast Asia and India, a distance of 256,000 miles.

Scheduled transoceanic commercial landplane service began on 24 OCT 45 when an American Export Airlines DC-4 flew across the Atlantic from New York to Hurn in Hampshire, near London, England. The flight took 23 hrs 48 mins and included stops at Gander and Shannon. AEA became American Overseas Airlines on 10 NOV 45.

Pan American began scheduled transatlantic New York - London DC-4 service on 27 OCT 45, also with stops at Gander and Shannon, three days after AEA. The airline also introduced the DC-4 to its traditional territory of the Caribbean and Brazil.

TWA, which had received its first DC-4s in 1945, first used them on its transcontinental routes, but on 31 MAR 46 it sent one halfway around the world from Washington, D.C., to inaugurate service to Cairo, Egypt, via Paris. On 21 FEB 47 TWA inaugurated the first all-cargo service across the Atlantic with the DC-4.

Foreign airlines also quickly lined up for surplus military Sky-masters. The government of The Netherlands acquired 14 in APR 45, even before the German forces in The Netherlands had surrendered. They were bought to re-establish the pre-war air service between Amsterdam and Batavia in the Dutch East Indies and to begin a transatlantic service to the Dutch colonies in the Caribbean. While the aircraft initially operated under the name "Netherlands Government Air Transport" and carried military serials, they were flown by KLM. A route proving flight from Amsterdam to New York was made on 25 FEB 46 with a DC-4 and on 21 MAY 46 KLM became the first continental European airline to inaugurate scheduled service across the North Atlantic when it began service to New York with the DC-4-1009 (of



which it had bought six in its own name). That same year, scheduled DC-4 services were also started to South Africa and South America. During the next two years, other world airlines also established or re-established their intercontinental trans-ocean networks with the DC-4 or DC-4-1009, including: Air France (to New York in MAY 46), British Commonwealth Pacific Airways/ANA (Melbourne and Sydney to San Francisco and Vancouver via Fiji, Canton Island and Honolulu on 15 SEP 46), SILA/SAS (to New York on 16 SEP 46), Flota

Top: Pennsylvania Central Airlines card showing DC-4 at General Mitchell Field, Milwaukee County Airport (AVW #6).

Above: "Clipper Munich" at Tempelhof Airport, Berlin, is Pan American's NC90905, msn 27344. A converted C-54E-15-DO, she was first with American Overseas Airways as "Flagship Glasgow" and later "Flagship Berlin." With Pan American she carried the names: "Clipper Munich," "Clipper Frankfurt" and Clipper Mermaid in that order. (AVW #7)

Aerea Mercanta Argentina (Buenos Aires to Madrid on 17 SEP 46), Netherlands East Indies Airlines KNILM (Batavia to Los Angeles on 16 NOV 46), Iberia (to Caracas on 17 APR 47), Sabena (to New York on 04 JUN 47) and China National Aviation Corporation (Shanghai to San Francisco on 07 OCT 47).

In the years that followed, many other national airlines also acquired the DC-4 for their long-range services. El Al, Swissair, Japan Air Lines, Far Eastern Air Transport of The Philippines, TAP Portugal, Hellenic Airlines of Greece, Alitalia and Flugfélag Islands were among those that added them to their fleets in 1948 and beyond.

Across the Continents

Pennsylvania-Central Airlines became

U.S. began on 01 MAR 46. On that date United Airlines introduced the aircraft on its coast-to-coast service, followed on 07 MAR by American. The DC-4 covered the distance with only one stop instead of the three stops required by the DC-3.

Overseas there was also great interest in the DC-4 to re-start trans- and intercontinental services, and not the least in Holland, where the government was anxious to re-establish air service between Amsterdam and Batavia, the capital of the Dutch East Indies (now Jakarta, Indonesia). On 10 NOV 45 a Netherlands' Government Air Transport DC-4, operated by KLM, left Amsterdam for a route proving flight to Batavia. The flight took five days out and back. Regular service twice a week started almost im-

mediately thereafter.

Braniff inaugurated DC-4 service between San Antonio and Chicago via Dallas and Kansas City on 05 MAY 46. A nonstop DC-4 Dallas - Chicago service started on 01 DEC 46. From 04 JUN 48, Braniff also introduced the DC-4 on its South American route to Buenos Aires via Havana, Panama, Bogota, Quito, Lima, La Paz and Asuncion. A branch line went to Sao Paulo and Rio de Janeiro from 09 MAR 48.

When Braniff replaced the DC-3 with the DC-4 on the Lima, Peru to La Paz, Bolivia branch line from 30 JUN 50, the airline experimented with Jet-Assisted Take Off

The Flying Tiger Line also acquired the DC-4 in 1946 when it was still called National Skyways Freight Corporation. Seaboard & Western began scheduled DC-4 cargo service to Europe on 10 APR 56.

Other charter and freight airlines included such now-forgotten names as Transocean Airlines, Pacific Overseas Airways, Twentieth Century Airlines, Air Cargo Transport, Globe Freight Airline, Trans-Air Hawaii, Air America, Transair, Airplane Charter, Nationwide Air Transport Service, Winged Cargo, Arrow Airlines, Coastal Airlines, Near East Air Transport, Super Coach, Santa Fe Skyways, Waterman Airlines, Viking Airlines, Central Air Transport, Atlas Airways World Wide Airlines and the list goes on. All operated the DC-4 in passenger or freighter configuration in the late 1940s and early 1950s. Most did not survive long.

In Europe, a wide range of charter and vacation airlines operated the DC-4 in the 1950s. A few examples are Balair of Switzerland, Spantax of Spain, Continental and LTU of West-Germany, Air Charter of Britain and InterOcean of Luxembourg.

Conclusion

The reign of the DC-4 on the world's long-haul air routes did not last long. On 20 JAN 46 Pan American inaugurated the first pressurized transatlantic service with the Constellation, to Lisbon, followed by service to London on 03 FEB 46. TWA began scheduled transatlantic Constellation service from New York to Paris on 05 FEB 46. Other airlines, including KLM, Air France, SAS, Sabena and others, followed soon with either the DC-6 or the Constellation. Both aircraft were faster, had a greater range and could "fly above the weather" because of their cabin pressurization, thereby offering more comfort to passengers and crew. In the domestic U.S. market the DC-6 entered service with American on 27 APR 47 between New York and Chicago. United inaugurated transcontinental DC-6 service on the same date. American placed them on its coast-to-coast service on 20 MAY. United introduced the DC-6 on the Honolulu service on 01 MAY 47 and the Constellation saw domestic transcontinental service with Western Airlines and Chicago and Southern.

NC 74644, msn 10540, a C-54B-1-DC, was operated by cargo carrier Seaboard and Western as "African Queen" and "Belgian Trader. It carries the latter name in the photo.

Photo by Enell Inc., Gerritsma Collection)

(JATO) on the DC-4 for takeoffs from La Paz, which at 14,000 ft above sea level is the world's highest airport.

PanAmerican-Grace Airways (Panagra) inaugurated DC-4 service on its major South American services on 30 JUN 50.

The specialized carriers

Even the specialized charter and all-freight airlines took an interest in the carrying and range capabilities of the DC-4. California Eastern was an early example of the post-war specialized freight carriers. It started transcontinental DC-4 freighter service in MAY 46.



Western Airlines DC-4-1009. "Giant Airliner loading for take-off Mills Field, San Francisco Airport" says this card. (AVW #8)

Dash-1009, the post-war DC-4

By JOOP GERRITSMA

When the war ended in 1945, all contracts for the C-54/R5D military transports were cancelled. Douglas at that time had delivered 1,089 C-54 and R5D transports to the USAAF and the U.S. Navy. These included 162 C-54G. Another 235 C-54G were on the production line in various stages of completion.

Douglas anticipated a large demand for long-range airliners and with nothing better available in the short turn, it offered the airlines to complete the C-54Gs as civil DC-4-1009 passenger aircraft with optional cabin pressurization, and as DC-4-1037 cargo aircraft, as opposed to the hundreds of military C-54 and R5D that were converted from their former military roles.

But most airlines selected the much cheaper converted C-54 while waiting for deliveries of the pressurized Constellation

and the new DC-6 and only 79 DC-4-1009 were built. The first one went to Western Airlines on 18 JAN 46 as NC10201, msn 42904/1, and the last one was for South African Airways on 09 AUG 47 as ZS-BMH "Lebombo", msn 43157/79, 3 1/2 months after the first DC-6 had been delivered (to American Airlines) on 20 APR 47.

With 15, Air France was the largest buyer and operator of the DC-4-1009. The carrier acquired them for the New York service and for its major services to France's widespread territories and colonies around the globe, especially in Africa. The first one, F-BBDA, msn 42909/6 "Ciel de Bretagne" was delivered on 04 APR 46 and they operated alongside a large fleet of C-54s.

Sabena of Belgium bought nine DC-4-1009 for its "prestige" route to New York and for service to and in the Belgian Congo. Another one was bought second-hand from

Overseas airlines also rapidly replaced the DC-4 with the Constellation and the DC-6 as rapidly as they became available. By the early 1950s, the DC-4 had been pushed back to secondary long-distance routes and it slowly began to fade even from these as the DC-6B and the Super Constellation pushed the DC-6 and Constellation down a

notch. Many DC-4s ended up as tramp freighters in less-developed countries. Others ended their careers as forest fire fighters, mainly in the USA. A few lucky ones soldiered on for a few more years, carrying passengers on supply flights to isolated communities. Today, few remain in service anywhere



the first airline in the world to operate the DC-4 when it placed the type on Washington - Chicago and Washington - Newark routes on 15 JAN 46. The airline called the DC-4 the "Super Plane of Tomorrow."

On 21 APR 48 PCA changed its name to Capital Airlines and on 04 NOV it made history when with the first regular low-fare coach service in the U.S., using DC-4s seating 60 passengers. The fares on these "Nighthawk" services was 2/3rd of the first class fare. Other airlines soon followed PCA's lead with their own low-fare services.

Western Air Lines introduced the DC-4 on its San Diego - Los Angeles - San Francisco route on 29 JAN 46 and American Airlines put it on the New York - Chicago service the following day.

Transcontinental DC-4 service in the

mediately thereafter.

Besides those already mentioned, other U.S. airlines, both international carriers and domestic ones, were also quick to adopt the DC-4. To avoid too much duplication, I refer to the schedule column by George Cearley following this article.

Other carriers and services include: Colonial Airlines, which began DC-4 service from New York and Washington, D.C., to Bermuda in MAY 46.

Northwest Airlines began DC-4 services in MAR 46 (see Cearley) and placed the type on its Anchorage service via Seattle on 01 SEP 46. The route was extended to Manila via Shemya, Tokyo, Seoul and Shanghai on 15 JUL 47.

Chicago & Southern began domestic

ANA of Australia in 1958. In the 1950s four ex-C-54s were bought.

Scandinavian Airlines System had 10, bought by its four constituent airlines: 3 each from SILA and ABA of Sweden, 2 from DDL of Denmark and 2 from DNL of Norway. SAS began scheduled DC-4-1009 service to New York on 16 SEP 46.

National Airlines bought seven for the nonstop New York - Miami service flown in competition with Eastern's ex-C-54s. The first was delivered on 10 FEB 46.

KLM, bought four for its New York and Batavia services, and two for its West Indies Division based on Curacao, but the latter two were also delivered to KLM at Amsterdam to make for a fleet of six. Several were transferred to the West Indies in 1948/50 for service to New York after KLM had taken delivery of DC-6s and Constellations.

South African Airways had six for the Springbok service to London and took delivery of the final three built, ZS-BMF, msn 43155/67, ZS-MG, msn 43156/78 and ZS-BMH, msn 43157/79, in 1947.

The other airlines that bought the DC-4-1009 in smaller numbers, are:

Western Airlines (5), ANA of Australia (5), Trans Australia (4), Swissair (4), Northwest (3), Iberia (3), and Waterman in the U.S. (1), Arabian-American Oil Company (Aramco - 1).

All but Swissair and SAS also operated converted C-54/R5D. No DC-4-1037 freighter was built.

Top: HB-ILE of Swissair is a DC-4-1009, msn 43073 (AVW #9).

Center: KLM DC-4-1009 shown is PH-TAS "Schiedam," msn 42924 (AVW #10).

Bottom: DC-4-1009 msn 42952 went to Iberia as EC-DAP and later became EC-ACE, fleet no. 102 (AVW #11).



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THE D.C. 4 SKYMASTER

One of A.N.A.'s Skymasters over Melbourne, Victoria. These giants of the air carry 44 passengers, a crew of 4, including two Air Hostesses.



plus a freight load of over 4,000 lbs. The Skymaster has a wing spread of 117 ft. 6 in., four 1350 h.p. motors, and weighs fully laden 73,000 lbs.

Australian National Airlines bought five DC-4-1009 after the war for the transpacific services it was planning to operate. But the routes were awarded to the new British Commonwealth Air Transport instead and the aircraft operated with ANA. The aircraft shown, including VH-ANA "Amana" msn. 42910, crashed at Perth on 26 JUN 50 (AVW #12).



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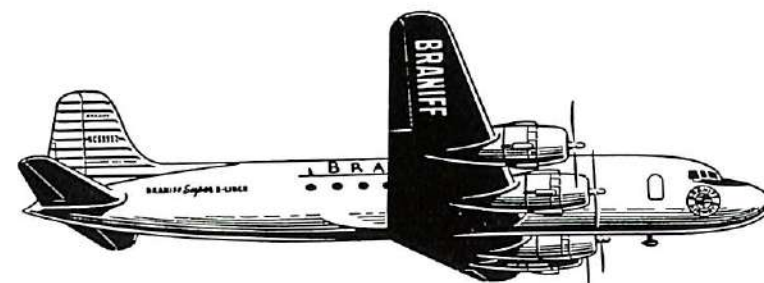
One of the famous late 1940s and early 1950s B&W postcards issued by West-German airports, this one by Tempelhof. The German text at the bottom says "Berlin-Tempelhof, Central Airport/ Airliner of Air France." The registration of this DC-4 ends in "S," according to the nosewheel door. The aircraft could be F-BELS, msn 10376, or F-BBDS, msn. 10423, both former C-54A-15-DC. According to the postmark, the card was mailed from Tempelhof on 05 DEC 57(!) The aircraft visible under the wing to the right of the card is a DC-4 of Pan American. (Postcard Gerritsma Collection)

AROUND THE WORLD

of Airline Schedules

Copyright 1996
George W. Cearley, Jr.

The schedule article in this issue of the *Captain's Log* is devoted to DC-4 services in the late 1940's and the early 1950's.



WESTERN AIR LINES

AND INLAND AIR LINES, A SUBSIDIARY

SAN DIEGO - LOS ANGELES - SAN FRANCISCO

Read Down	A.M.—Light Figures	DAILY	P.M.—Dark Figures
PACIFIC DIVISION	Miles	300	304
SAN DIEGO	Lv	0	5 08
LOS ANGELES	(PST) Lv	3 27	8 00
SAN FRANCISCO	Ar	4 47	10 05

Read Down	A.M.—Light Figures	DAILY	P.M.—Dark Figures
PACIFIC DIVISION	Miles	301	305
SAN FRANCISCO	(PST) Lv	0	9 45
LOS ANGELES	Ar	3 50	11 00
SAN DIEGO	Ar	4 47	11 35

Read Down SAN DIEGO - IMPERIAL VALLEY - LOS ANGELES - SALT LAKE CITY - LETHBRIDGE, CANADA

Read Down	A.M.—Light Figures	DAILY	P.M.—Dark Figures
PACIFIC DIVISION	Miles	301	305
SAN DIEGO	Lv	0	9 45
LOS ANGELES	Ar	3 50	11 00
SAN FRANCISCO	Ar	4 47	11 35

DC-4, 44 passenger Douglas Skymasters used on these flights.

FLY TODAY

PCA

THE CAPITAL AIRLINE

NEW LOW FARES
NEW 56-PASSENGER PLANES
ADDITIONAL SCHEDULES

FOR AIR TRAVEL ANYWHERE CALL PCA



DC-4 Flagships Non-stop

Between NEW YORK and CHICAGO

NEW SPEED, new comfort, new convenience... that's what American Airlines System's huge DC-4 Flagships mean to you!

Starting January 30 these great Flagships inaugurate non-stop service between New York and Chicago. Flights leave New York at 8:00 a.m. and 5:00 p.m. daily and depart from Chicago at 12:00 noon and 9:00 p.m. each day. Four-engine type Flagships, in service on all of American's transatlantic flights, will be used increasingly on American's domestic routes.

For details of DC-4 domestic service see complete schedules on pages 8 and 9.

AMERICAN AIRLINES System
THE NATIONAL AND INTERNATIONAL ROUTE OF THE FLAGSHIPS

EFFECTIVE MARCH 1, 1946



NOW IN SERVICE!



Four Engine
UNITED MAINLINER "230"s
COAST TO COAST

(Below)
National made the first scheduled nonstop flight between New York and Miami using its new DC-4's, on February 14, 1946. National's DC-4's were unique in that they were not former military C-54's.

NATIONAL AIRLINES

FEBRUARY 1946

NEW YORK
FLORIDA
NEW ORLEANS

THE BUCCANEER ROUTE

NATIONAL ANNOUNCES
"The Buccaneer"
New 46-Passenger, 4-Engine Douglas Airplanes
NEW YORK-to-MIAMI NON-STOP
LUXURY TRAVEL... PERSONALIZED SERVICE
Two Stewardesses to serve you delicious meals

READ DOWN	FLIGHT 25	FLIGHT 7	FLIGHT 511
EFFECTIVE DECEMBER 15, 1945	AM 19 10	AM 10 10	PM 15 00
NEW YORK (ET)	Lv	Ar	Ar
PHILADELPHIA	Lv	Ar	Ar
NORFOLK	Lv	Ar	Ar
WILMINGTON	Lv	Ar	Ar
CHARLESTON	Lv	Ar	Ar
SAVANNAH	Lv	Ar	Ar
JACKSONVILLE	Ar	Ar	Ar
JACKSONVILLE	Lv	Ar	Ar
TALLAHASSEE (ET)	Lv	Ar	Ar
PENSACOLA (CT)	Lv	Ar	Ar
MOBILE	Lv	Ar	Ar
NEW ORLEANS	Lv	Ar	Ar
MOBILE	Lv	Ar	Ar
PENSACOLA (CT)	Lv	Ar	Ar
TALLAHASSEE (ET)	Lv	Ar	Ar
JACKSONVILLE	Ar	Ar	Ar
JACKSONVILLE	Lv	Ar	Ar
ORLANDO	Lv	Ar	Ar
LAKELAND	Lv	Ar	Ar
TAMPA	Lv	Ar	Ar
ST. PETERSBURG	Lv	Ar	Ar
SARASOTA-BRADENTON	Lv	Ar	Ar
FORT MYERS	Lv	Ar	Ar
WEST PALM BEACH	Lv	Ar	Ar
MIAMI (ET)	Ar	Ar	Ar

Northwest Airlines (right) took delivery of its first DC-4's in March 1946 and placed them in service that month between Minneapolis-Chicago and Minneapolis-Milwaukee-New York.

NORTHWEST AIRLINES

Mar. 15, 1946

TOP FLIGHT—COAST-TO-COAST

Western Air Lines (above) was one of the first carriers to inaugurate DC-4 service, with initial flights January 29, 1946, on the route from San Diego to Los Angeles, and San Francisco. DC-4's were added on Western's new Los Angeles-Denver route in April that year.

Pennsylvania Central Airlines, PCA (next page, top left) became the world's first airline to operate the Douglas DC-4 - when it inaugurated scheduled flights with its "Super-Plane-of-Tomorrow" on January 15, 1946. Initial service was over the Washington-Chicago and Washington-Norfolk routes.

American Airlines (next page, top center) inaugurated DC-4 flights between New York and Chicago January 30, 1946, and added them on the airline's transcontinental routes March 7th.

United Air Lines (next page, top right) preceded American by six days in inaugurating DC-4 service on cross country routes, on March 1, 1946. United christened its DC-4's "Mainliner 230's" referring to the aircraft's 230 mph cruising speed.

Delta
AIR LINES

BRANIFF
AIRWAYS

ANNOUNCING
BRANIFF
Super-B-LINERS

New SPEED
LUXURY
SPACIOUSNESS

Air

CONDENSED SCHEDULE FOLDER
EFFECTIVE MAY 1, 1946

BRANIFF
AIRWAYS

ANNOUNCING
BRANIFF
Super-B-LINERS

New SPEED
LUXURY
SPACIOUSNESS

Air

ALL FLIGHTS DAILY
June 1, 1946

FLIGHT	DC-3	DC-4	DC-3	DC-3	DC-3	DC-4
BOSTON (EST)	8:15	9:00	10:30	11:55	12:25	12:30
NEW YORK	8:55	9:40	11:10	12:35	13:05	13:10
NEWARK	9:05	9:50	11:20	12:45	13:15	13:20
PHILADELPHIA	9:15	10:00	11:30	12:55	13:25	13:30
BALTIMORE	9:25	10:10	11:40	13:05	13:35	13:40
WASHINGTON	9:35	10:20	11:50	13:15	13:45	13:50
RICHMOND	9:45	10:30	12:00	13:25	13:55	14:00
RALEIGH-DURHAM	9:55	10:40	12:10	13:35	14:05	14:10
COLUMBIA	10:05	10:50	12:20	13:45	14:15	14:20
CHARLESTON	10:15	11:00	12:30	13:55	14:25	14:30
JACKSONVILLE	10:25	11:10	12:40	14:05	14:35	14:40
SAVANNAH	10:35	11:20	12:50	14:15	14:45	14:50
ATLANTA	10:45	11:30	13:00	14:25	14:55	15:00
MACON	10:55	11:40	13:10	14:35	15:05	15:10
ALBANY	11:05	11:50	13:20	14:45	15:15	15:20
TALLAHASSEE	11:15	12:00	13:30	14:55	15:25	15:30
TAMPA	11:25	12:10	13:40	15:05	15:35	15:40
JACKSONVILLE	11:35	12:20	13:50	15:15	15:45	15:50
DAYTONA BEACH	11:45	12:30	14:00	15:25	15:55	16:00
ORLANDO	11:55	12:40	14:10	15:35	16:05	16:10
VERO BEACH	12:05	12:50	14:20	15:45	16:15	16:20
W. PALM BEACH	12:15	13:00	14:30	15:55	16:25	16:30
MIAMI	12:25	13:10	14:40	16:05	16:35	16:40

EASTERN Air Lines

ALL FLIGHTS DAILY
June 1, 1946

FLIGHT	DC-3	DC-3	DC-3	DC-3	DC-4
BOSTON (EST)	8:15	9:00	10:30	11:55	12:25
NEW YORK	8:55	9:40	11:10	12:35	13:05
NEWARK	9:05	9:50	11:20	12:45	13:15
PHILADELPHIA	9:15	10:00	11:30	12:55	13:25
BALTIMORE	9:25	10:10	11:40	13:05	13:35
WASHINGTON	9:35	10:20	11:50	13:15	13:45
RALEIGH-DURHAM	9:45	10:30	12:00	13:25	13:55
GREENSBORO-HIGH POINT	9:55	10:40	12:10	13:35	14:05
WINSTON-SALEM	10:05	10:50	12:20	13:45	14:15
CHARLOTTE	10:15	11:00	12:30	13:55	14:25
SPARTANBURG	10:25	11:10	12:40	14:05	14:35
GREENVILLE	10:35	11:20	12:50	14:15	14:45
ATLANTA	10:45	11:30	13:00	14:25	14:55
COLUMBUS (EST)	10:55	11:40	13:10	14:35	15:05
BIRMINGHAM	11:05	11:50	13:20	14:45	15:15
MONTEGOMERY	11:15	12:00	13:30	14:55	15:25
MOBILE	11:25	12:10	13:40	15:05	15:35
NEW ORLEANS	11:35	12:20	13:50	15:15	15:45
BATON ROUGE	11:45	12:30	14:00	15:25	15:55
LAKE CHARLES	11:55	12:40	14:10	15:35	16:05
BEAUMONT-PORT ARTHUR	12:05	12:50	14:20	15:45	16:15
HOUSTON	12:15	13:00	14:30	15:55	16:25
SAVANNAH	12:25	13:10	14:40	16:05	16:35
CORPUS CHRISTI	12:35	13:20	14:50	16:15	16:45
BROWNSVILLE (EST)	12:45	13:30	15:00	16:25	16:55

Delta Air Lines (top left) DC-4's entered service Spring 1946 between Chicago-Miami (March 6) and Dallas-Atlanta (April 1). On May 5, 1946, Braniff (top center) offered its first DC-4 flights, on the San Antonio-Dallas-Kansas City-Chicago route. Braniff added Houston-Dallas-Kansas City-Chicago DC-4 service on June 15th.

Northeast Airlines began operating DC-4 commuter flights between New York and Boston on May 13, 1946, and this represented the airline's first four engine flights.

Alaska Airlines (bottom center) began its own Seattle-Alaska service in 1951 with DC-4's on a route to Fairbanks. In 1947 connecting service to Alaska routes at Anchorage from Seattle was offered via Northwest DC-4's. Its own DC-4's, however, were utilized on intra-Alaska routes beginning in 1946.

Eastern Air Lines (top right) in June 1946 inaugurated DC-4 service between New York-Miami, and New York-Houston.

AMERICAN AIRLINES SYSTEM

Transatlantic Service

EVERY DAY IS DEPARTURE DAY TO EUROPE

Leave	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
CHICAGO		9:45am					
WASHINGTON				11:00am		11:00am	
PHILADELPHIA						12:30pm	
NEW YORK	1:00pm		10:00am	12:00am	1:00pm	10:00am	1:00pm
BOSTON			2:00pm				

Arrive	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
SHANNON	10:10am	10:10am	7:10am	10:10am	10:10am	10:10am	10:10am
LONDON	12:10pm	12:10pm		12:10pm	12:10pm	12:10pm	12:10pm
COPENHAGEN					12:25pm		
STOCKHOLM					2:40pm		
AMSTERDAM			11:05am				

On October 24, 1945, American Export Airlines (AEA) scored a major aviation first - making the first scheduled non-seaplane transatlantic flight with a C-54 (DC-4). AEA became American Overseas Airlines (AOA) on November 10, 1945. AOA schedules above from February 1946 show transatlantic DC-4 flights as of that time: New York-Shannon-London; Chicago-Shannon-London; New York-Shannon-Amsterdam; New York-Boston-Shannon-London; Washington-New York-Shannon-London; New York-Copenhagen-Stockholm; and Washington-Philadelphia-Shannon-London.

Pan American (below left) as of February 1946 offered DC-4 service between New York, Europe, Africa, and Brazil. The DC-4 had entered service between New York and London on October 27, 1945, via Gander and Shannon, and three days after the AEA inaugural. DC-4's were also added on Caribbean flights in January 1946, between Miami and San Juan.

NORTHEAST
AIRLINES

NEW YORK
BOSTON

MONTREAL
BURLINGTON
BARRE-MONTPELIER
CONCORD
PORTSMOUTH
PORTLAND
AUBURN-LEWISTON
AUGUSTA
WATERVILLE
BANGOR
MILLSBORO
HOUSTON
PRESQUE ISLE
MONCTON, N. B.
NEWARK
WORCESTER
LYNN
WALTHAM'S VINEYARD
NANTUCKET
PROVIDENCE
NEW BEDFORD-FALL RIVER
KEENE
SPRINGFIELD

THE WINGS OF
NEW ENGLAND

EFFECTIVE NOV. 1, 1946

ALASKA
AIRLINES

Schedules and Information

ALASKA

EFFECTIVE
FEBRUARY 1, 1947

PAN AMERICAN

1. U.S.A.-NEWFOUNDLAND-EIRE-ENGLAND-PORTUGAL

City	140	100	101	141
Tu-Fr	Daily	Daily	Daily	Tu-Sa
12:00	11:00	11:00	11:00	11:00
14:00	13:00	13:00	13:00	13:00
16:00	15:00	15:00	15:00	15:00
18:00	17:00	17:00	17:00	17:00
20:00	19:00	19:00	19:00	19:00
22:00	21:00	21:00	21:00	21:00
24:00	23:00	23:00	23:00	23:00
26:00	25:00	25:00	25:00	25:00
28:00	27:00	27:00	27:00	27:00
30:00	29:00	29:00	29:00	29:00
32:00	31:00	31:00	31:00	31:00
34:00	33:00	33:00	33:00	33:00
36:00	35:00	35:00	35:00	35:00
38:00	37:00	37:00	37:00	37:00
40:00	39:00	39:00	39:00	39:00
42:00	41:00	41:00	41:00	41:00
44:00	43:00	43:00	43:00	43:00
46:00	45:00	45:00	45:00	45:00
48:00	47:00	47:00	47:00	47:00
50:00	49:00	49:00	49:00	49:00
52:00	51:00	51:00	51:00	51:00
54:00	53:00	53:00	53:00	53:00
56:00	55:00	55:00	55:00	55:00
58:00	57:00	57:00	57:00	57:00
60:00	59:00	59:00	59:00	59:00
62:00	61:00	61:00	61:00	61:00
64:00	63:00	63:00	63:00	63:00
66:00	65:00	65:00	65:00	65:00
68:00	67:00	67:00	67:00	67:00
70:00	69:00	69:00	69:00	69:00
72:00	71:00	71:00	71:00	71:00
74:00	73:00	73:00	73:00	73:00
76:00	75:00	75:00	75:00	75:00
78:00	77:00	77:00	77:00	77:00
80:00	79:00	79:00	79:00	79:00
82:00	81:00	81:00	81:00	81:00
84:00	83:00	83:00	83:00	83:00
86:00	85:00	85:00	85:00	85:00
88:00	87:00	87:00	87:00	87:00
90:00	89:00	89:00	89:00	89:00
92:00	91:00	91:00	91:00	91:00
94:00	93:00	93:00	93:00	93:00
96:00	95:00	95:00	95:00	95:00
98:00	97:00	97:00	97:00	97:00
100:00	99:00	99:00	99:00	99:00

3. U.S.A.-NEWFOUNDLAND-EIRE-PORTUGAL-SENEGAL-LIBERIA-BRAZIL

City	140	100	101	141
Tu-Fr	Daily	Daily	Daily	Tu-Sa
12:00	11:00	11:00	11:00	11:00
14:00	13:00	13:00	13:00	13:00
16:00	15:00	15:00	15:00	15:00
18:00	17:00	17:00	17:00	17:00
20:00	19:00	19:00	19:00	19:00
22:00	21:00	21:00	21:00	21:00
24:00	23:00	23:00	23:00	23:00
26:00	25:00	25:00	25:00	25:00
28:00	27:00	27:00	27:00	27:00
30:00	29:00	29:00	29:00	29:00
32:00	31:00	31:00	31:00	31:00
34:00	33:00	33:00	33:00	33:00
36:00	35:00	35:00	35:00	35:00
38:00	37:00	37:00	37:00	37:00
40:00	39:00	39:00	39:00	39:00
42:00	41:00	41:00	41:00	41:00
44:00	43:00	43:00	43:00	43:00
46:00	45:00	45:00	45:00	45:00
48:00	47:00	47:00	47:00	47:00
50:00	49:00	49:00	49:00	49:00
52:00	51:00	51:00	51:00	51:00
54:00	53:00	53:00	53:00	53:00
56:00	55:00	55:00	55:00	55:00
58:00	57:00	57:00	57:00	57:00
60:00	59:00	59:00	59:00	59:00
62:00	61:00	61:00	61:00	61:00
64:00	63:00	63:00	63:00	63:00
66:00	65:00	65:00	65:00	65:00
68:00	67:00	67:00	67:00	67:00
70:00	69:00	69:00	69:00	69:00
72:00	71:00	71:00	71:00	71:00
74:00	73:00	73:00	73:00	73:00
76:00	75:00	75:00	75:00	75:00
78:00	77:00	77:00	77:00	77:00
80:00	79:00	79:00	79:00	79:00
82:00	81:00	81:00	81:00	81:00
84:00	83:00	83:00	83:00	83:00
86:00	85:00	85:00	85:00	85:00
88:00	87:00	87:00	87:00	87:00
90:00	89:00	89:00	89:00	89:00
92:00	91:00	91:00	91:00	91:00
94:00	93:00	93:00	93:00	93:00
96:00	95:00	95:00	95:00	95:00
98:00	97:00	97:00	97:00	97:00
100:00	99:00	99:00	99:00	99:00

1. Flight 140, from New York to Natal, operates fortnightly on alternate Sundays, February 3, 17, etc.
2. Flight 101, from Natal to New York, operates fortnightly on alternate Thursdays, February 2, 1



Iberia - Lineas Aereas de Espana timetables as of Summer 1954 showing South Atlantic and intra European routes operated with DC-4's at that time.

SPAIN—FRANCE

SPAIN—ENGLANDSPAIN—PORTUGAL

SPAIN—ITALY

SPAIN—GERMANYSWITZERLAND — SPAIN — TANGIER

(a) Swissair 203 between Zurich and Geneva. (b) Swissair 202 between Geneva and Zurich.

Timetable

SAN FRANCISCO - HONOLULU - MANILA

NOTE: All arrival and departure times are local standard time.
* DC-4 equipment.

MANILA - HONG KONG - SHANGHAI

NOTE: All arrival and departure times are local standard time
* DC-4 equipment, 1 DC-3 equipment.

Philippine Air Lines (above left) inaugurated transpacific services in late 1947 from Manila to Oakland via Guam, Kwajalein Atoll, and Honolulu. Services were also operated to Hong Kong and Shanghai over former Far Eastern Air Transport routes. Both routes were operated with DC-4 equipment.

WINGS OF THE NEW JAPAN

All times shown are local times.
Service by Douglas DC-4 Skymaster

Above right: Japan Air Lines domestic services as of Summer 1954 were operated with DC-4's. At this time transpacific routes were operated with DC-6B's, and this service had been inaugurated February 1954. Post war Japan Air Lines was founded in October 1953 as the Nihon Kokoyushu Kabashiki Kaisha (NKKK). Allied surrender terms signed in 1945 prohibited the utilization of Japanese pilots at this time.

TIMETABLE

Orient

**PHILIPPINE
AIR LINES** INC.

AGENTS FOR PHILIPPINE AIR LINE

**TRANS-
CANADA**
Air Lines



**TRANSCONTINENTAL
INTERNATIONAL
TRANS-ATLANTIC**

Trans-Canada Air Lines inaugurated service with DC-4M-2's "North Stars" in Spring 1948. These were pressurized versions of the DC-4, powered by 1,740 hp Rolls Royce Merlin engines. They were built as DC-4 conversions by Canadair, and the DC-4M-2 also had square rather than the standard oval DC-4 windows. June, 1948. TCA schedules above show Canadian transcontinental "North Star" services at the time.

PLEASE SEND ME _____ COPIES OF A PICTORIAL HISTORY OF AIRLINE SERVICE AT ATLANTA, AT \$22.00 (U.S.), \$25.00 (CANADA), AND \$32.00 (OVERSEAS). PLEASE MAKE CHECK OR MONEY ORDER PAYABLE TO GEORGE W. CEARLEY, JR.

PLEASE SHIP TO: (Be sure to include complete address)

A PICTORIAL HISTORY OF AIRLINE SERVICE AT

Atlanta

PLEASE SEND ME _____ COPIES OF *NATIONAL, AIRLINE OF THE STARS, A PICTORIAL HISTORY*, AT \$24.00 (U.S.), \$29.00 (CANADA) and \$34.00 (OVERSEAS). PLEASE MAKE CHECK OR MONEY ORDER PAYABLE TO GEORGE W. CEARLEY, JR. CANADIAN AND OVERSEAS ORDERS MUST BE IN U.S. FUNDS.

PLEASE SHIP TO: (Be sure to include complete address)

NATIONAL
Airline of the Stars

TRANSCONTINENTAL SERVICE

ALL FLIGHTS DAILY

Dark face type (11-59) indicates P.A.

Light Face Type (11.50) indicates A.M.

NEWFOUNDLAND • SYDNEY • HALIFAX • MONCTON • SAINT JOHN • BOSTON • MONTREAL

MONTREAL • TORONTO • WINNIPEG • REGINA • EDMONTON • CALGARY • VANCOUVER

Read Down

4131*134343*303*345*5

7:008:0011:4015:555:005:459:0010:30

7:509:401:459:50

8:009:501:554:5510:00

9:4511:351:203:406:406:507:3511:4512:40

5155

8:0011:504:007:5512:40

10:056:05Div. Es Mon. Tue.

12:358:40Div. Es Tue. Wed.

8:405:3511:40

2160

6:138:358:4010:55

636165

6:037:158:004:455:357:057:55

838581

11:053:4518:354:551:506:10

8789

8:5010:359:5011:3512:051:2010:05

840855

7:308:55

Read Up

TABLE 2

*630*30040*43242*244

10:1511:009:204:457:459:3010:4511:55

11:1011:307:008:45

11:0011:209:106:508:3511:00

8:359:3012:4012:503:055:207:059:059:30

5259

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7:30Div. Es Tue. Wed.

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6675

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6662

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8:301:3012:35

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8886848280

10:108:059:1010:557:00

9:107:059:109:40

9:006:552:009:30

7:455:4011:458:15

10:257:15

10:557:45

* Flights 1, 2, 3, 4, 5, 6, 370, 303 — 40 Passenger North Star Skylines —

Colonial DC-4 flight is one I will remember forever

(Ed's note: Several of Van's DC-4 postcards are included in the the main feature, "The DC-4 and the opening of the world's major air routes after World War 2" on p.3-7 and in the feature "The Dash 1009" on p.7-8 and on p.1 and 9. They are so noted in the text below.)

My traipsing around as a business traveller really began after the DC-4 was phased out. I flew ALB-LGA on Colonial in the early 1950s and FRA-LBG on Air France in OCT 58 (where I was lucky being at Le Bourget when the Pan Am 707-121 landed on the 27th, the airline's first-ever regularly-scheduled transatlantic jet service to the continent of Europe).

My testosterone level was way up on that Colonial flight, but not, I admit, because I was on a DC-4. I fell in love with the lovely young blonde stewardess, who took special care of me because of the friendship of the airline's chief dispatcher, Glenn Brady, with my family. She just managed to escape my clutches somehow, but I sure was smitten. One doesn't have such problems in today's passenger cabins, does one!

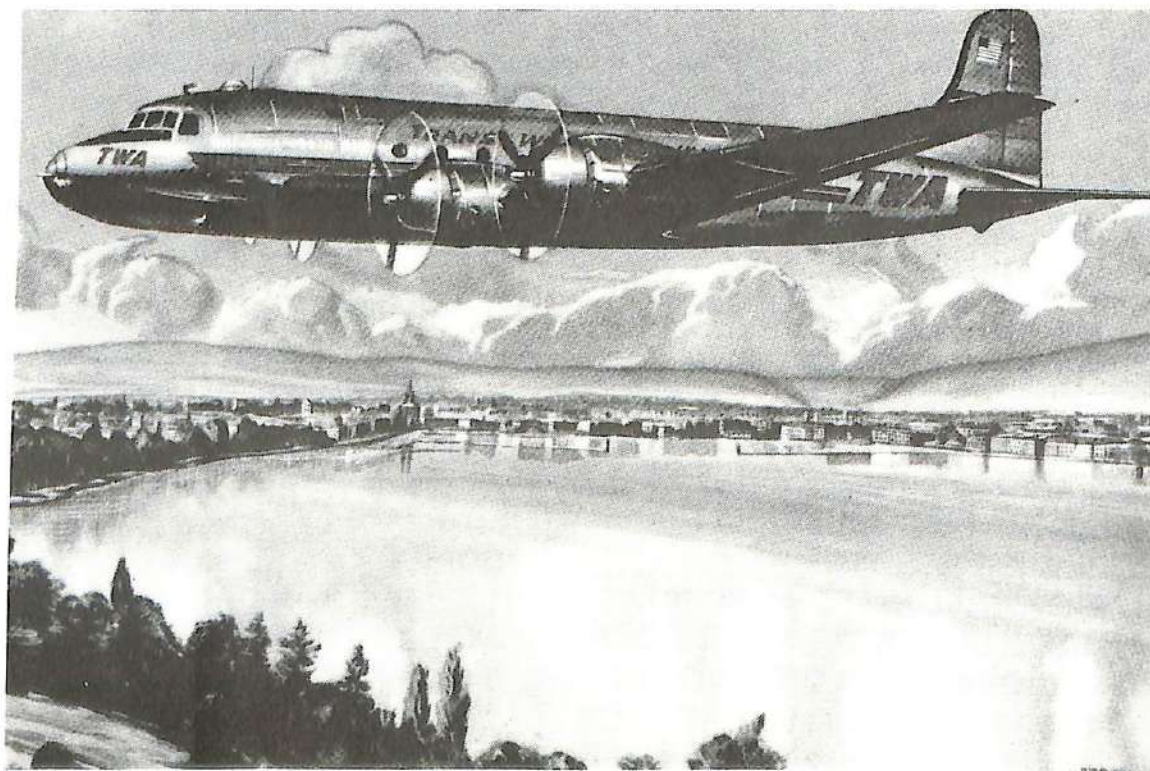
Just think of the tremendous technological advances made by the DC-4 over the predecessor DC-3. Half again the speed. Twice the payload. Twice the range. Three times as productive. With perhaps twice the passenger comfort. Wow! Translate that into today's terms.

I have all sorts of DC-4 postcard goodies and would like to start out by showing off the air-

Douglas C54 Army Transport
THE LARGEST TRANSPORT IN QUANTITY
PRODUCTION IN THE WORLD



#1



#13

craft in Army Air Force livery since that is how it started. I have two great sepia postcards of the pre-war, pressurized DC-4E, two B&W photos and a matted and framed sepia roto-gravure photo of the DC-4E in United Air Lines livery at Floyd Bennett Field in New York in 1939. Great stuff but for purposes of this article and the available space, let's go to the cards.

#1. I have 15 superior AAF/USAF C-54 cards but shall show only this World War 2 B&W real photo beauty by Grogan (p.18). The C-54, together with the C-69 (the Constellation) proved that international air travel would be by land-based aircraft at the end of the war.

For the purpose of continuity, I now go first to the cards that are published on pages 3 to 9:

PAGE 3:

#2. The "best, rarest" DC-4 I have for AAL/AOA is the "echte" (real) photo in sepia and published in Holland in 3 1/2 x 5 1/2.

#3. I have 19 Pan Am DC-4 cards, many of these B&W from the superb West-German airport "bunches." So difficult to choose, but I show you this card of "Clipper Racer" in flight, issued by Hannover Airport

PAGE 4:

#4. From TWA, which flew the first common-carriage DC-4 transatlantic after WW2, if I am to believe contemporary historians, I offer this "echte" (real) photo in B&W from Holland.

#5. Of my seven UAL DC-4s, this LAX rp card is the rarest, I think. 3 1/2 x 5 1/2.

PAGE 5:

#6. You recall how Capital Airlines "boxed in" the round windows as a marketing ploy to make their DC-4s look like the DC-6? Of my nine PCA/Capital cards, this B&W rp at MKE, dated NOV 50, should be most stimulating.



Northwest Passage

Above the Clouds



16. Sea Board and Western Douglas DC-4

#15



The COMMUTER

SAN FRANCISCO - OAKLAND - BURBANK - LOS ANGELES - SAN DIEGO

#7. Another West-German airport series Pan Am DC-4 card, this one showing "Clipper Munich" under the canopy at Berlin's Tempelhof.

PAGE 7:

#8. An all-time favorite of mine is this Mills Field (SFO) B&W rp of a Western Air Lines DC-4 being serviced. 3 1/2 x 5 1/2.

PAGE 8:

#9. A Kloten Airport card of Swissair's DC-4 (4 x 6 B&W) mailed 24 SEP 51. Should be of sufficient interest, even more than the Enell #36 that I have.

#10. One of my KLM DC-4 cards. While prolific, so many of KLM's and/or Schiphol Airport cards were also excellent, don't you agree? This 3 1/2 x 5 1/2 B&W rp is a fine example of numerous cards that become available now and again.

#11. A beautiful sepia card of Iberia's DC-4. Foto C. Portillo - Madrid.

PAGE 9:

#12. Australian National Airways company card with promotional text. Two-color, card mailed in DEC 46. 3 1/2 x 5 1/2.

Now I continue with the cards in this column:

PAGE 18:

#13. TWA card in the Geneva entry from the famed late 1940s postcard series of drawings done in Rome for TWA by Umberto Boesi.

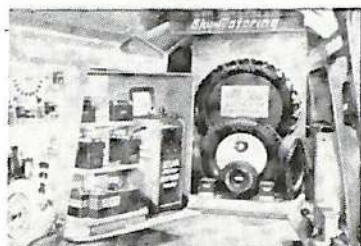
PAGE 19:

#14. I hope this company card of NWA's DC-4 is not too common (PF 16-0), but it sure is a beauty. Is it not? 3 1/2 x 5 1/2.

#15. The rare Enell rp B&W #16 of the Seaboard and Western all-cargo DC-4. One of the best! 3 1/2 x 5 1/2.

#16. You've all seen the four Super Skycoach cards, but how about

The ATLAS Sky Merchant



← STREAMLINED DISPLAY

ATLAS SKY MERCHANT SPECIFICATIONS

The Douglas built Atlas DC-4 is powered by four motors of 1,450 h.p. each. Its 2,400 gallon fuel capacity gives it a non-stop cruising range of 2,600 miles. At 10,000 feet it has a speed of 219 m.p.h. The wing span is 117 ft. 6 in. and the overall length, 93 ft. 11 in. Inside, the cabin is 50 ft. long and 10 ft. wide.

POST CARD

PLACE
ONE CENT
STAMP
HERE

Open **FREE** to the Public

Come and See

THE
ATLAS SKY MERCHANT

SPONSORED BY

THE STANDARD OIL CO. (Ohio)



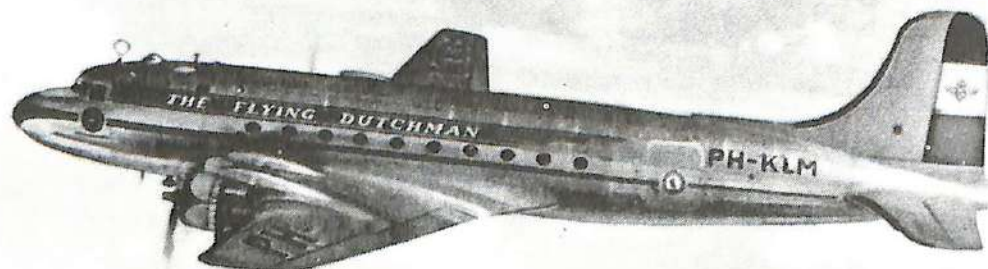
Printed in U.S.A. 5-47

JSP0585

CLEVELAND AIRPORT

Mon., Nov. 3, 11:00 A.M. - 7:00 P.M.

Tues., Nov. 4, 3:30 P.M. - 7:00 P.M.



this linen California intra-state California Central Airlines card in 4c? Color picture #K4390, 3 1/2 x 5 1/2.

PAGE 20:

#17. You'll enjoy both sides of this SOHIO-sponsored airmobile trade fair card, pushing Atlas tires, batteries and accessories. I tried to develop the same idea a decade later at Pan Am, patterned after a similar effort by Isbrandtsen Line.

#18. Another of my KLM cards, I bought this four-color 4 x 6 co. card (L 1-25 EN/2089) for 50 cents in 1994 (!). (Ed.: Note the fake registration "PH-KLM" which has been applied rather crudely.)

PAGE 21:

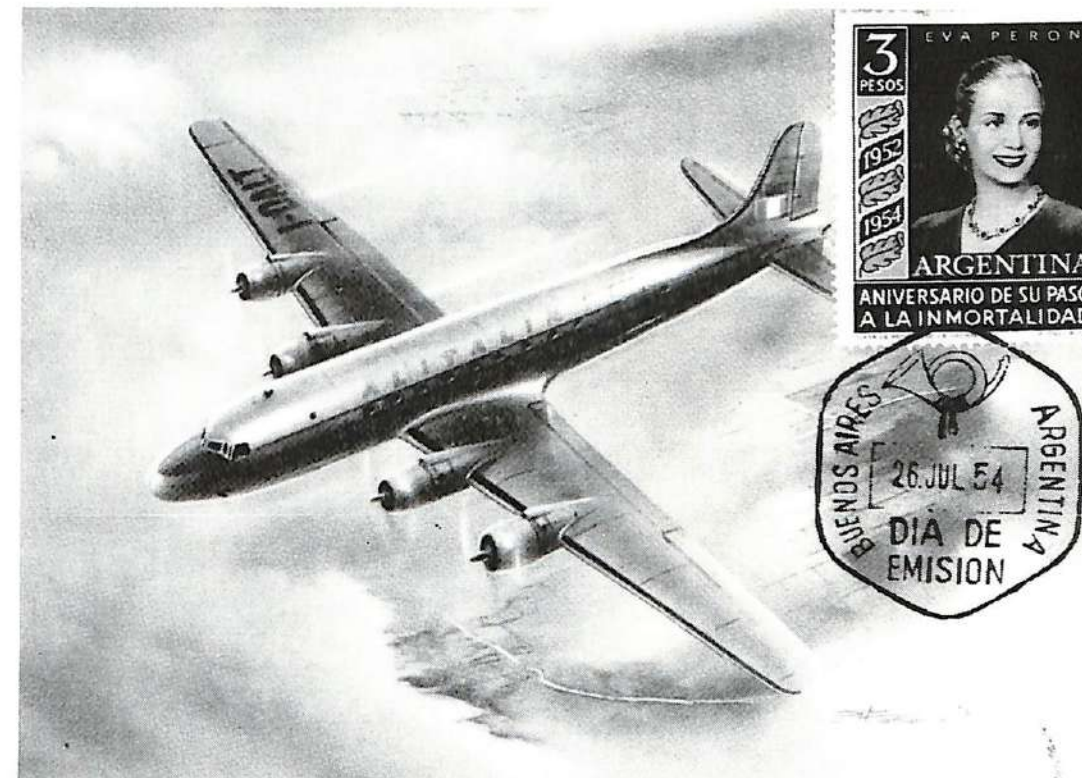
#19. An interesting Alitalia card, marking the first flight from Argentina, dated 26 JUL 54. Nice drawing not only of the DC-4, but of Evita Peron too.

#20. Air Algerie's F-BELA at Marignane, a 4 x 6 B&W airport card published by Tardy in Marseilles.

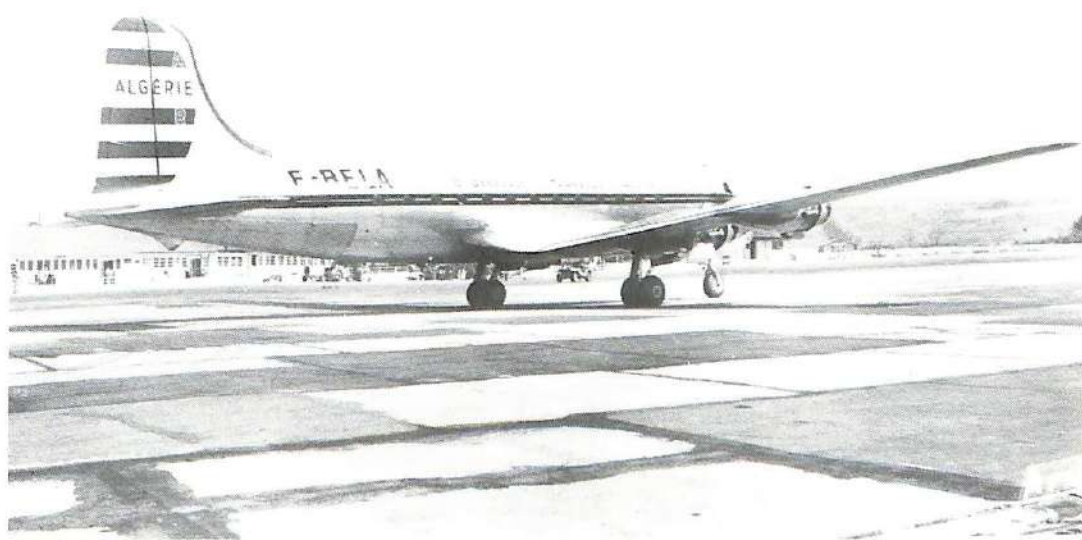
Right: F-BELA of Air Algerie is a former C-54A-10-DC and went to Air Algerie in MAR 54 by way of NGAT/KLM, TAI and Cie. Air Transport. In OCT 63 she was reregistered 7T-VAA in the new Algerian register following independence, and was broken up at Algiers in AUG 69 (AVW #20).

APOLOGIES !

Apologies are extended to Allan Van Wickler for the misidentification of the source of two of his Piedmont postcards in the previous issue of the CAPTAIN'S LOG (Vol. 22, No. 1, 1996). The two cards on page 1 are from the Allan Van Wickler Collection, not as stated in that issue.



#19

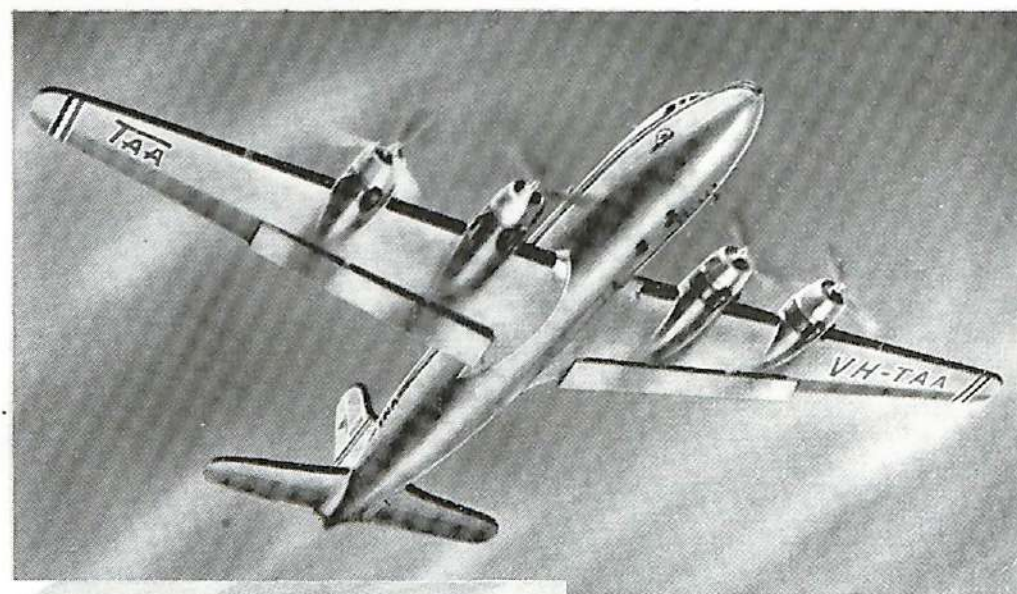


#20

Douglas DC 4
A powerful 4-engined aircraft of distinctive merit, K.L.M.'s Douglas DC 4, specially designed for comfort and speed on short runs as well as long trips, offers spacious seating accommodations for 40 passengers.



#21. TAA's DC-4 co. card, a four-color drawing of VH-TAA.



VIA AÉREA



#22. A wonderful Cruzeiro do Sul 4c drawing of PP-CJJ over Rio de Janeiro. Co. card, 3 1/2 x 5 1/2.



#23. Faucett Airlines co. card, 4c, at Arequipa, Peru. 3 1/2 x 5 1/2.

Left: Former U.S. Navy C-54A-10-DC/R5D-1 msn 10322, operated with Cruzeiro do Sul of Brazil from NOV 46 to JUN 48. She then returned to the U.S. as N37734 to fly with the Atlas Tire Comp. as "Atlas Sky Merchant." In this guise she is shown as #17 on page 20. She was sold to California Eastern Airlines on 03 FEB 53 and was "destroyed" that same day (AVW #22).

Left: "EL COLOMBIANO" de la Empresa aérea Nacional Avianca en el aeropuerto Techo de Bogotá. (Foto Casa Belga con cámara Voigtlaender Bessa II.)



#24. Avianca's "El Colombiano" at Bogota, a 4c chrome by Dexter Press #48235, 3 1/2 x 5 1/2.

#25. A change of pace. TACA's DC-4 inflight service. 4c linen card by Curteich.



Dinner Aloft
—
TACA
INTERNATIONAL
AIRLINES
—
LUXURIOUS
DOUGLAS
44 PASSENGER
PLANE

TACA INTERNATIONAL
AIRLINES
Serving New Orleans, Mexico, El Salvador, Guatemala, Honduras, British Honduras, Nicaragua, and Costa Rica.

#26. I just had to include this early JAL DC-4 at Haneda, a 4c chrome airport card, 3 1/2 x 5 1/2.



HANEDA AIR PORT TOKYO



#27. Perhaps a relatively rare card of Sabena's by Ern. Thill in Brussels, showing two of their DC-4 aircraft. 4 x 6, B&W.

#28. SAA's ZS-AUB, a hand-colored company post-card, at Cape Town. There is at least one other DC-4 in the series, flying over Johannesburg. 3 1/2 x 5 1/2.

#29. The great Qantas co. card, a four-color drawing of VH-EBM.

POST CARD/POSKAART
ADDRESS ADRES
South African Airways' Skymaster, Wingfield Aerodrome, Cape Town.
in Skymaster van die Suid-Afrikaanse Lugdiens, Wingfield, Lughawe, Kaapstad.

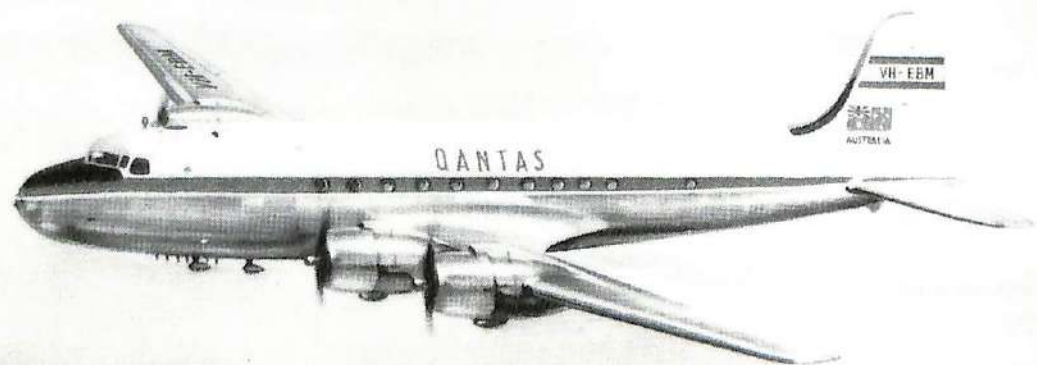


QANTAS SKYMASTER (DC4). These famous four-engined aircraft are used on services linking Sydney with New Guinea, New Caledonia and Norfolk Island.

Top: OO-CBI was one of 10 DC-4-1009 bought by Sabena. Msn 43096 (AVW #27).

Center: ZS-AUB was a DC-4-1009, msn. 42984, one of six for South African Airways' "Springbok" service to London. (AVW #28).

Bottom: Another DC-4-1009, VH-EBM, msn 42918, formerly with Western as N10203 (AVN #29).



#30. Of my 11 SAS DC-4 cards, I have chosen Enell's #19 rp B&W flying over the George Washington Bridge at NYC, and ---

#31. --- the beautiful nose job of "Dan Viking," presumably the rarest of the three La Guardia/DC-4 company cards (mailed in 1948). Both are 3 1/2 x 5 1/2.

#32. Of my 10 Air France DC-4 cards, I thought this one would be rare enough to warrant interest. It shows "Ciel de Lorraine," a CIM card, 4 x 6, B&W, at Marseilles/Marignane.



Top: LN-IAD was a DC-4-1009, msn 42993 and had been ordered by DNL of Norway before the formation of SAS on 01 AUG 48. She carried the name "Haakon Viking" and later went to Air France, Air Madagascar and Air Mauretanie before being broken up in 1979 (AVW #30).

Center: "Dan Viking" was OY-DFI, msn 42931, originally ordered by DDL of Denmark and to SAS on 01 AUG 48. (AVW #31).

Bottom: F-BBDN "Ciel de Lorraine," was Air France's Msn 42991, a DC-4-1009. She crashed on take off from Tananarive, Madagascar, on 19 JUL 67 while operating with Air Madagascar. (AVW #32).

I hope you have enjoyed these cards and have uttered at least one "oooh!" It's been a gas to assemble them. Please note the conscious decision not to include the Argonaut. We'll save them for another day.

I am deeply appreciative of your comments to date. It is a pleasure to know that the CAPTAIN'S LOG is being opened, read and enjoyed.



KLM, Cubana, Avianca:early DC-4 labels

I never thought that I would be writing this: Don Thomas, the doyen of label and sticker collectors, is no longer with us. My very good friend has gone and all that is left is to attempt to carry on this column as he would have wished.

This column will have to be a little different from the usual as contributors would not have been aware yet of the change. I will therefore feature from my collection only. I hope I'll have received contributions from people in other countries to include in the next issue. My address is:

David A. Rowe
29 The Paddock
HITCHIN, Herts SG4 9EF
England.

Please do send me new labels, stickers and BILs you may pick up at your local airport, during your travels or those you obtain through trade.

As the DC-4 is the main theme in this issue, I start with a KLM label (#1) saying in Spanish "Ship by KLM, Economize!" The blue and white label from Cubana (#2) shows the Havana to Madrid service via Bermuda, the Azores and Lisbon. It started on 14 APR 49. Also from Latin America is Avianca of Colombia. Its DC-4 (#3) started services the following year. All three are gummed labels. #4 is a sticker and shows the DC-4 from Iberia of Spain. It is one of a set commemorating Iberia's 60th anniversary in 1987, although the set had been issued in 1986 without the anniversary detail. Does anyone know why the airline left the Super Constellation out of the set?

NEW(ER) ISSUES

#5 and #6. These are from Virgin Atlantic, recently obtained from a friend who works for them. They are part of a series of 10 stickers for the caterer's attention. Not the usual type of sticker, these are different



#1



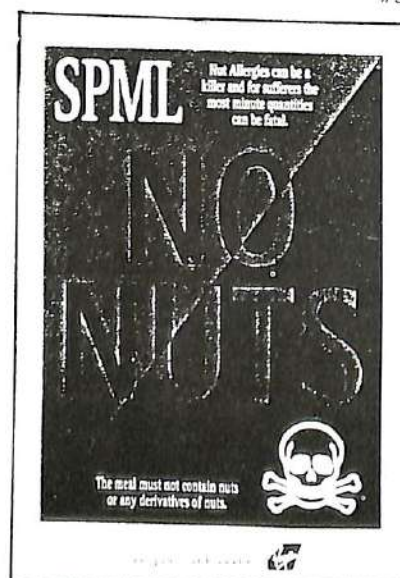
#2



#3



#4



#5



#6



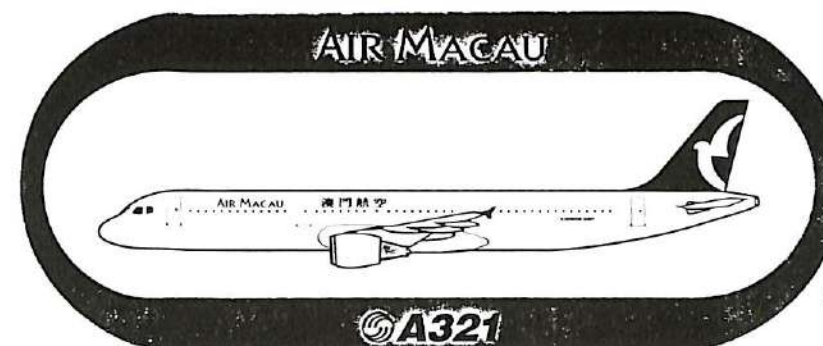
#7



#8



#9



#10



#11



#12



#13

#7. This amusing sticker is from the German company PJC - Private Jet Charter of Düsseldorf. My German is a bit rusty, but "Flying is Fun" seems to be the gist of the text at the top. I wonder what the cabin staff wear.

#8 Issued by World Airways, obviously to mark its inaugural flight between Washington/Baltimore and London on 30 MAY 81, but I had not seen it before.

#9. Bangladesh Biman is not featured very often, mainly because they issue very few stickers, so I was pleased to obtain this one on a recent trip to London. The center is red with a white logo, the text at the top and the name in green on white and the slogan at the bottom, as well as the DC-10, are in black. It is made of plastic that can be stuck to a car windshield.

#10-11-12. I know that a lot of people collect Airbus stickers, even if they are not interested in other kinds. New additions are #10 for Air Macau, #11 for British Mediterranean with a deep-yellow background, and #12 for Grandair of the Philippines, both with the usual white backgrounds. Others obtained recently show the A320 of South African, A321 of Iberia (orange background), A321 of Alitalia (red), A320-300 of Swissair, A340-300E of Singapore and A320 of Airtours (orange).

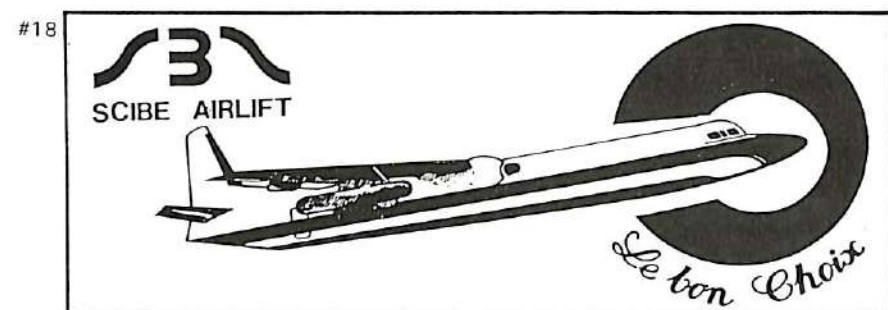
#13. Fokker had stickers featuring the 50, 70 and 100 in the liveries of its customers, this one showing the Fokker 70 of Vietnam Airlines. The airline name and the logo to the right are in blue outlines in yellow on a red bar. "Fokker 70" is in red on white and the aircraft is in white with a blue cheatline and company name.

#14. I wrote to East West Airlines of India in February and had given up hope when this very attractive sticker arrived in the mail. It has a violet background with red border and purple text. The border around the name under the windsock is in green. A label well-worth waiting for.

#15. Another "funny face" sticker has appeared - Volga-Dnepr Airlines of Russia operates AN-124 in conjunction with the British airline HeavyLift.

#16. This is a more-conventional view of the AN-124 of Volga-Dnepr.

#17. Talking about funny faces, I couldn't

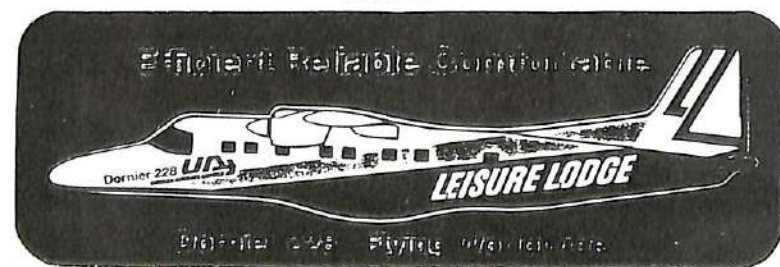


resist including this one of Hamburg Airport. Although airport stickers don't seem to be very collectible, I keep them as a link to a particular airline that flew from there.

Next are a few unusual airlines from Africa:

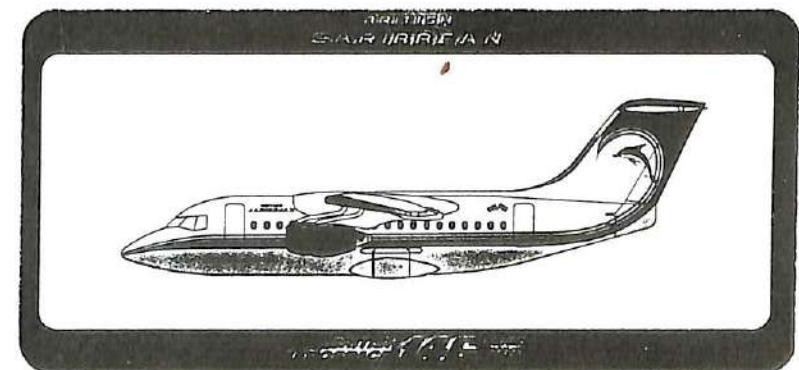
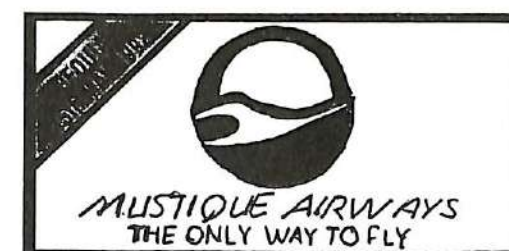
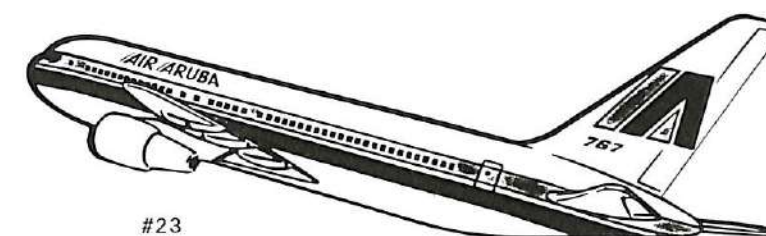
#18 A rather elongated Fokker F.27 of Scibe Airlift of Zaire.

#19 Tanzanair (Tanzanian Air Services)



of Tanzania flies mainly Cessna aircraft from Dar-Es-Salaam. And yes, the Cessna logo is printed under an angle - it are not your eyes that are the problem.

#20. Ukunda Airways from Kenya have a single Dornier D0-228 in white, yellow and red livery on a deep-blue background. (Can anyone tell us what the name "Leisure Lodge" refers to?)



#21. Dairo Air Service (DAS Air) of Uganda. A cargo airline, they have four 707-320C operating on cargo services from Entebbe. However, the airline's headquarters are located in ... Crawley, Sussex, England.

The Caribbean has always provided label and sticker collectors with some excellent material.

#22. This is an early gummed label from Dominicana, picturing their C-46, their route and the country's national flag, all in red, white and blue.

#23. Bringing us right up to date is this sticker of an Air Aruba 767.

#24. Mustique Airways sticker in deep blue and bright red on shiny silver. Mustique Airways flies Britten-Norman Islanders from St. Vincent. This is a really beautiful sticker. The silver background is so shiny, it acts as a mirror when you look at it.

#25. Finally, quite a rare (and large) modern sticker showing the British Caribbean BAe 146-100. I have never seen another. The aircraft in white with red and blue trim, is on a aqua background. The border is silver.

Canadian airlines have issued some attractive modern labels too.

#26. This one shows the BAe 146 and Dash-8 of Air Nova, an Air Canada "Connector" airline on the east coast.



#27. A very smart black on yellow sticker of Ptarmigan Airways of Yellowknife in the Northwest Territories. The airline flies mainly Twin Otters and Gulfstream I aircraft on local services. The ptarmigan after which the airline is names, is an arctic bird.

#28. The 747-400 of Canadian Airways International is featured on this label. It obviously originates from their Frankfurt office. The German text says: "I fly Canadian daily nonstop Frankfurt - Toronto - Calgary & Vancouver and to over 120 destinations in Canada."

JERRY ELMAS of Austin, TX, sent in:

#29. TWA 50th anniversary of transatlantic services, and

#30. Daimler-Benz Aerospace sticker advertising conversions of Airbus aircraft to freighters.

(Jerry also sent a copy of the Volga-Dnepr sticker shown in #16.)



#27



#28



#29



#31



#30



#32



#33

#31. BIL from WestJet, a new low-cost Canadian operator, sent in by KEN TAYLOR of Calgary, Canada.

Here are a couple of early gummed U.S. labels to finish this column.

#32 shows Varney Speed Lines' Lockheed 9 Orion, the "Fastest Airline In The World," as the text makes it known. It probably was, as the Orion was averaging 254 mph in 1934 - between San Francisco and Los Angeles on a 65 min schedule.

#33. I can confidently state this is the only label to feature the Fokker F.XA (F.10A, top left) AND the Loening Air Yacht (bottom right). This lovely yellow and black offering is from Transamerican Airlines Corporation, which was absorbed by American Airways in 1933.

AIRLINE PLAYING CARDS

Thomas Draggas

C&S and TWA issued DC-4 playing cards

Here we are again looking back on another Airliners International. As far as I am concerned, AI'96 was a big success thanks to the hard work of Paul and Pat Collins, Terry and Carol Love, Don and Linda Levine, Howard Grant and a host of others. A big THANK YOU to all who helped make AI'96 the success it was.

Now for playing cards. I was able to turn up only two cards showing the DC-4, the theme aircraft of this issue. One is from Chicago & Southern Air Lines (#1). This card has background consisting of a map showing the states served by the airline in yellow with orange for the rest of the country. The waters of the Gulf and the Great Lakes are in some blue-gray color and the routes are indicated in green lines with red stars for the cities served.

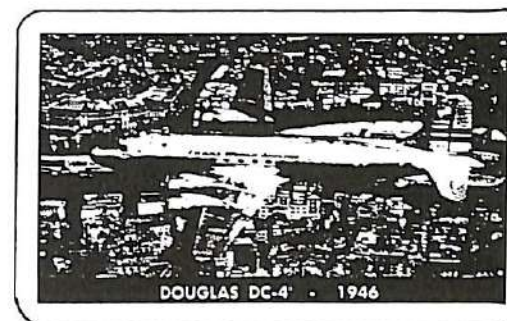
The mate to this card has a yellow and green map as background with the water of the Gulf and Great Lakes in blue. The aircraft on both cards is in gray and black.

The other DC-4 card is from the TWA collector series (#2). The aircraft in aluminum with red trim, is flying over a city (St. Louis?). The border and printing in the black bar across the bottom are in white.

Since the previous column, I found a few new cards. Frontier Airlines (#3) shows five of their "animal tail" 737s. Each tail shows a different animal and each side of the tail on each aircraft also shows a different animal.

Then I have a mini-deck from Air France (#4). This card has a light blue shield inside a white border. The Air France logo is in white, "Planete Bleue" in orange and the little birds around the perimeter in white and orange.

The final card this time comes from Sun Country Airlines (#5). It has a purple background, the airline name in light orange and the large logo in the center in light and dark orange. The two "S" logos are also in dark orange. "Fly to the fun!" in the center is in purple.



#2. TWA



#1. Chicago & Southern



#3. Frontier



#4. Air France mini-deck

← Planete Bleu



#5. Sun Country Airlines

That's it. Happy collecting and until the next time.

Finally! I flew in a Ford

By JOOP GERRITSMÁ

One of the most interesting experiences I have had at any Airliners International since first attending at Hartford in 1986, was the flight in the Ford Tri-Motor at AI'96 in Minneapolis. It easily ranks a real close second to the earthquake at AI'92 in Orange County, CA. But that is another story.

It had always been a dream of mine to fly in a pre WW-2 Ford or other trimotor airliner. But having missed the 1920s and 1930s because of the timing of my birth, I never had the opportunity. The DC-3 was the oldest type of airliner I ever journeyed in. So, when Paul Collins offered rides at Minneapolis in the Ford of the Kalamazoo Aviation History Museum, I signed up in a hurry. Yes, I know I can fly at 200 mph and at 2,000 ft altitude just as well in a single-engine Cessna, Piper or other light aircraft, and I have done so many times. But this was not the same. *This was a Ford, a genuine 1920s trimotor airliner!* The kind of airliner my parents and grandparents could have travelled in (my father actually did. Once!) The emotional significance of this is lost to non-airline enthusiasts, like the people I work with at the newspaper. When I showed them the pictures after I came back, some shrugged their shoulders at my excitement, others wondered why I took the risk of flying in something that old and obviously less safe than the jetliners they are more familiar with. One of my colleague reporters is a sports parachutist and even she wondered why I "risked my neck in that thing."

The flight itself lasted only 20 minutes or so. But I gladly would have signed up for 20 hours. Right from taxi out to taxi back at the Flying Cloud Airport west of the city it was a dream come true. The leisurely pace, the relative close proximity to Mother Earth (during the slow climb to 2,000 ft, I even saw the flashing left-turn lights of a car which was waiting to turn at an intersection of two country roads). And guess what! I had lots more legroom in the 10-seat cabin of the Ford than I had in the DC-10 coming down from Detroit. Talk about progress!

Of course, the vibration is much stronger



than it is in a modern jetliner, the noise in the cabin a whole lot louder and the seats not as comfortable, but so what? Nostalgia doesn't come any better than this.

Thank you, Paul!

The Ford of the Kalamazoo Aviation Historical Museum is a Model 5-AT-C. She is now registered N8419 and has msn 5-AT-58. The first flight was on 29 JUN 29 with the registration NC-8419 and she was delivered to the Ford Motor Company on 11 JUL 29. Modified to high-speed configuration in OCT 30.

The aircraft went to Northwest Airways on 31 JAN 31. Sold to Northern Air Transport of Fairbanks, Alaska on 06 SEP 35. NAT became Wien Alaska Airlines, also of Fairbanks, on 24 NOV 36 and the Ford went to Kenneth Neese of Anchorage on 24 JUN 40, to be transferred to Star Air Lines of Anchorage the same day. Following the war, she was with a series of small airlines and other owners:

21 JUN 45 to Monroe Airways of Monroe, Michi-

gan for barnstorming throughout the Lake Erie area; 10 NOV 46 to G & G (Gilpin & Greenway) Airlines of Tucson, Arizona for scenic flights over and through the Grand Canyon; 05 JUN 51 to Johnson Flying Service of Missoula, Montana; leased to Northwest Airlines in 1956 for 30th anniversary coast-to-coast flight; 04 AUG 59 crashed and heavily damaged at Moose Creek, Idaho while transporting Forestry Service smoke jumpers; 13 APR 79 to Evergreen Helicopters of McMinnville, Oregon; same day, 13 APR 79, to Kal Aero, Kalamazoo, Michigan; OCT 82 rebuilding of fuselage completed by Kal Aero; flown again 15 (or 24?) JUL 91; 1991 acquired by the Kalamazoo Aviation History Museum. The aircraft is now painted in the colors of a U.S. Army Air Corps C-4A air ambulance, serial A.C.29-058. (According to William Larkins - see below - there never was a Ford Tri-Motor with the military serial A.C.29-058.)

(With thanks to The Ford Tri-Motor, 1926-1962, by William T. Larkins, Schiffer Publishing Ltd., West Chester, PA, 1992, and the Kalamazoo museum's Fly the Ford Tri-Motor brochure.)

Name the Plane Contest

Ryan Murphy was the winner of the "Name the Plane" contest at the AI'96. He had 14 correct answers out of 20 and also answered the tiebreaker correctly. His prize included a copy of the new Convair 880/990 book by Jon Proctor and a one-year subscription to Airliners Magazine.

In second place was **Chris English**, also with 14 correct answers. He was presented with a copy of "Wreckchasing Vol. 2" by Nick Veronico and a 1997 Airliners calendar.

Al Minich was third with 13 correct answers. He received a copy of the 1997 Airliners calendar.

The Name the Plane contest consists of 20 slides each showing a small part of an aircraft, for instance a single cockpit window, a section of the instrument panel or sometimes even the shadow of an airplane as it passes over a cornfield. For good measure, an airport is thrown in along the way. Participants are to identify the aircraft and airport shown.

The contest was sponsored by Keith Armes and World Transport Press - Airliners Magazine.

AI'96 TRIVIA CONTEST

As usual, we bring you the questions, answers and names of the winners of the Trivia contest, a favorite among participants at the annual Saturday night farewell banquet of Airliners International.

The questions were put together by Jim (JET) Thompson and Mike Chew.

1. One U.S. airline operated the Convair 340, 440, 540 and 580. Name the airline.

A-Allegheny, B-Lake Central, C-Frontier, D-North Central, E-Central.

2. Which airline took initial delivery of the first Sud Caravelle Model VIR built (the prototype, s/n 62)?

A-United, B-Cruzeiro, C-Air France, D-Iberia, E-Indian.

3. At which airport was a lot of the first "Airport" movie filmed?

A-Minneapolis, B-Chicago, C-Toronto, D-Detroit, E-Boston.

4. The world's first scheduled airship operation was started by DELAG on 24 AUG 19. What was the original route?

A-Friedrichshafen-Munich-Berlin, B-Friedrichshafen-Stuttgart, C-Frankfurt-Bremen, D-Hamburg-Kiel, E-Koln (Cologne)-Lubeck.

5. North Central Airlines entered the "pure" jet age in what year?

A-1965, B-1966, C-1967, D-1968, E-1969.

6. What type of song is the theme song from the movie "The High and the Mighty"?

A-Ballad, B-Religious song, C-Love song, D-Country & Western, E-Classical

7. What historic event took place at Northwest Airlines in 1949?

A-Became the first U.S. airline to offer "bar service", B-Adopted a solid red tail, C-Began Honolulu service, D-Began flying the Martin 2-O-2, E-Added Okinawa.

8. Of the 556 factory-delivered DC-8s, United Air Lines took 105, more than any other airline. Which carrier was second?

A-Air Canada, B-Delta, C-Eastern, D-Japan Air Lines, E-SAS.

9. At the peak of its operation across Lake Erie, how many flights a day did TAG Airlines operate in each direction between Detroit and Cleveland?

A-10, B-20, C-30, D-40, E-50.

10. In July 1962 North Central Airlines was one of only two U.S. Local Service airlines with international routes. Name the other airline.

A-Frontier, B-Bonanza, C-Trans Texas, D-Mohawk, E-West Coast.

Tie Breakers:

11. How many passengers were carried during the three months operation of the St. Petersburg-Tampa Airboat Line in the two-passenger Benoist XIV?

12. How many passengers were carried by DELAG on their airship operations between 1910 and 1914? (Each airship could carry up to 20 passengers.)

(The Trivia contest is sponsored by John Wegg and Airways Magazine)

ANSWERS:

1-A. Allegheny Airlines. They operated only a couple of 340s and were the only airline to operate the CV-540.

2-B. Cruzeiro do Sul of Brazil took delivery on 30 JUL 63, 212 years after its first flight, which was on 06 FEB 61. The aircraft had been rolled out in United's livery and was used in their promotional photos but was never sold to or operated by United. (Registration N2001U was allocated for a U.S. demonstration tour, but was not taken up - JG)

3-A. Minneapolis-St.Paul, although some of it was filmed at LAX.

4-A. The Munich stop was operated only until 04 OCT. From there on until the end of the service on 05 DEC, the service was operated non-stop between Friedrichshafen and Berlin.

5-C. On 08 SEP 67 with the DC-9-30, just 160 days after the Convair 580 had entered service.

6-C. It is a love song with words by Ned Washington and music by Dimitri Tiomkin: "I was high and mighty. How I laughed at love and the stars above. Then you came like a gentle flame and helped me to find my way! I was high and mighty, and I told my heart where to stop and start. Now I find that I was blind, I'm learning it day by day! Love can change things, rearrange things. Oh what strange things love can do! I'm not high and mighty, but I have what's worth all the gold on earth. I have you and I give my heart, forever and ever to you, you, you!"

7-A. Became the first U.S. airline to offer "bar service." The solid red tail was adopted in 1948, the 2-O-2s were added in 1947, service the OKA began on 25 SEP 47. Honolulu was added on 02 DEC 48.

8-A. Air Canada with 42. United took 105, JAL 41, Eastern 39, Delta 34 and SAS and Alitalia 26 each.

9-C. 30 flights a day each way, a flight every 15 minutes. Owner Ross Miller said this way, no matter what time you got to the airport, you had no more than a 15-minute wait until the next flight.

10-E. West Coast served Calgary, Alberta. North Central served Fort William/Port Arthur (now one city called Thunder Bay - JG) in Ontario and Regina in Saskatchewan, all in Canada.

Tiebreakers:

11. 1,200; 12. 34,000.

And the winners are!

1st place (6 correct answers): JEFF STRANGE. His prize: a one-year subscription to both Airways Magazine and ACar Int'l, plus a copy of the book "Deregulation knockouts."

2nd place (5 correct): BILL COESTER. His prize: a one-year subscription to ACar Int'l.

3rd place (5 correct): BARBARA McKEAN. Her prize: a one-year subscription to Airways Magazine.

AI'96
Slide & Photo
Contest Winners



The winners of the AI'96 photo contest are
 (with thanks to Tom Livesey for the
 information):

Slides:

- 1st - Michael Bolden:
 Sun Country Boeing 727-200. (Top)
 2nd - Gari Kohlhof:
 FedEx McDonnell-Douglas DC-10.
 3rd - Walter Wilson:
 Air Jamaica Boeing 727-200.

Enlargements:

- 1st - Larry Avimelch: (Bottom)
 Northwest DC-9 over the moon.
 2nd - Michael Bolden:
 Lufthansa Regional Jet.
 3rd - Greg Drawbaugh:
 America West Tail (757).

Salon:

- 1st - Brett Hammerstrom:
 Sun Country 727 at night.

Spirit of Flight:

- 1st - Steve Pinnow: (Front cover)
 Northwest 727 taking off over the city.

WINGS & THINGS

Richard Koran

Great new pilot's wing from AEROFLOT

Hello, wing collectors! I am back from being gone for a few issues because of our move to the south. Everything is still a bit disorganized, so I again have to rely on my good friend CHARLIE DOLAN to help me out with much of the text part of this column.

I am also showing some photos connected to our late friend Don Thomas. They were taken at the Florida Aviation Historical Society's museum at St. Petersburg. Don was a tireless supporter of and a volunteer in the society and the museum.

With the help of CHARLIE DOLAN I was able to pick up a large number of Wings and Things before leaving the column for a few issues. Right now, at the time of writing, the Dolans are en route to the U.K. Charlie was hoping he would see the sun rising over the Atlantic When Diane and I went to FRA, the eyes were somewhat in the "dim" mode. Here are Charlie's own words:

Guest column by Charles Dolan

Lots going on right now, mostly good. It is 17 MAY while I am writing this and we are only 4 1/2 weeks away from our big European trip, which is part vacation, part recuperating for Karen, who had surgery on 03 MAY.

We decided to head for the U.K. a day earlier than the cruise line suggested to give ourselves a cushion in case a Rolls Royce (the one under an airplane wing, not the one on four wheels) decided to act up. One of our Special Agents was able to get us an embassy rate at a hotel right off Hyde Park. Then it was a good night's sleep and off to the ship on the 21st. I am glad I don't have much hair because I just knew my roommates (wife Karen and daughter Julia) will be hogging the shampoo and hair dryer. I'll just go up on deck and fill up on donuts and coffee before I head to breakfast with the "girls," I think.

Before our trip I touched base with the BA captains who pass through here (Baltimore) and there wouldn't be any problem getting up front once we're over the water, they said. I wanted to try to capture a sunrise over the Atlantic from the observer seat. I figured 10 or 12 hours of video tape should do it.

Just as Karen was starting to feel better, she told me I should go to the Washington, D.C. mini airliners convention. There wasn't a really large turnout and I already had most of what was available. The only swap I made was one of my Private Jet Expedition wings for a ValueJet wing. Just a week later they drop one into the Everglades. Lousy



Midway Airlines of the '80s: "Jet Midway and kiss O'Hare goodbye" as the brochure said. This pilot wing is in silver with pinbacks.

A trio of wings from Midway Airlines



The current Midway wing was given to me for a friend. It is silver with a blue "M" in the center and streaks across from each side, giving a feathered look.



The current "kiddie" wing has a yellow center with a blue "M" and a yellow bar with the name Midway Airlines, also in blue

luck and timing. And Private jet is no longer in business. They ceased operations in April.

We just got a new line passing through here, which took the contract for Apple Vacations East away from TAESA. The carrier is Trans Meridian Air which has a connection to the cargo airline from the 1960s. They are running Irish-registered A320s on a PHL-BWI-CUN and return schedule five days a week. I managed to grab a set of their wings (no cap badge). It is a gold wing with a center disk that is yellow on the upper half and has a blue lower half showing white lines that are supposed to represent waves. It is the same logo as they paint on the tail of the aircraft.

P.S. - Charlie, Karen and Julia made it across the Atlantic and back alright. The world travellers that they are, Charlie and Karen followed up by attending the AI 96 at MSP.

(Joop).

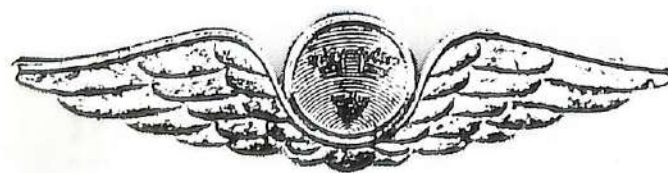
Three pieces of silver, obtained by Charlie Dolan. I am getting one of them, but which one? And where are they from?



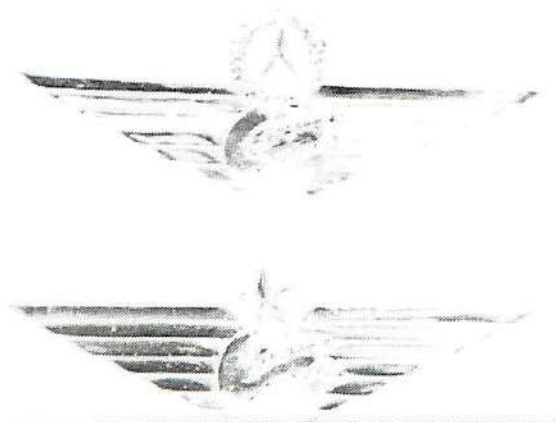
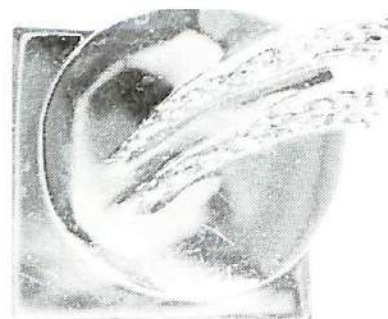
ANNE MALM has sent me a number of items lately for my collection, including this gold Swedish Customs Service pilot cap badge. Please help Anne with her collecting of cabin crew uniforms and other items that she can use.



A patch of various colors: a red circle with white; black "F27" (top) and black "Association." The inner circle is blue with a light blue center. The globe is green and the aircraft outline is black.



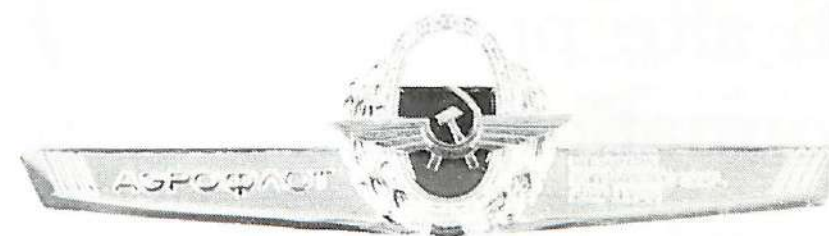
This Swedish Air Force flight engineer badge came from ANNE MALM's gallery of goodies. Although small, it is a very nice item.



F27 Friendship Association sticker. The globe and wings are a fine blue, the aircraft is in black and white. The association's address, across the bottom, is in black: P.O.Box 75087, 1117ZP Schiphol Airport, The Netherlands



Another sticker from HECTOR CABEZAS, overall gold in color. "Airport Helicopter" around the top and "EuroAirport Basel" around the bottom are in black. Helicopter is in red, white and blue.



This is one of the best wings I have seen for a while ... It is overall gold, except for the enamel in the center. The color of the enamel is white at the top, deep blue in the middle and red at the bottom, the colors of the Russian (not Soviet) flag. The hammer and sickle cut through the center. "Aeroflot" in Cyrillic letters (Russian) is on the left of the wing "Russian International Air Lines" in English is on the right. This is one great wing. Thanks, Hector!



European Aviation Ltd (EAL) has bought the BAC One-Eleven fleet from British Airways and now provides parts support 24 hours a day, 365 days a year from Tipton, near Birmingham. EAL customers include British Airways, Maersk Air, the Ford Motor Company and many lesser-known airlines and corporate aircraft owners.

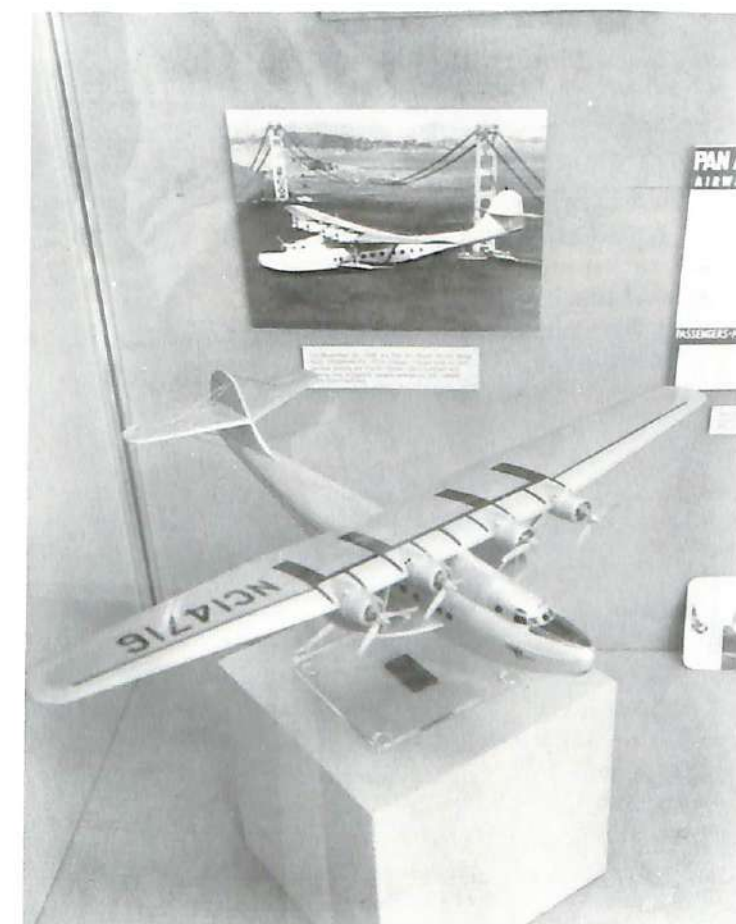
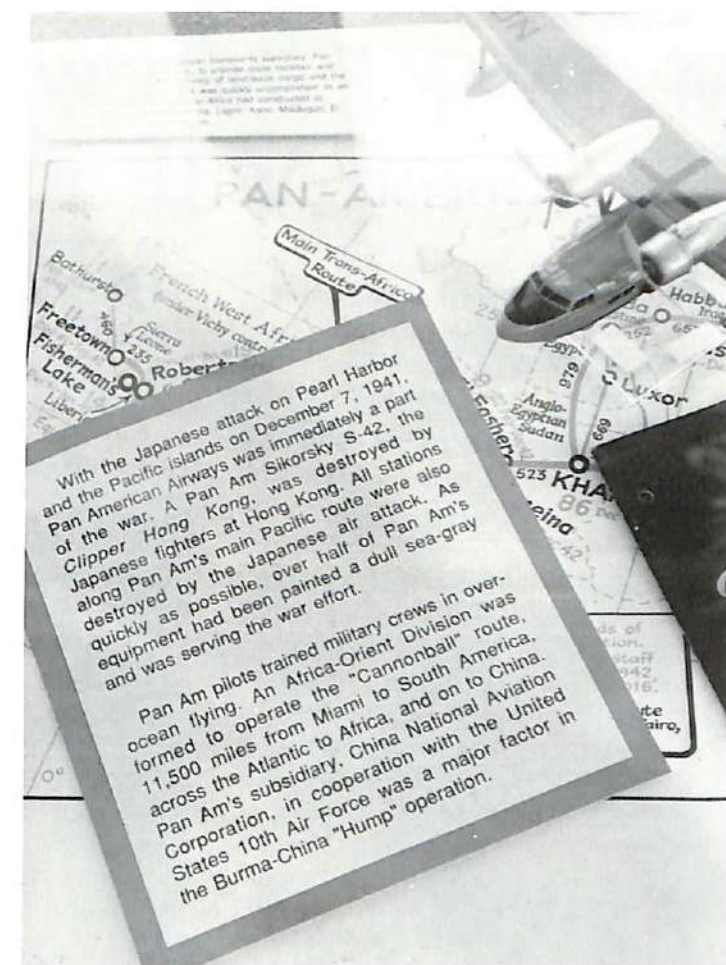


CSA pilot badge from the 1980s and 1990s.

RIGHT: Two pictures of a Pan American exhibit by the Florida Aviation Historical Society at the St. Petersburg Historical Museum. The exhibit was designed by the late Don Thomas.

(Top): Model of the Sikorsky S-43 ("Baby Clipper") amphibian over a map of the main trans-Africa supply route operated by the airline during World War 2.

(Bottom): Model of Pan Am's Martin M.130 "China Clipper," the first of three delivered to the airline in 1935/36. A photo of the still uncompleted Golden Gate Bridge (the deck is still missing) at San Francisco is in the background.



Modelers' own web site provides daily E-mail log with information at no cost

Since everybody seems to be talking about computers and networks these days, I am glad to say there is a site for discussions on modeling airliners. It has about 75 members and if you have access to E-mail, you can subscribe with a request message to:

request@lofgren.demon.co.uk

The owner of the site is Niels Sampath, who has had model photos published in this column in the past. With your no-cost subscription you'll receive a daily E-mail log-on of 60 to 180 lines of text submitted by airline modelers world-wide. You'll find timely kit and decal reviews, airline-related world wide web (www.) addresses, prototype information and modeling ideas. You can also ask questions, answer questions by other subscribers, or use E-mail to directly contact another subscriber with interests similar to yours. Since Jennings Heilig is a frequent responder, you'll also have direct access to the latest decals from Liveries Unlimited.

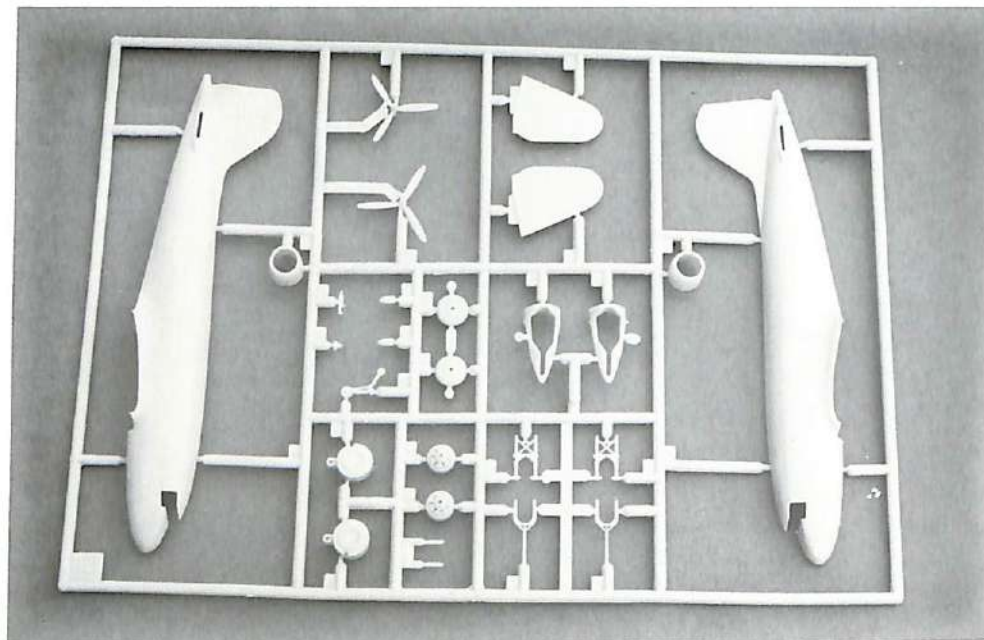
Highly recommended and welcome to the age of commuter communication in airline modeling.

KITS AND CONVERSIONS

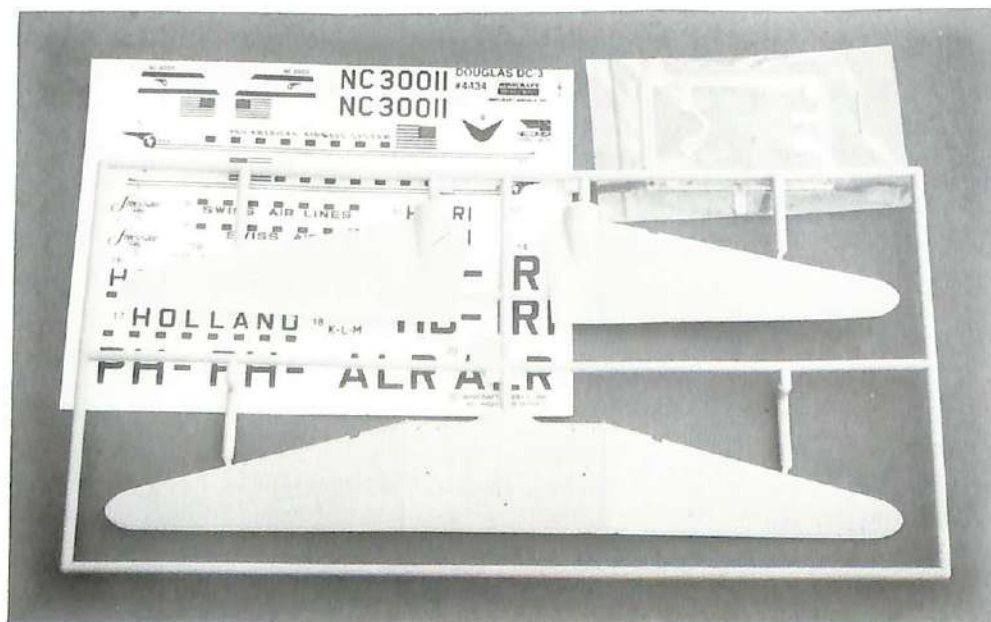
Of all the most-awaited kits in recent years, the Minicraft DC-3 in 1/144 scale has to be near or at the very top of the list. It has finally arrived and it lives up to the expectations we had when first shown the test moldings last year.

First the good news. The kit is molded in light gray styrene with recessed lines for both the panel demarcation and the control surfaces. The cockpit windshield is clear plastic and comes packed in its own little plastic bag to prevent scratching. The passenger cabin windows, however, are not opened in the fuselage sides. Sort of a mixed bag. The fuselage windows will be easy to open with drill and files, if desired, or you may paint the cockpit windows and use decals. The fuselage has port side passenger and aft cargo doors and a forward port baggage door with a scribed panel line right down the center that should be filled and

Big news: Minicraft has issued a new DC-3 kit in 1/144 scale



Above and below: Minicraft DC-3 kit in 1/144 scale.



sanded smooth. The prominent forward baggage door hinges and handle are not reproduced. The far aft end of the fuselage appears more blunt than suggested by photographs.

The engines are separate from the cowlings and are very good representations of the 14-cyl. Pratt & Whitney R1830 Twin Wasp series with 7 cylinders per row. The

landing gear in the kit is attached directly to the bottom wing skin. This leads to some compromises in the upper main gear strut bracing, but it still looks pretty good overall. The proportions of tire size to wheel hub size looks off, with the hub diameter larger than it should be. Curiously, with all the engraved panel detail, there is no representation of the ribs on the fabric control surfaces.

Nit picking aside, the kit displays fine moldings of what should be a very popular subject in 1/144 scale. At about U.S.\$10 retail, the price is certainly reasonable. Liveries Unlimited already has decal projects coming, and I am sure other decal companies are busy as well. We might even see the kit with a C-47 fuselage and alternate powerplants.

How does the Minicraft kit compare to the "other" currently-available DC-3 kit in 1/144-scale, the Welsh kit no. SL39B/1? First of all, the Welsh kit is not really a DC-3, but a military C-47 with the combined cargo/passenger door on the port side. The Welsh kit provides a beautiful vacuformed fuselage, injection molded wings and tail, with metal parts for engines and details. The panel engraving isn't as extensive as in the Minicraft kit, but there is excellent reproduction of the fabric-covered control surfaces. As in the Minicraft kit, only Pratt & Whitney engines are provided. The landing gear parts are about equal, with better proportioned main wheels in the Welsh kit. The forward baggage door is much more realistic in the Welsh kit, with proper hinges and a handle. Decals are included for two of Air Atlantique's pollution control aircraft with white crown and a green cheatline on the fuselage. The price, however, is double, at about U.S.\$20.

So, overall which is the better kit? Each has strong points and weaknesses, but at half the price of the Welsh kit, the Minicraft kit is a winner on value alone. Personally, I bought the Welsh kit for the decal sheet, as well as for modeling one of my many ex-military C-47s flying around in cargo colors.

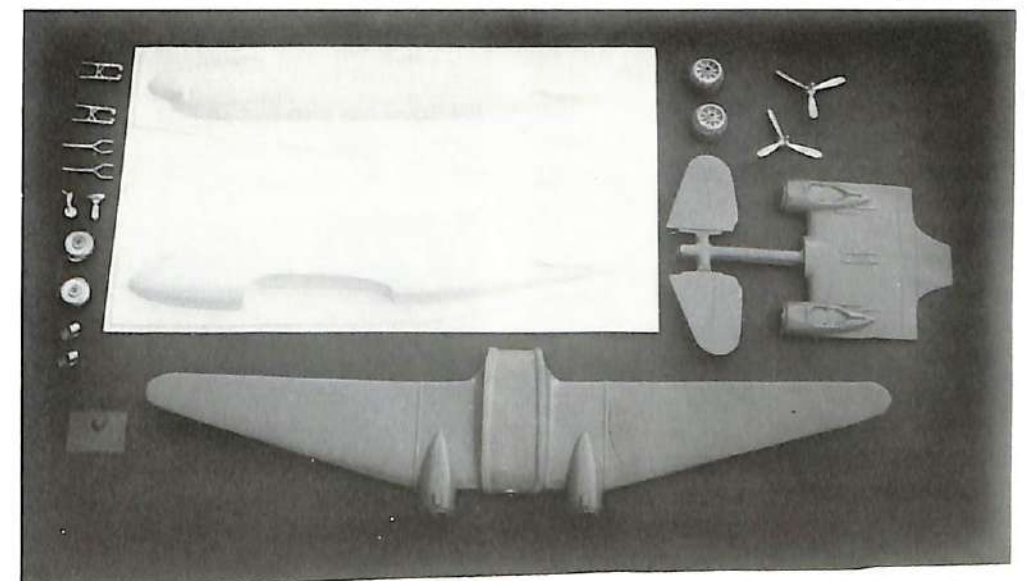
FROM THE CZECH REPUBLIC

A while ago I mentioned Czech resin parts for the ESCI 1/72 scale F.27, converting it to a Fokker 50. I ordered one set from Aviation USK at U.S.\$20 plus \$3 postage and waited about five months for it to arrive. The conversion includes new wings with the proper upswept tips, new cowlings

(one larger than the other, to house the APU), 6-blade props and new 2-wheel nose gear. The quality is excellent, with fine engraved panel lines that should match the ESCI parts. The thin web of resin "flash" is very easy to remove and actually helps to keep track of small parts that might otherwise be lost. The fuselage is shown on the conversion instructions as a stock ESCI kit, complete with oval windows. Obviously that may be corrected by gluing the clear plastic ovals into position, sanding the fuselage smooth and drilling and filing new rectangular windows. A big job, but how many Fokker 50 kits does one build in a lifetime? The fuselage length is another matter. Wolfgang Kathe's book on the Fokker F.27 Friendship/Fokker 50 notes an ex-

tended fuselage for the 50 over the F.27 of about 5.3 scale feet. This is not quite as long as the FH-227, but it is definitely longer than a stock F.27. In 1/72 scale a length difference that great (almost an inch) will be noticeable. The question is, where is it longer, in front of the wing, aft or both? An interesting 1/72 scale conversion, perhaps using the old DLT Dash-8 decals from Aerocolours, but challenging nonetheless.

RugRatResins, a.k.a. Roger Hardy, have announced kit RRR4401 for a 1/144 scale De Havilland Comet 1 with BOAC and Air France decals, and RRR7208 for a De Havilland Dragonfly with Rhodesia & Nyassaland Airways decals. The latter should be sufficiently interesting for any-



Welsh mislabeled DC-3 kit in 1/144 scale.

Fokker 50 conversion kit parts in 1/72 scale.



one's taste. RRR also have 1/144 scale kits for the Airspeed Courier, Bristol 142, Airspeed Envoy (three versions) and the Westland Wessex, a trimotor. For additional information contact Roger Hardy at 11 Royal Crescent Mansions, 100 Marine Parade, Brighton, East Sussex, BN2 1AT, United Kingdom.

DECALS

There are more new decals this time, so let's get right to it. In more news on Braniff, Vince Klimas at Aerocolours Graphics has released many of his DC-8 and Boeing 727 and 747 decals reviewed last time in 1/100 scale for the Nitto/Dovusha kits. This is great news, as many have these kits but don't have top-quality decals to go with them. Well done!

Also new, from Flight Path, are decals for the Hawaiian Airlines fleet, including the L-1011, ex-American Airlines bare-metal crown DC-10, DC-8-62/63 and the whole range of DC-9s from the -10 to the MD-80. The 1/144 scale sheets retail for between U.S.\$6.50 and \$9, while the 1/200 scale sheets range from \$5.50 to \$7.00 each. Some of these are LARGE decals! The DC-9/MD-80 sheet contains the correct fuselage crown stripes for the -10/-30, the -50 and another for the MD-80. The tail logo is designed to be built up of several parts, so you can assure your own good registration. Extra patches of matching color are provided to fill gaps or correct misfit decal mistakes. Registrations, fleet names, appropriate-sized titles and exit markings for the fuselage are provided. No cabin windows or wing walkway decals are included, which provides maximum flexibility to the builder. He or she isn't paying for something they don't wish to use.

Flight Path have also issued corrections and augmentations for their Braniff Flying Colors and Air West sheets. These are included with any sheets purchased direct from Aerocolours Graphics, but may be ordered from them separately if you purchased one of the affected sheets from a local hobby shop or mail order house like ATP. How do you know a change has been made? If you have an Air West sheet with either the line green or gold/ochre, there is a correction decal. The Braniff sheets for the Flying Colors livery with ochre, gold or light green undersides have a correction decal for the matching tail stripe. Lastly, Braniff Ultra decals

with a light-colored decal over a dark-color fuselage have a white backing decal to be placed under the light-color titles and stripes. Aerocolours Graphics have a cross-reference list in their catalog, so you'll know which ADDendum decal to order. You can obtain a copy of the catalog by writing Aerocolours Graphics at P.O. Box 9518, San Bernardino, CA 92427, USA. Both the addendum and the catalog are free. My thanks to Vince Klimas for the review samples.

Airline Hobby Supplies (AHS) of Canada have some new sheets out. Top of the list, for me at least, is a sheet for the Palair Macedonian Fokker 100 and F.28 in 1/144 scale. We probably have all seen the 100 scheme with the overall red fuselage, wing and tail with yellow markings, and that scheme is included. One of the F-28s was also painted in that livery, a -1000 series aircraft. They also had an F.28-4000 with a white fuselage, red vertical and horizontal tail and red fuselage titles. Sufficient red,



Boeing 727-100 in 1/144 scale by Richard Fedorco.

yellow and white backing decals are provided to do any of the three variations. As in the case of Aerocolour Graphics, no window decals or wing exit markings are provided. A decal for the Palair Macedonian DC-10 in red/yellow colors is also available for entry in the AI'97 Hypothetical Airliner contest classification, as the aircraft was never actually painted in these markings. Also new from AHS is a decal to do the Eastern Provincial 737-200s in their final colors with blue tail and large billboard-style airline name (EPA) on the white fuselage. Decals for individual aircraft names, fuselage exit markings and registration decals are included. This was the first decal artwork AHS produced, and has been the

pilot for transformation to the digital production process they now use. Registration and production quality are excellent. My thanks to Russell Brown for the review sample.

Avigraphics have marketed the new Saudia fleet decals mentioned the previous time, along with a series on the World Airways DC-10-30 and MD-11 in both 1/200 and 1/144 scale. This is the infamous black and white color (sic?) scheme, black logo and titles on a white fuselage and tail. There are actually two additional colors on the decal to do the American flag. Why this livery? Probably because it stands out as so different from the multi-color fleets of most carriers. The 1/200 scale decal retails for U.S.\$5.50. No window or wing walkway decals are provided.

Liveries Unlimited has a range of new offers available. In 1/144 scale are Air France/Air France Asie A340, PanAm non-

I had an interesting E-mail discussion with Jennings Heilig of Liveries Unlimited. Because of the delay between my writing this column and the CAPTAIN'S LOG arriving at your doorstep, many of his decals I describe, will be out of stock as you read this. There are 34 Liveries Unlimited decals in the current catalog listed as sold out. Most will not be reprinted, so you're out of luck if you can't find a hobby shop that carries an extensive supply. Jennings can't supply his future projects six months in advance, because his plans may change before the decal can be printed. You might be searching in vain for a decal that was actually never printed, and that might make you angry. If you read about a decal here that is out of stock at the manufacturer, I suggest you call ATP or one of the larger airline hobby shops, such as Colpar in Denver, CO. There is a chance they will have one in stock.

AIRLINER PAINTS

I have saved the best news for last. A range of airliner paints have been offered by first Compucolor, then Xtracolor in the U.K. for years, but the range was very limited and stocks often hard to obtain. Aerocolours Graphics have changed all that for the better with a range of 50 colors plus thinner and filler/surfacer. Included in the current color range are those great 1960s Braniff pastel colors, the Braniff Flying Colors variations, the 1980s Ultra colors like sparkling burgundy (non-matalic) and terra cotta. Modern colors are also included, like FedEx purple (both the light and dark ver-



Aerocolours Graphics new airliner paints.

sions), KLM light blue, Malev dark blue, United and Northwest primary colors and ValuJet Critter light blue. Bottles of colors and filler/surfacer contain .6 fluid ounces, while the thinner contains 1.2 fluid ounces. These are enamels, easy to thin for airbrushing and forgiving of incorrect surface preparation. The cost is U.S. \$3.50 per bottle, plus an additional \$3 per order for shipping if ordering direct from Aerocolours Graphics. They are also available from Clint Groves at ATP.

BUILDER'S PHOTOS

Richard Fedorco of Aurora, CO, provided the photo of his 1/144 scale 727-100 in U.S. Postal Service decals from Liveries Unlimited. He used Testor's Blue Angels for

the tail color, as this was a close match for the blue on express mail envelopes.

DEPARTURE LOUNGE

I could use additional model photos as the supply is getting low again. Send a color or B&W print of your latest project. Try for good contrast, reasonable focus (use lots of illumination for good depth of field) and clean backgrounds. I rarely fail to print at least one of your submitted photos, so why not give it a try? Please don't ask me to return used or unused photos, as the time from receipt by me to return by Paul Collins can be many months to over a year. My memory isn't that good, so send an extra print you can spare. (Ed's note: ALWAYS include your name and address on the back of photos.)

AI'96 Model Contest Winners

These are the winners of the AI'96 Model Contest and their models. (With thanks to Tom Livesey for the information). We hope to publish the photos in our next issue.

Large propeller (1/99 scale or larger):

- 1st - Rick Neyland, Pitcairn mailplane.
- 2nd - Ron Kluk, Avro Lancastrian of Alitalia.

Small propeller (1/100 scale or smaller):

- 1st - Rick Guilbault, Boeing 377 Stratocruiser, Northwest Airl.
- 2nd - Rick Guilbault, Dornier Do-328 of Horizon.
- 3rd - Rick Guilbault, Dash 7 of Tyrolean.

Large jet (1/125 scale or larger):

- 1st - Mike Bolden, Boeing 720 of Ecuatoriana.
- 2nd - Marshall Leffert, DC-10-40 of Northwest Airlines.
- 3rd - Bill Parker, Boeing 707 of Ecuatoriana.

Medium jet (1/126 to 1/149 scale):

- 1st Dave Kessler, Boeing 727-100 of Northwest Airlines
- 2nd - Mike Bolden, Airbus A300 of APA.
- 3rd - Greg Stanley, McDonnell-Douglas DC-9, Southern Airl.

Small jet (1/150 scale or smaller):

- 1st - Dan Asher, McDonnell-Douglas MD-11 of Finnair.
- 2nd - Mike Bolden, Lockheed L-1011 of Arrow Air.
- 3rd - Dan Asher, Boeing 777 of All Nippon Airways.

Major conversion:

- 1st - Tom Stephany, Lockheed L-188 Electra, American Airl.

Vacuform/scratchbuilt:

- 1st - Rick Guilbault, Canadair CL-44 of Flying Tiger Line.

Diorama:

- 1st - Bill Parker, Boeing 707 of Western Airlines.

Display model:

- 1st - Greg Stanley, McDonnell-Douglas DC-9, Delta Air L.

Flights of Fancy:

- 1st Russell Brown, McD-Douglas DC-10 of Palair Macedonia.

Juniors:

- 1st - Jon Kalina, Lockheed Constellation of TWA.
- Runner up - Tom Kalina Jr., Convair 880 of TWA.

Best theme model:

- Rick Guilbault, Boeing 377 Stratocruiser, Northwest Airlines

Best in show:

- Rick Guilbault, Canadair CL-44 of Flying Tiger Line.

You've got to travel first class for those pretty salt and pepper shakers

What weighs about three ounces, stands nearly 1 3/4" tall and measures 1 3/4" in diameter? Or how about a second series of questions? What's included with nearly every domestic first class food tray? What's found in either business or first class international food service on nearly every airline? Give up? Well, it are those cute little salt and pepper shaker sets.

Yes, these little sets adorn nearly every food tray, that is, if you pay the "big bucks" (or receive an upgrade) to sit up front, ahead of that curtain that the crew pulls closed once the airplane has reached a safe cruising altitude.

Over the years, salt and pepper shaker sets have been made of cardboard, plastic, glass and china. This column will feature mostly the china variety, but a few glass sets and one plastic pair will be included as well.

#1. This first set is used on Kuwait Airways. The decoration colors are dark blue, light blue and a purple/pink. While not marked on the bottom, this pattern is supplied by Hutschenreuther of Germany.

#2. Air Canada uses this design in their food service. It is a simple design consisting of a single gold pinstripe. Made by Wedgwood, each piece has the name Air Canada on the bottom with the airline's maple leaf logo to the right of the airline name.

#3. This more unusual shaped set was used by Turkish Airlines. The airline logo on the china is gray. However, no manufacturer is indicated on the bottom of either piece. By the way, in most sets the salt shaker has either one hole or fewer holes than the pepper shaker.

#4. Noritake supplies Philippine Airlines with a white raised design along the top of the ware and a gold pinstripe above the



#1. Kuwait Airways.

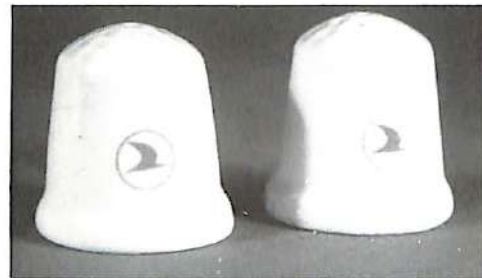


#2. Air Canada.

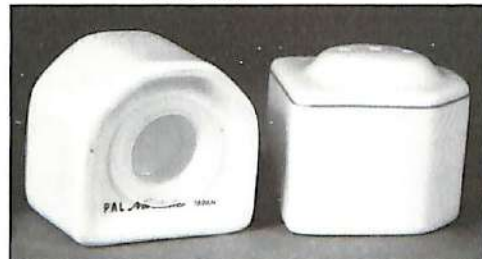
raised design. As you can see from the photo, the pieces are marked "PAL Noritake JAPAN". Noritake shows this set in their color sales catalog as #59907 / 59908 Pepper/Salt Shaker.

#5. I have been told that the set on the left of this photo is used by Air Lithuania.

#5. Air Lithuania (left) and Portugalia.



#3. Turkish Airlines.



#4. Philippine Airlines.

Supplied by Royal Doulton, the china is decorated with a three-color logo in blue, yellow and red. The set on the right is currently used by Portugalia. The decoration features the same colors as that seen on the exterior of their airplanes. Portugalia was founded in 1989.

#6. Blue, tan and white make up the colors of this set, used by Gulf Air. This is another example of airline ware made by Noritake. Each piece is marked Gulf Air on the bottom.

#7. This photo shows three different airline shaker sets. They are, from the left, Qantas decorated in gold; Viva Air featuring red, blue, yellow, green and black, and finally Air Mauritius, with the lettering in red. All three sets were manufactured by Wedgwood of England.

#8. Noritake also shows this Avianca pattern in their china catalog. The design colors are blue, maroon and gold.

#9. Two sets which have their own porcelain trays. The one on the left comes from Northwest Airlines and the one on the right was used by British Airways. The decoration on the Northwest set is maroon and gold. Most likely it was part of NW's Regal Imperial service a few years ago. The British Airways set is decorated in gold and was made by Ridgway China of England.

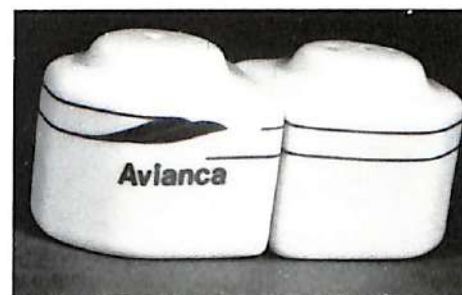
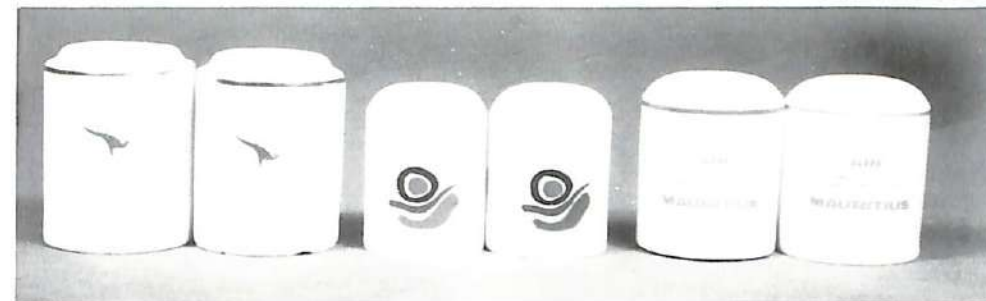
#10. This photo features a threesome, showing Avensa of Venezuela, American Airlines and Malaysia Airlines. The Avensa set has blue lettering, while the American set has blue and silver decoration. It was supplied by Wessco International of California. The Malaysia business class set is multi-colored and was made by Noritake of Japan.

#11. Alitalia.



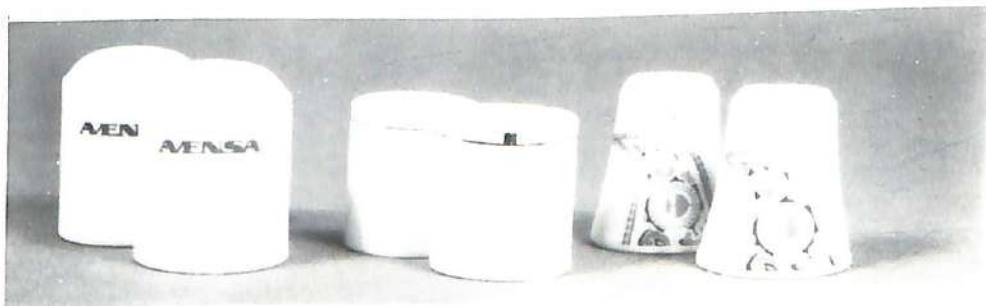
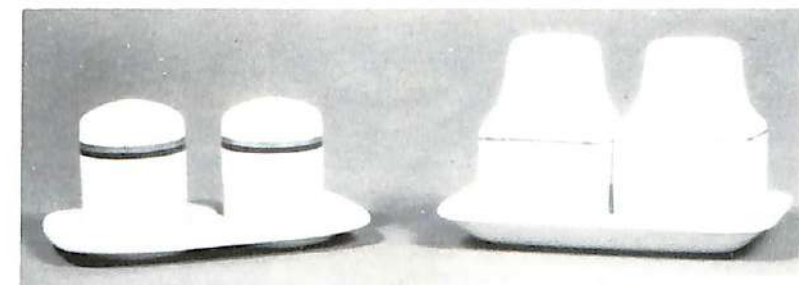
#6. Gulf Air.

#7 L-r: Qantas, Viva Air and Air Mauritius.



#8. Avianca.

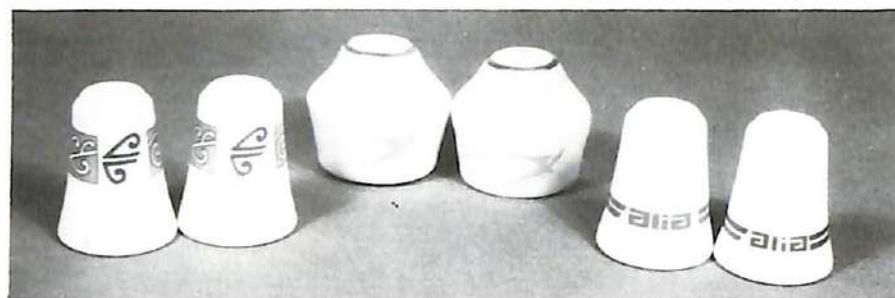
#9. Northwest Airlines (left) and British Airways.



#10. L-r: Avensa, American Airlines and Malaysia Airlines.

#11. LARRY PAUL sends this photo of a three-piece Alitalia set. The shakers are backstamped with the airline's logo and the top of the tray is dark brown. The china was

designed by J. Colombo & Pozzi for the airline around 1971. Thanks, Larry, for sharing this set and design information with us.



#12. L-r: Air New Zealand, South African Airways and Alia Royal Jordanian Airlines.

#12. Air New Zealand is shown on the left. These shakers display a distinctive brown and tan design. The china was made by Noritake. The center set was used on South African Airways some years ago. The airline logo is in orange. The set on the right was used on Alia Royal Jordanian Airlines. The decoration color is a bright red. Two manufacturers made this pattern, Springfield of England and Cloudland of Japan.

#13. This Varig set is made of plastic. I would think this was used in coach meal service.

#14. Part of All Nippon's food service. The airline's logo is etched on each glass shaker.

#15. Viasa's glass shakers even indicate which one is for salt and which one for pepper. Notice that the tops are different, too.

#16. Canadian Airlines International also favors glass shakers for their service. The logo is silk-screened in white on the glass. Canadian International was formerly known as CP Air.

#17. I have saved the best for the last. That is, the most-unique one! This little gem weighs six ounces (twice that of the other sets) and is made of metal. The base and shaker tops are chrome, while the vertical post and shaker cylinders are brass in color. The lettering on the base is red, but the logo on the top of the post is in red and blue. EgyptAir certainly went first class on this set.

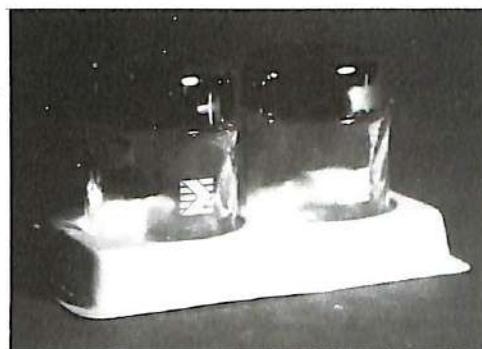
What weighs about three ounces, stands nearly okay, you know the answer. If you have a set not featured in this column over the past couple of years, why not send me a picture? That way I can share it with our other readers. I'm counting on you.



#16. Canadian Airlines International.



#15. VIASA.



#17. EgyptAir, a fine piece.



WHAT IS IT ?

Ken Taylor

Home base of "Starship Enterprise" is at Vulcan, Alberta, Canada

Yes, this contraption really does exist Fig. A). This snap was taken beside Highway 23 at the Town of Vulcan, Alberta, Canada, on 17 FEB 96. Vulcan, with a population of about 3,000, supports a sports day and rodeo weekend once each year. Some of the local residents wear pointed ears to emulate Mr. Spock, the Vulcan of the television series "Star Trek." The spacecraft pictured is approximately 30 ft (9 m) long and 10 ft (3 m) high. It carries the type number FX6-1995-A at the end of both tail booms.

#2. I wonder what the directors of Canada's CP Air (Fig. B) had in mind when they produced this four-color patch in 1986. I would sure like to have a cap badge and jacket wing, or even a time table, to complement this piece. It would seem to me that air transport has come a very long way.

ANSWERS

Letters from HECTOR CABEZAS, ROY THOMPSON, CHARLIE DOLAN, STAN BAUMWALD and DAVE McCURRY comment on and identify the following badges:

First we are going back all the way to

#127. This wing has been identified as coming from Amiri Flight, of H.R.H. the president of the United Arab Emirates in Abu Dhabi.

131. An obsolete Army Air Force qualification wing from Belgium.

#140. Flight crew wing of Total Air. The company operated L-1011s and merged with Air America approximately 1990.

#144. This is from an aviation company in Manila, either corporate or commuter.

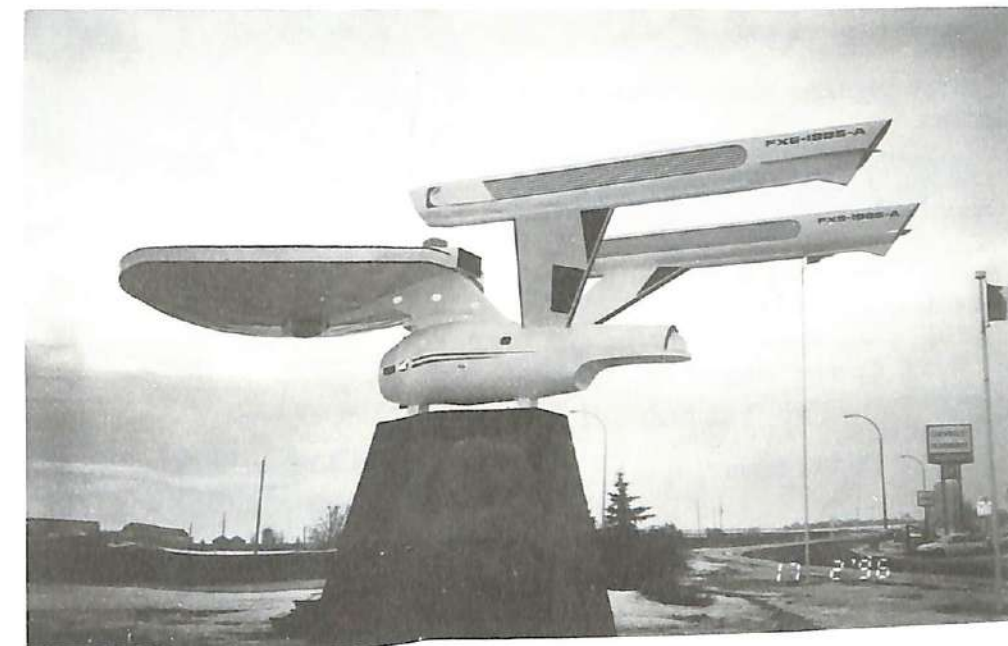
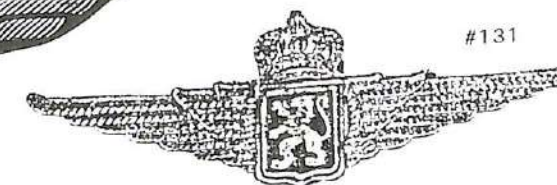


Fig. A

Fig. B. **ANSWER:** This patch was worn on the orange coveralls of the employees of an "Interplanetary space flight" ride at a Toronto amusement park (I believe it was at the Canadian National Exhibition) in Toronto in the mid 1980s. The ride was sponsored by CP Air. (J.G.)



#127



#131



#140



#144

#146. It appears similar to the Hoverlloyd wing from Kent, U.K.

Hector included a couple of Xerox pictures of current wings of Hoverlloyd (Fig. C and Fig. D).

#147. A 1970s jacket wing of Fluwa, a flying school in Kassel, Germany.

#148. LRI, is an airport and Air Traffic administration badge from Hungary, but no city name was included.

#149. 1980s cap badge of Balair of Switzerland.

#150. Wright Airlines of Cleveland, Ohio, 1966 - 1986.

#152. This wing is from Air Burundi. No date of use available.

#153. Current wing of the Mitsubishi Corporation Executive Service.

#154. TDA of Japan.

#161. Tradewinds International, owned by Tube Investments of Coventry, U.K.

Hector Cabezas also sent along Xerox copies of a Tube Investments cap badge (Fig. E) and the group's first design jacket wing (Fig. F).



#146

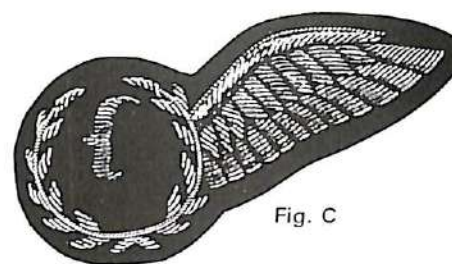


Fig. C



Fig. D



#147



#148



#149



#150



#152



#153



#161



Fig. E



Fig. F



#154

NEW QUESTIONS

IGORS KRIVCOVS, LARRY KIZER, STAN BAUMWALD, ROY THOMSON and JAIME ROJO are asking identifications on the following wings:

#196. Who is "ABC"? The badge is gold-colored with the letters ABC in gold on blue neamel with red enamel on the upper right and lower left. One screw post on the rear.

#197. Who is "AF"? This half wing is of a silver-colored metal with a pin back.

#198. This is a brass pin back with an enamelled medium outer ring broken by five pearls, three at the top and two at the bottom. Inside the blue ring are 13 stars which encircle an oval globe. The globe is carrying the letters P L A in script. No size of this item was given. What is it?

#199. Where is this embroidered wing from? It is gold on black.

#200. This gold wing has a white center. The letters "TT" and the triangle are dark blue on white (enamel?). Where is it from and when?

#201. Who, where and when for this metal wing? The letters inside are N and S.

#202. Same question: who, where and when?

#203. Who is TSA?

#204. Who uses this six-star logo?

#205. Where is this V-style wing from?

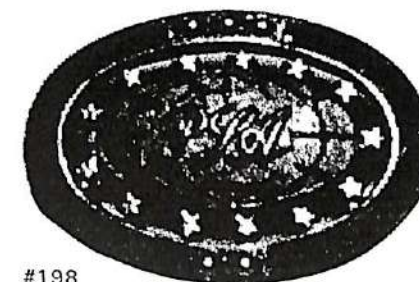
#206. This wing shows an eagle's head in the center. Who, where and when?



#196



#197



#198



#199



#200



#201



#202



#203



#204



#206



#205

#207. Who is VII HFLMRVA (in the bar across), and when?

\$208. Who is SFC? Or is it FSC?

#209. Another eagle head. Who, where and when?

#210. This gold wire wing has a colored triangle center. The top is yellow, bottom red and center blue. Who where and when?

#211. Is this another wing from Belgium?

#212. This cap badge is of gold wire, with a blue Y in the center. Or is it a bird?

#213. A silver wire cap badge with red colors in the crown. Who is it?

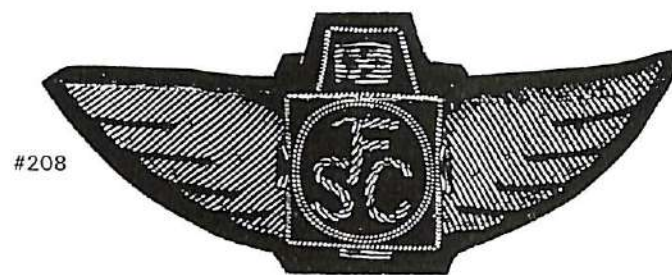
#214. Who is this?

I dislike harping on this, but Joop needs CLEAR pictures. When making Xerox copies of wings and badges, PLEASE remove them from the Riker Mount, or from the cello envelope. That way we are able to use more of your pictures. Don't forget, when a detail is not shown in the picture you're sending in, it won't show either when printed in the CAPTAIN'S LOG. This may lower your chances of someone identifying it. Also, please DO NOT fold the paper through the Xerox copy. The crease breaks up the black toner. Cut the pictures out instead, leaving plenty of white around them.

For information only: Ivor Krivcovs sent in this picture (Fig. G) for a new wing of Aeroflot Russian International Airlines. The design is from JAN 96. (See also Dick Koran's "Wings & Things" column this issue.)



#207



#208



#209



#210



#211



#212



#214



Fig. G

AIRLINE SCOUTING IN THE NEW SOUTHERN AFRICA

In March, Amy and I took a vacation to South Africa, Botswana and Zimbabwe. It was just great, as we spent most of the time out in the boondocks photographing animals.

However, on the last day, when the girls went sightseeing, I went wing hunting. There are really interesting developments in South Africa's airline industry these days. After the Mandela government was elected, some of the airlines were and still are being realigned. For those who are interested, Transkei Airways is no longer in existence. Their old routes are being taken over by Eastern Airways. Regional Airlines is now called Inter-Air and Bopair is now Sun Air. This sure leads to the potential of a lot of new wings for collectors of such. Luckily I was able to get a representation of most of the airlines there.

For readers of this article, perhaps the most-important find is that South African Airways has issued its first Junior wing. It is made of plastic, gold in color with black outlining of the wings and the word JUNIOR in the centre (Fig. 1).

At the airlines collectibles show in Dallas on March 30, I acquired a new junior wing from NIEK VERMEULEN, our Dutch

friend who is also a great world traveler and gets stuff from all the airlines when he moves about. This time he got us a very unusual junior wing from Aeromexico (Fig. 2) The unusual aspect of this wing is that it is made of rubber I have never before seen one made of this material and it would be really interesting to find out why rubber was used. In any case, the basic wing is in white with gold and blue colors.

ValueJet has finally issued its junior wing (Fig. 3). From what I understand it was produced quite a few months ago, but for some reason was not released until just recently. This Stoffel-style wing is in gold with the white, yellow and blue of the aircraft colors in the center of the wing. However, it is a stick-on, as are many of the new wings. My thanks to GEORGE BROWN for sending me this wing.

For those of us who look on the reverse side of the junior wings, the most-frequently

seen plastic wings are made by Stoffel Seals in Nyack, NY. Sometimes, rather than Stoffel Seals, we will find the initials A.S.I. on a wing that is of the same style as the Stoffel wings. I have always been curious about this different hallmark and I finally think I have found the answer. A.S.I. stand for Ad Specialties, Inc. These types of companies are in the Yellow Pages and they are in the business of advertising. They do all sort of advertising promotions and some specialize in badges, wings and key chains. If one of their clients wants junior wings, the promotions company would go to a company like Stoffel Seals and order them. They are the same as a manufacturer's representative or a broker. Whether Stoffel Seals uses A.S.I. for wings ordered by outside representatives, or if they have a company within a company to go out and actively solicit this business, is open to speculation.

I hope this clarifies a few things for the curious.



#1. South African Airways



#2. Aeromexico



#3. ValueJet

...from the left hand seat...

by Paul F. Collins



AIRLINERS INTERNATIONAL '96 is now history, and it's time to get back to working on the LOG. As I mentioned in the last issue, my wife Pat and I will be transferring the membership roster from the Apple format to our new Compaq over the next several months. Since we are changing the membership format, it will not be possible to use the Apple entries. Enclosed with this issue you will find a NEW membership form. Please fill it out and return it to Society HQ as soon as possible. Changes to the form will be noticed in the areas of what you collect and your choice of having your telephone, FAX, or E-Mail number listed, as well as several other items. Please make sure to write your complete Zip Code including your +4 numbers. Under new postal regulations we need this 9 digit number to make postal bar codes.

The last issue of the LOG was mailed using the new postal service mailing codes. With all the work on the convention prior to July 1, I had forgotten that the mailing of the LOG in August would be sorted differently than previous issues. I will be inserting some postcards in the LOG going to various parts of the country to get an idea of how long it is taking to receive an issue. The last issue was mailed on August 15, and it took 10 days for me to receive my copy. If you receive a card in your issue, please fill in the date you received your LOG and return it as soon as possible. By using postal bar codes, we hopefully will be able to offer a more speedy delivery.

Before I forget, I would like to make a few comments on AI '96. I would like to thank all those individuals who helped to make AI '96 a success. This includes all our volunteer staff from the Minneapolis/St. Paul area and our volunteers from other parts of the country. I would also like to thank those individuals who volunteered their services after they arrived at the convention. The young people from the Minneapolis wing of the Minnesota CAP did a great job, and I certainly appreciated their help. Terry Love, our chief local committee member, did a great job in handling tours, obtaining NW goodies, and acquiring simulator rides from NORCO as prizes. A special thanks is given to Jim Thompson and Yves Le Lain for bag stuffers and door prizes, as well as Don and Linda Levine who worked the registration desk and show hall.

One volunteer who could not attend the show should be

mentioned. Marion Pyles, his wife Betty, and granddaughter were enroute to the show when their luggage was stolen from their St. Louis motel room. They were forced to return home to Kentucky. Marion was to supervise the slide/photo contests and the model contest as well. We missed seeing Marion and his family at AI '96, but hopefully we will see them in Colorado Springs. I would like to thank Tom Livesey and Joe Turner for stepping in and handling the contests this year.

There was a short business meeting held on Saturday morning during the convention. Roy Thompson brought us up-to-date on the AI '97 show in Colorado Springs. A presentation was made by Jon Proctor to host AI '98 in Seattle. Since only Seattle was bid for '98, it was awarded the show. Jon has promised to make the second show in Seattle "bigger and better" than '89. After the site selection, there was a business meeting. Several people had requested that the date period now in the rules for Airliners International be extended for a longer period of time. Currently, the rules state that the show can be held between June 15 and August 15. There was some active floor discussion on the question, but it was voted not to change the current date period. Another issue voted on was the limiting of the number of table helpers that each table holder can have. This was brought about by the number of table helpers that showed up on Thursday, the vendor only day of the show. It was voted to have the rules and regulations read that there can only be one table helper for each table that is rented, and that helper must be identified to the convention chairman 60 days prior to the show. That ended the business meeting for the convention. There was no Society business meeting this year, so if you have any problems or concerns about the operation of the Society or the publishing of the LOG please feel free to contact Society HQ. We welcome your comments and suggestions.

I am still working on obtaining advertising for the LOG. If you have a product or service you would like to see advertised in the LOG, please write, and I will send you a current rate sheet. You will find our rates quite reasonable, and we will present your product in the best possible way.

Until the next issue which should be out in January, 1997, happy collecting! This issue will contain AIRLINERS INTERNATIONAL '97 information.

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

CONTENT DELETED DUE TO PRIVACY CONCERNS

FLIGHT EXCHANGE cont...

JOHN KIMBERLEY, Box 23664 APO, Richmond, British Columbia, CANADA V7B 1X8, is looking for new correspondents to trade emergency briefing cards. Please feel free to send him as many different cards as you wish, and he will send you the same number of different cards in return. All cards MUST BE in very good condition.

RICHARD HORSTMAYER, 1902 Longfellow, Hays, KS 67601 (913-625-4059), wants to buy TWA airplane toys, models (display or otherwise/jets or props). He also wants Connie models from any airline.

DAN BARBER, P.O. Box 23055, Lansing, MI 48909, wants to buy the following **CAPTAIN'S LOG** back issues for \$15.00 each: Vol. 1, #1, April-June, 1975; Vol. 1, #3, October-December, 1975; Vol. 1, #4, January-March, 1996; Vol. 2, #1, April-June, 1976; Vol. 3, #1, Summer, 1977; Vol. 3, #3, Winter, 1977; Vol. 4, #4, Spring, 1979; Vol. 9, #4, Spring, 1985.

BRIAN CAMERON, 14 Old Forest, Kirkland, Quebec H9J 2Z8, CANADA, has for sale over 100 various sized prints (black and white/some color) issued by the airlines. These prints have been accumulated over 25 years. For a list send \$1.00.

AIRLINERS INTERNATIONAL '96, 13739 Picarsa Drive, Jacksonville, FL 32225, has a limited number of AI '96 souvenir bags for sale. These bags are available for \$10.00 including shipping and handling. Make checks payable to WAHS.

PAUL COLLINS, 13739 Picarsa Drive, Jacksonville, FL 32225 (904-221-1446), has for sale the following choice items: Eastern Airlines in-flight map featuring the Connie, Electra, and DC-7B for \$18.00; Northeast Airlines, June/September, 1955 schedule for \$20.00; United Airlines December, 1952 schedule for \$20.00; American Airlines 1964 flight information folder for \$14.00; American Airlines mid-1950's system map for \$18.00; United Airlines/New Yorker Hotel travel folder for \$2.00; 2 Eastern Airlines ticket jackets with used tickets, dated September, 1960 for \$6.00 for both. Paul is looking for promotional folders on hot air balloon companies. Send him one of each in your area, and he will send you an airline postcard in return.



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 your information to this publication 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

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

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WINTER TOY EXTRAVAGANZA AUCTION December 14, 1996

Preview; Dec 11 & 12, 10am-4pm, Dec. 13, 10am - 8pm Toys will be sold Dec. 14 at 10:00am.

On December 14, 1996, we are holding a general-line toy sale featuring several great collections. We have a super Airplane collection from Dan Wells of Kentucky. There are over 250 litho tin, battery op & friction and pressed steel planes along with an unusual collection of Ticket Agent & Manufacturer Models, ash trays and desk displays dating back to the 40's. There is also a sizable collection of pressed steel including Tonka, Buddy L, Structo, Keystone & more. We have a collection of litho tin battery & space toys by Marx & Japan featuring some rare & unusual banks. A large group of early Fisher Price character toys will also be sold including Popeye & Disney. Also included are Toy Soldiers containing Britains, Jones, Heyde, Manoil, Barclay, flats & more. Cast iron toys featuring mechanical banks & vehicles; Nickle toys, dolls, dollhouse furniture, tea sets, Schoenhut circus figures & Dolls, a fantastic collection of candy containers and much more are included in this diverse over-600-lot sale.

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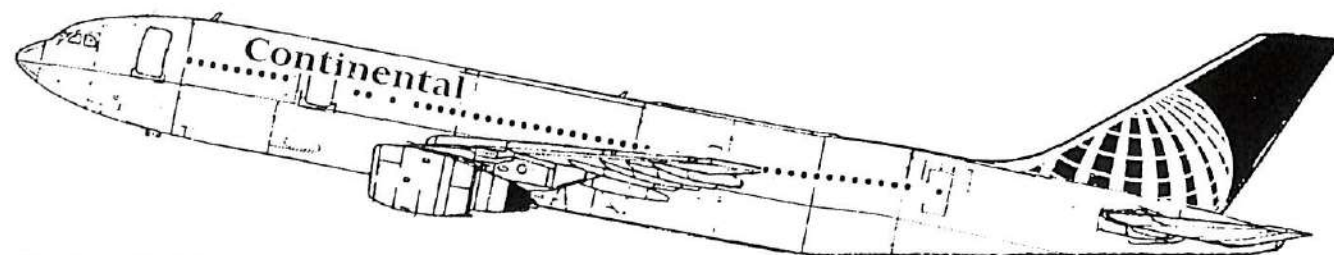


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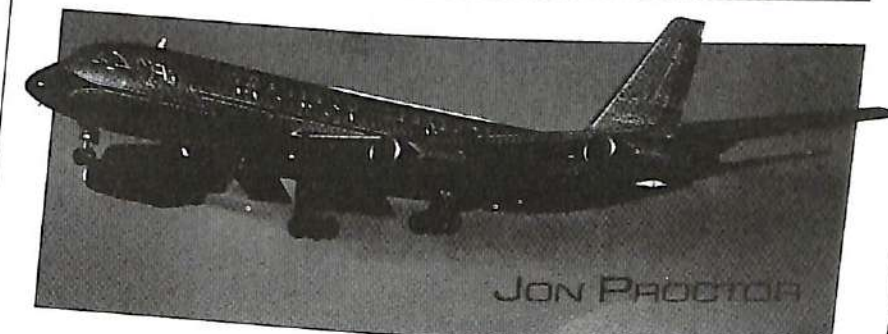
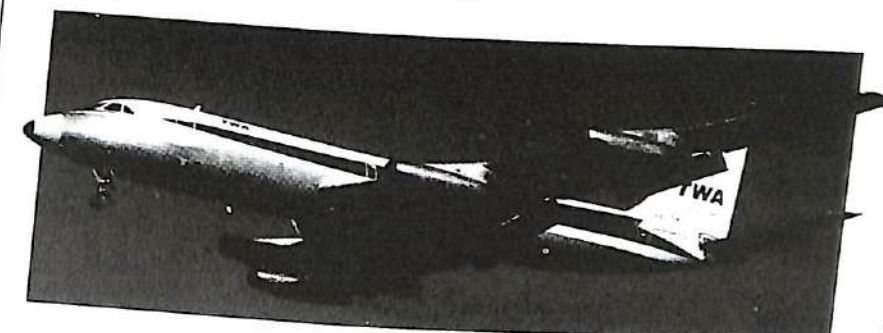
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