



CAPTAIN'S LOG



INSIDE:

Focus on Douglas

- * The Douglas Fleet of
ADRIA AIRWAYS
- * Those durable
DC-jets
- * A DC-4 arrives
to stay
- * And our
regular columns



With the photos:

**How it all began: the DC-1,
NC223Y. (Douglas)**

**The DC-6B - many call it the
finest propliner ever built. SU-
ANO, United Arab Airlines, at
Amsterdam. (Gerritsma)**

**The first "jumbo":
Eastern DC-8-63PF. N8759 at
Frankfurt. (Gerritsma files)**

**Turkish DC-10 landing at
Frankfurt. TC-JAY.**

(Gerritsma files)



WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS
 President & Membership Director
 13739 Picarsa Drive
 JACKSONVILLE, FL 32225, USA
 Tel. (904) 221-1446

Who we are, what we do:

The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HISTORICAL SOCIETY. The WAHS is open to all persons and all groups interested in collecting airline memorabilia and the study of such material, current and historic. The CAPTAIN'S LOG publishes articles, photographs and other illustrations about these subjects. The WAHS has members world-wide.

Changes of address:

Members are urged to report any change of address promptly to the WAHS (address above) to be assured of receiving their issues of the CAPTAIN'S LOG. The CAPTAIN'S LOG is sent out by permit mail and the postal departments in the USA and many other countries will not forward permit/second-class mail. If we do not have your correct address, you may not receive your copy of the CAPTAIN'S LOG. A charge will be made to have a replacement issue mailed. There will be no exception to this rule. WAHS memberships expire at different times of the calendar year, depending on when you joined. You will be notified before your membership expires. Please send in your renewal as soon as possible after notification, so you won't miss a single issue of the CAPTAIN'S LOG.

THIS IS YOUR EDITORIAL TEAM:

EDITORJOOP GERRITSMA,
 Tel. +1 (905) 735-1036, Fax +1 (905) 735-4242

ASSOCIATE EDITORS / DEPARTMENT HEADS:

- InternationalJOOP GERRITSMA, P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
- SchedulesGEORGE W. CEARLY Jr., P.O. Box 12312, DALLAS, TX 75225
- Book ReviewsJOOP GERRITSMA, P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
- Airline ModelingGERRY COLE, 2155 Stuart Street, LONGMONT, CO 80501
- Photos & SlidesRICHARD J. FEDORCO II, 4041 S. Flanders Way, AURORA, CO 80013
- Playing CardsTHOMAS DRAGGES, 526 Venture Avenue, SAN MATEO, CA 94403
- Dining ServiceRICHARD W. LUCKIN, 621 Cascade Court, GOLDEN, CO 80403-1581
- Cocktail ItemsAL S. TASCA, 19836 S.W. 118 Court, SOUTH MIAMI HEIGHTS, FL 33177
- Junior Crew InsigniaSTAN BAUMWALD, 1242 N.W. 102nd Way, CORAL SPRINGS, FL 33071
- What Is It?.....KEN TAYLOR, R.R.7, CALGARY, Alberta, Canada, T2P 2G7
- PostcardsALLAN M. VAN WICKLER, 2200 Ridgeway Lane, CHARLOTTESVILLE, VA 22911
- Stickers and LabelsDAVID A. ROWE, 29 The Paddock, HITCHIN, Herts SG4 9EF, England
- Wings & ThingsCHARLES F. DOLAN, 6397 Tamarack Circle, SYKESVILLE, MD 21784

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

Flight Exchange:

The CAPTAIN'S LOG will publish members' want, trade and sale notices in the FLIGHT EXCHANGE column in each issue at no charge. Send details to the FLIGHT EXCHANGE, at the Jacksonville address shown at left. Please list the information on a separate sheet of paper. DO NOT include this information as part of a letter or your membership renewal. If FLIGHT EXCHANGE information is not sent on a separate sheet of paper, there is no guarantee it will be published.

A fee applies for advertisements placed by commercial vendors.

Contributions are welcome:

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

Publication schedule:

The CAPTAIN'S LOG is published four times a year, but because of the volunteer nature of the work, exact mailing dates can not be guaranteed.

Membership fees:

USA	\$20 (permit mail only)
Canada	\$20 (add \$8 for First Class mail)
Europe	\$20 (add \$12 for First Class mail)
Pacific, Africa & Middle East	\$20 (add \$15 for First Class mail)
Central & South America	\$20 (add \$12 for First class mail)

All rates are listed in U.S. dollars and may be paid by cheque drawn on a U.S. bank, or by International (postal) Money Order payable in U.S. dollars. A membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issue in subsequent years. When you join the WAHS you will be sent all issues of the CAPTAIN'S LOG for that calendar year.



This postcard showing an Icelandic/Flugfelag Islands DC-4 at Renfrew Airport, Scotland, is from the Allan W. Van Wickler collection. It is one of six in his collection and is "a beauty," he says.

CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

Vol. 22 - No. 4 - Spring 1979

EDITOR: Joop Gerritsma
 EDITORIAL ADDRESS:
 P.O. Box 776
 WELLAND, Ontario
 Canada L3B 5R5
 Tel. (905) 735-1036, Fax (905) 735-4242

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

Opinions expressed and claims made in signed articles and/or advertisements published in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and of notifying the WAHS and/or the CAPTAIN'S LOG of any errors.

© 1997. All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the creators and/or owners of said material. Reproduction of material from the CAPTAIN'S LOG is strictly prohibited without prior written permission by the copyright holder(s).

FLIGHT MANIFEST

- 2. **Take-off Talk** the Editor
 What we are and what we are not.
- 3. **DC-4 returns to Amsterdam - to stay**
 Perfect ferry flight along the length of Africa and across Western Europe took 9 days! KLM and the DC-4. First DDA DC-3 crashes: 32 dead. Michael S. Prophet
- 7. **Airline profile** Joop Gerritsma
 The Douglas fleet of Adria Airways.
- 8. **Airline Schedules** George W. Cearley Jr.
 Inaugurals of Douglas airliners, DC-2 to DC-10.
- 13. **Airline Modeling** Gerry Cole
 Will Hasegawa do the entire MD-80 fleet?
- 17. **The Photo Corner** Richard Fedorco II
 Those durable Douglas jets.
- 21. **What Is It?** Ken Taylor
 Greyhound takes to the air.
- 24. **Wings & Things** Charles F. Dolan
 They are gone: McDonnell Douglas joins the ranks of Convair and many others - Wings of "DC-airlines."
- 29. **Sticker Chatter** David Rowe
 Douglas labels & stickers - Annual World Travel Market yields many sticker treasures; Golden Oldies.
- 36. **Airline dinnerware** Richard W. Luckin
 Pan Am is back in the air again! New china pieces.
- 38. **Book Review**
Civil Aircraft: a quick-reference pocket guide to airliners.
- 39. **Postcard Corner** Allan W. Van Wickler
 Once proud Convair is gone, but lives on in postcards.
- 43. **Junior Crew Insignia** Stan Baumwald
 Air Inter, Western Pacific and other wings.
- 44. **WAHS Membership News** Paul F. Collins

What we are and what we are not!

Over the years I have been asked many times why we don't publish more airline news in the CAPTAIN'S LOG. News about aircraft deliveries, the first flight of prototypes, new airline color schemes and so on.

The reasons are four-fold:

(1) The World Airline Historical Society (formerly the World Airline Hobby Club) and the CAPTAIN'S LOG were started by Paul Collins in 1975 to fill a niche in a market that was being ignored by the "mainstream" aviation magazines (it still is). He set out to create a magazine for those enthusiasts who are not or not exclusively interested in just airliner photographs and articles about airlines. What other airliner photographs and articles about airlines. What other magazine, for instance, publishes on a regular basis articles about airline postcards, time tables, stickers and wings, to mention only a few of the many topics that are regularly finding their way into our pages?

(2) There are many glossy magazines on the market today, both in the United States and in England, that are devoted solely or primarily to everything that is new about airliners and the airline industry in general. Without exception these magazines are produced on a commercial and for-profit basis and are backed by a publishing or other organization that does not depend only on the income from the magazine for its continued existence. Because of this, they can afford to offer full color reproduction of photos and they have at least a few paid staff, such as a full-time editor, contributing free-lancers who get paid, someone who keeps track of memberships or subscriptions, someone who does the books and so on.

(3) Because the CAPTAIN'S LOG is a hobby magazine produced by enthusiasts like yourself, who have jobs to do five days a week, we can't just pack up and go if Boeing or Airbus, American Airlines or British Airways, or whoever, invites us to come on over and see their new airplane or experience their new service to an exotic locale. I have received a handful of such invitations over the 11 or so years I have been doing the CAPTAIN'S LOG. But on each and every occasion, my daytime employer was totally unsympathetic to my request for a few days off on short notice. And that is not even talking about the financial aspect of such trips. The WAHS has no huge budget and certainly no big expense account for its Editors, expenses that can be written off against business income, because there is very little business income. We are all volunteers who are trying to balance our jobs, our families and the CAPTAIN'S LOG and try to arrive at some happy middle ground among the three.

(4) Because we publish only four times a year, and because our publication schedule is at times a little "off" because of other pressing responsibilities, any news included in the CAPTAIN'S LOG would be old news when it arrives in your hands. In my opinion, the news is therefore better left to the monthlies.

This does not mean, of course, that we are totally forgetting about today's airliners. That is why we have the Photo Corner and an occasional full-length feature about a new aircraft, such as the one by Bill Hough on the 777 in our previous issue.

Frankly, Paul and I wish we were in a position to offer more current material in addition to the mix of specialized hobby interests we now carry. But this requires more pages and this, it has been said many times before, requires more members in the WAHS. As in all publishing, it doesn't matter if you print 1,000 or 5,000 or even 100,000 copies of a magazine - the up-front costs remain the same. Costs such as the printer scanning the photographs, filming the pages, making the printing plates and setting up the press. The extra paper required for a few hundred or a few thousand extra copies or for more pages in the magazine, is a relatively small expense once the press is rolling.

With more copies to be mailed, or even simply for a bigger (= heavier) magazine, the total cost for postage also increases. That is why we are printing only 52 to 56 pages per issue at this time.

Everyone of us here at the CAPTAIN'S LOG is enjoying what we are doing to bring you four issues a year. But please don't measure us against the "other" airliner magazines. Just as we are not like them, they are not like us.

What this issue is all about!

I don't think there were many of us who were really surprised that McDonnell-Douglas has gone under. Military orders have been reduced drastically since the end of the Cold War, and the company's commercial division (the "Douglas" part) never really recovered from the losses it suffered as a result of delivery delays and cost overruns in the DC-8 and DC-9 programs. But being swallowed lock, stock and barrel by Boeing? Donald Douglas Sr. would turn over in his grave if he knew about this.

To honor the commercial creations of one of the greatest men in aviation history, we are devoting a substantial part of this issue to the DC and MD families. May their members fly on for many years to come!

"Welcoming party" admires the immaculate DC-4-1009 ZS-NUR, moments after her arrival at Amsterdam, on 05 MAY 96.

By

MICHAEL S. PROPHET

All photos by Michael S. Prophet



VINTAGE AIRCRAFT

A DC-4 returns to Amsterdam - to stay!

Perfect ferry flight along the length of Africa and across Western Europe took 9 days

Sunday, 05 MAY 96 - The rumble of four piston engines came closer and closer as several dozen people were awaiting the return of a piece of history to Schiphol Airport, Amsterdam.

Finally, at 1315 hrs local time, there she was - the new DC-4-1009 of the Dutch Dakota Association, resplendent in 1940s KLM colors, including the legend "The Flying Dutchman" along the fuselage on the port side and "De Vliegende Hollander" on starboard. She was parked between two other veterans of the DDA fleet, Dakotas PH-DDA and DDZ.

Among those who were waiting for her, was retired KLM Captain Gerson Van Messel, at 96 the oldest living retired KLM pilot of the Skymaster era. Back when the DC-4 was one of the the prime intercontinental transports of KLM, Van Messel was the airline's chief pilot in the East Indies and captained the first scheduled Batavia - Los Angeles flight of Royal Netherlands East Indies Airlines (KNILM) in C-54A PK-DSB on 05 DEC 46.

It had been several years since the sound of four Pratt & Whitney R-2000 Twin Wasp radials was heard at Schiphol. The last time was in December 1987, when a C-54 of Liberian World Cargo en route to Rotterdam Airport, made an unscheduled landing during a cold and foggy evening.

The journey of the DDA DC-4 to Schiphol had started in Johannesburg, South Africa, in 1995, when the Dutch Dakota Association, after long negotiations, acquired the former South African Air Force and before that South African Airways, aircraft. Carrying msn 42934, she had been delivered to SAA on 25 MAR 46 as ZS-AUA "Tafelberg," one of only 79 DC-4-1009 built after WW-2 by Douglas. (See the CAPTAIN'S LOG, Vol.22 No.2, p.7.) SAA had bought six for its Springbok service to London and KLM bought six, pri-

marily for its transatlantic service to New York.

After having been replaced by the Constellation on long-range services, the SAA DC-4s were used on domestic and regional flights until they were replaced by the Vickers Viscount. SAA then sold its five remaining DC-4s to the South African Air Force, where ZS-AUA became "6901" on 17 JAN 66. During her military career 6901 was frequently used as a spyplane during the Angolan war and was able to stay in the air for 10 - 14 hours.

Restoration work started in early January 1995 at the technical base of SAA at Johannesburg International Airport. Much of the work was done by the South African Airways Historic Flight. After the military camouflage had been stripped away, it turned out the airframe was in exceptional condition with only minor corrosion at the aft lavatories. Inside, the cabin was transformed into a luxurious 50-seat layout and two full aft lavatories and a forward galley were installed. Above the dark-blue VIP seats are old-style overhead luggage racks running the full length of the cabin. The four P&W Twin Wasps were overhauled and zero-timed.

The aircraft has one modification that wasn't found on her sisters. In the forward cabin, left over from her military days, is a large oil tank, just behind the cockpit. This tank enables the aircraft to remain in the air longer, since the range of the DC-4 in SAAF service was not determined by the amount of fuel in the tanks, but by the volume of oil she carried. Another military (SAAF) modification not found on the Dash-1009s when they left the factory more than 50 years ago, is the large port cargo door of the C-54.

After completion of the restoration for the Dutch Dakota Association and for the purposes of test flights and the long ferry flight to Schiphol, the aircraft was given de civil registration ZS-NUR



LOOKING AT THIS PHOTOGRAPH by Michael S. Prophet, one can almost hear and feel the raw power those four mighty Prattis pounding away as DC-4-1009 ZS-NUR of the Dutch Dakota Association taxis to her stand at the airport of Antwerp, Belgium, 04 MAY 96. It was the last stop on her ferry flight from South Africa to her new home at Schiphol Airport, Amsterdam. By the time you

read this, the aircraft has settled into a routine of pleasure flights and air show appearances all over Europe. Your Editor first became serious about airliner photography in 1959. The jet age had just started, but there were still plenty of Super Constellations, DC-7Cs, Convairs and yes, even the occasional DC-4 thundering their way into and out of major airports at Amsterdam and other locations.

But once the paperwork has been completed, she will receive the Dutch registration PH-DDS ('DS' for Dutch Skymaster).

The aircraft's color scheme is a replica of the DC-4 and Skymaster livery of KLM of the late 1940s and early 1950s, including the sailing ship logo in the cheatline near the tail. But there are some slight differences. The name 'KLM' cannot be found anywhere on her exterior. Instead, she carries the name 'DDA' above the cheatline behind the cockpit. In the place where KLM aircraft carried the coat of arms of the cities after which they were named, this DC-4 shows the red-white-blue coat of arms of the DDA. Also, the three "feathers" at the end of the top cheatline extend further toward the tail than was the case in the original, where they reached only to the aft passenger door.

The restoration work had taken a bit longer than anticipated, but on 27 APR 96, ZS-NUR was ready for her departure to Schiphol. Crew members Anne Cor Groeneveld (captain and DDA president), Chris Peek (second captain) and Flippie Vermeulen (training cap-

DC-4-1009 ZS-NUR during a reststop. The airstair with the name Sabena gives away the location: Antwerp, Belgium, where she arrived on 04 MAY 96. A lovely sight for any airline enthusiast and especially for propliner fans.



tain and manager of the SAA Historic Flight) assembled at Johannesburg for briefing. Also on board for the epic flight were F/E Joop Boon, Roy Jennings and Alf Mairsh of SAA, and flight attendants Joanneke Bader and Simone Buining, both from the DDA. DC-4 technicians Henk Lintjes, Frank Smit, Richard Gimpel and Mark Thorn (of SAA) who were also involved with the restoration, completed the flight crew.

At 0700 hrs local time, seen off by a small group of wellwishers, the DC-4 departed Johannesburg for Mombassa in Kenya. This first leg took 9:50 hours with an average cruising speed of 170 knots. Normal flight level was 12,000 ft but a few times Capt. Vermeulen took the veteran DC-4 down to 500 ft over the vast area of the Wildlife National Park. This is well-known territory for Capt. Vermeulen, as he usually flies the SAA Historic Flight DC-4 ZS-BMH "Lebombo" (the last DC-4-1009 built) to various parks and game lodges. The Historic Flight offers package tours which include accommodation, ground transport and tour and game drives with the DC-4, DC-3 and the Junkers JU-52/3M of the SAA Historic Flight.

After overflying Dar es Salaam the flight continued north along Africa's eastern coast toward Mombassa. The following day was a rest day, which also allowed for a check of the aircraft and its systems, and for any excessive fuel or oil leaks.

On 29 APR it was an early start again as the aircraft departed Mombassa at 0600 hrs, bound for Luxor in Egypt, the longest sector of the flight - 11 hours in the air and routing over the barren landscape of Ethiopia and Sudan. When they arrived, it was as if they had stepped into a hot and dry over, with a temperature of 120 degrees (45 C). Unlike at Mombassa, there was no welcoming party, just a quick trip to the relief of an air-conditioned hotel. With the temperature soaring to 123 degrees (50 C), the crew had a difficult time refuelling the aircraft with an old hand pump. During this long and slow process, another DC-4 landed at Luxor and parked beside ZS-NUR. It turned out to be "Lebombo," arriving from Djibouti and also on her way to Europe. She was on a special charter out of Africa to the International Air Show at Berlin and continuing for visits to Scandinavia and England.

Departure from Luxor was on 01 MAY at 1000 hrs, heading for Heraklion, Greece. Following the Nile river, the DC-4 cast its shadow on the Valley of the Kings and Alexandria and also overflew the Aswan Dam in the Nile. Egyptian ATC granted the crew permission

to fly over the Pyramids of Giza before setting out to cross the Mediterranean.

At Heraklion the crew took another day of rest before setting course for Antwerp in Belgium on 04 MAY on the fourth leg of the flight. Tracking west over Italy and north toward the Mediterranean coast of France, the DC-4 was instructed to climb to 12,000 ft because of bad weather over mainland Europe and the crew were unable to see Switzerland. Following arrival at Antwerp, the DC-4 was given a final "spit 'n polish" treatment in preparation for the next day's flight to Schiphol. The DDA brought Dakota PH-DDA full of guests to Antwerp, who were invited to fly back in the DC-4 and the two aircraft arrived over Schiphol in formation - truly a sight to treasure in the sunny sky.

Since its arrival, the DC-4 has settled in nicely. She has made several flights, both in Holland and abroad to air shows and other events, including the Biggin Hill and Duxford shows in England. On 04 AUG I was invited by the DDA for a one-hour pleasure flight. The weather was excellent and at 1500 hrs I boarded the DC-4. It was a full load and I took the most-forward seat in order to get a good view of the engines. Within minutes the aircraft was thundering down the runway under command of Capt. Chris Peek. After

liftoff we passed over my hometown of Hoofddorp before making for the coast. As we crossed the beach, I saw thousands of sunbathers enjoying the nice weather. Back over land the air became rather bumpy as we approached the port of Rotterdam. Capt. Peek dipped the wings several times so that passengers on both sides of the cabin could get a grand view of the harbor facilities.

All too soon the flight was over and after a smooth landing and light braking the DC-4 arrived back at the DDA hangar. As I walked down the airstair I could not avoid noticing the immaculate shape of this propliner of a bygone era. I am looking forward to my next flight on this fine aircraft.

I thank DDA General Manager Alwin Niemeijer and DDA Office Manager Anneke van der Berg for making this flight in the DC-4 possible.

(Additional historical information was provided by the editor)

KLM AND THE DC-4-1009

KLM Royal Dutch Airlines operated a total of 29 Douglas C-54 Skymasters and six DC-4-1009 after the second World War. It reopened its Amsterdam-Batavia (now Jakarta) service with the C-54 NL-300 on 10 NOV 45 under Capt. K.D. Parmentier*. The aircraft was registered to the Dutch Ministry of Transport and was operated by KLM for the Netherlands Government Air Transport due to the still unstable situation in much of Asia.

Four C-54 operated in the Dutch East Indies (now Indonesia), initially with the Netherlands Indies Government Air Transport, but flown by KNILM (Royal Netherlands East Indies Airlines) The C-54 was intended for the Batavia - Los Angeles service of KNILM and the first flight took place on 16 NOV 46 with PK-DSB under Capt. Gerson van Messel.

The first KLM DC-4-1009, PH-TAT, arrived at Schiphol Airport, Amsterdam, on 21 MAR 46, under Capt. K.D. Parmentier. The six aircraft of this type had been bought specifically for the Amsterdam-New York service and the first flight on this route took place on 21 MAY 46 under Capt. Evert van Dijk. With this flight KLM became the first continental European airline to operate scheduled services across the North Atlantic after WW2.

The following are the six DC-4-1009 operated by KLM:

PH-TAP "Paramaribo"	Msn. 42925	Del. 23 MAY 46
PH-TAR "Rotterdam"	Msn. 42923	Del. 14 APR 46
PH-TAS "Schiedam"	Msn. 42924	Del. 26 APR 46
PH-TAT "Twenthe"	Msn. 42908	Del. 16 MAR 46
PH-TCE "Edam"	Msn. 42995	Del. 16 JUL 46
PH-TCF "Friesland"	Msn. 42996	Del. 16 JUL 46

*Parmentier would be killed in a landing crash at Prestwick, Scotland, on 20 OCT 48 with L-049 Constellation PH-TEN.



The DC-4 parked at Schiphol Airport, Amsterdam, with the DDA DC-3 PH-DDZ on 05 MAY 96. Below: PH-DDZ.



First DDA DC-3 crashes: 32 dead

The joy of Dutch Dakota Association members over acquiring the DC-4 turned to sadness on 25 SEP 96 when its first DC-3, PH-DDA, crashed into the Wadden Sea at the northern tip of the country, with the loss of all 32 on board. The aircraft, carrying six crew and 26 passengers, was returning to Amsterdam from the northern island of Texel when, about 10 miles from the Dutch Naval Air Station "De Kooy," its crew reported engine problems and asked permission to make an emergency landing at the base. De Kooy tower acknowledged the call but soon after contact with the DC-3 was lost. KLM Northsea and Dutch Navy helicopters, and local fishermen found the wreckage soon after in shallow water, lying on a school. The fuselage was crumpled and broken. One passenger was found alive, but he died in hospital several hours later. The wreckage was salvaged the following day and taken to De Kooy for examination by aviation accident investigation authorities. No official details had been released yet by the time this was written and the CAPTAIN'S LOG refuses to speculate on the possible cause on the basis of rumors that are circulating.

Michael S. Prophet and the CAPTAIN'S LOG extend their sincere condolences to the DDA and its members, and to the families of the victims (Ed.).

AIRLINE PROFILE

The Douglas fleet of ADRIA AIRWAYS

By JOOP GERRITSM

Adria Airways in the Republic of Slovenia is one of the hundreds of airlines around the world that started out and have grown with the help of Douglas and McDonnell-Douglas aircraft.

Adria Aviopromet (Airways) was formed in Ljubljana in 1961 in what was then Yugoslavia, as a state-owned, non IATA carrier. Scheduled charter flights and inclusive tour (IT) services between Western Europe and Zagreb (now in Croatia) and the Adriatic coast began in May 1962 with four ex-KLM Douglas DC-6B. Charters to Africa, Canada and the Near and Far East followed and operations were moved to the new Ljubljana airport of Brnik early in 1964. In May 1965 Adria was awarded a three-year U.S. foreign carrier air permit for charter flights to the USA. Adria also operated a regular weekly Belgrade - Algiers service.

Following bankruptcy in early 1968 the carrier was reorganized by the Interexport Group under the name Inex Adria Aviopromet and two DC-9-30 were delivered to supplement the four DC-6B. Scheduled services were opened from Ljubljana to Dubrovnik and Belgrade, but the main work remained charters and ITs. An ex-KLM DC-6A freighter was added in 1971.

The last three DC-6Bs were retired in 1971-72 when a (leased) DC-8-55 and three DC-9-30 were in service. Within a year the DC-8 was replaced by a fourth DC-9-30. In the years that followed, Adria would buy or lease 12 DC-9 and MD-80 aircraft (see fleet list).

On 24 MAR 83 Inex Adria opened its first scheduled international service to Larnaca, Cyprus. Scheduled service to Munich started on 07 DEC 84. By this time, all scheduled and IT services were operated by DC-9 and MD-80 aircraft except for two Dash-7 STOL aircraft on some domestic routes to small airports.

In May 1986 the name was changed back to Adria Airways when the carrier became independent from Interexport and it rapidly increased its scheduled international net-



Adria Airways DC-9-33CF YU-AHW, msn 47530, in the airline's current livery. This aircraft was disposed of in DEC 94. (Photo by Tom Singfield on Fred Hems postcard FH02)

work to 10 destinations.

In March 1989 the first of five Airbus A320 joined the fleet in the carrier's first break with Douglas/McDonnell Douglas since 1961.

In June 1991 Slovenia declared itself independent from Yugoslavia and in the short war that followed the airline's operating certificate was suspended by the federal government on 25 OCT 91 after the Yugoslav Air Force had done substantial damage to four of Adria's aircraft and to its base at Brnik Airport, Ljubljana. The certificate was returned on 16 JAN 92 and Adria temporarily moved its base to Klagenfurt in neighboring Austria. By this time three A320 were in service along with three DC-9-30, five MD-80 and two Dash-7.

The airline's main base is at Ljubljana, the capital of the Republic of Slovenia. Scheduled domestic services are flown to Skopje and Split and international services to Frankfurt, London, Manchester, Moscow, Munich, Paris, Rome, Tirana, Vienna and Zurich.

The fleet includes three Airbus A320-231, two McDonnell-Douglas DC-9-32 and two DeHavilland Canada Dash-7. A Piper Seneca and a Cessna 441 are operated for private corporations.

1969: Inex Adria DC-6B YU AFD, msn 43551, leaving Brussels on a tourist charter on 05 JUL. (Photo by Gilbert de Herdt from Joop Gerritsma files)



ADRIA's DOUGLAS FLEET since 1961:

	<u>DC-6A</u>	
YU-AFG	44257	5.71 - 6.76
	<u>DC-6B</u>	
YU-AFC	43550	8.61 - 7.71
YU-AFD	43551	8.61 - 7.71
YU-AFE	43552	6.62 - 10.68
YU-AFF	43553	6.62 - 1972
	<u>DC-8-55F</u>	
YU-AGB	45883	4.72 - 10.72
Reg. YU-AGB ntu.	A/c flew as N806SW	
	<u>DC-9-32</u>	
YU-AHJ	47239	4.69 - S5-ABF
YU-AJB	47392	5.72 - 6.85
YU-AJF	47570	4.74 - S5-ABH
	<u>DC-9-33CF</u>	
YU-AHW	47530	4.71 - 12.94
YU-AJP	47408	5.75 - 7.82
	<u>DC-9-51</u>	
YU-AJT	47697	5.76 - 10.89
YU-AJU	47754	5.77 - 10.89
	<u>MD-81 (DC-9-81)</u>	
YU-AJZ	48046	6.81 - Lsd out
	<u>MD-82 (DC-9-82)</u>	
YU-ANB	48048	9.81 - 3.95
YU-ANC	48087	4.82 - Lsd out
YU-ANG	49379	6.85 - 5.94
YU-ANO	49440	9.86 - 5.94

Slovenian aircraft carried the temporary prefix SL- until the current S5- was assigned.

AROUND THE WORLD

of Airline Schedules

Copyright 1990
George Walker Cearley, Jr.



The entire schedule column in this issue is devoted to a survey of inaugurals of Douglas commercial aircraft from the DC-2 through the DC-10. The article covers U.S. airlines (except in the case of the DC-5), and lists chronologically, date of first service for each aircraft type, and routes initially served on that date. The information included is based upon timetables, OAG's, inaugural advertisements, chronological histories prepared by various carriers, employee timetables, and finally General Schedules CAB including telegrams and transmittals thereto.

REVISED REPRINT from Vol. 16, No. 1, March 1990.

<u>DC-2</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
<u>Airline</u>		
Transcontinental & Western Air, Inc. (As TWA, Inc.)	May 18, 1934	Columbus-Pittsburgh-Newark
General Air Lines	October 15, 1934	San Diego-Los Angeles-Las Vegas-Salt Lake City
Eastern Air Lines, Inc.	November 1934	Newark-Charleston, S.C.-Jacksonville-Miami
American Airlines, Inc.	December 1934	Newark-Chicago; Newark-Dallas
Braniff Airways, Inc.	June 12, 1937	Dallas-Brownsville; Dallas-Kansas City-Chicago
Delta Air Lines, Inc.	March 16, 1940	Dallas-Shreveport-Monroe-Jackson-Birmingham-Atlanta
<u>DC-3 (& DST)</u>		
American Airlines, Inc.	June 25, 1936	Chicago-Newark (DST as dayplane)
American Airlines, Inc.	September 18, 1936	Newark-Memphis-Dallas-Tucson-Los Angeles (DST Sleeper Service)
Eastern Air Lines, Inc.	c. December 22, 1936	Newark-Miami (Stops en route)
United Air Lines, Inc.	January 1, 1937	Los Angeles-San Francisco (DC-3 dayplane)
Transcontinental & Western Air, Inc.	June 1, 1937	Newark-Los Angeles (DST Sleeper)
United Air Lines, Inc.	July 1937	Newark-San Francisco (DST Sleeper)
Transcontinental & Western Air, Inc.	August 15, 1937	Newark-Chicago; Chicago-Los Angeles ("Sky Club" Dayplane)
Western Air Express, Inc.	August 23, 1937	San Diego-Los Angeles-Las Vegas-Salt Lake City
Northwest Airlines, Inc.	March 1939	Chicago-Minneapolis (AA DC-3, NC21716, on lease)
Pennsylvania-Central Airlines Corp.	January 2, 1940	Detroit-Washington, D.C.
Braniff Airways, Inc.	February 3, 1940	Dallas-Amarillo (1st sched) (Previously as substitutions on Dallas-Kansas City-Chicago route beginning January 1, 1940)
C&S	May 1940	Chicago-New Orleans
Continental Air Lines, Inc.	December 22, 1940	Denver-Kansas City
Delta Air Lines, Inc.	December 24, 1940	Dallas-Shreveport-Jackson-Birmingham-Atlanta
Mid-Continent Airlines, Inc.	January 10, 1945	Minneapolis-Omaha-Kansas City-Tulsa; Minneapolis-St. Louis

DC-3 (All Local Service Carriers)

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pioneer Air Lines, Inc.	August 15, 1946	Amarillo-Lubbock-Abilene-San Angelo-Austin-Houston
Monarch Air Lines, Inc.	October 18, 1946	Denver-Colorado Springs-Pueblo-Cañon City-Monte Vista-Durango
Southwest Airways, Inc.	c. November 22, 1946	Los Angeles-Oxnard-Santa Barbara-Santa Maria-San Luis Obispo-Coalinga-Monterey-Santa Cruz/Watsonville-San Francisco
West Coast Airlines, Inc.	December 5, 1946	Seattle-Portland
Challenger Airlines, Inc.	May 5, 1947	Denver-Greeley-Cheyenne-Laramie-Rawlins-Rock Springs-Kemmerer-Salt Lake City
Trans-Texas Airways, Inc.	October 11, 1947	Dallas-Palestine-Houston; Dallas-Brownwood-San Angelo-Fort Stockton; Houston-Victoria-San Antonio-Uvalde-Eagle Pass
Robinson Airlines, Inc.	c. February 1, 1948	Utica-Rochester-Buffalo; Utica-Binghamton-New York; Utica-Albany; Utica-Elmira
Piedmont Aviation, Inc. (dba Piedmont Airlines)	February 20, 1948	Wilmington, N.C.-Fayetteville-Southern Pines-Charlotte-Asheville-Bristol/Kingsport/Johnson City-Middlesboro/Harlan-London/Corbin-Lexington-Cincinnati
All-American Airways, Inc.	March 7, 1949	Pittsburgh-Intermediate Points-Washington, D.C.
Southern Airways, Inc.	June 10, 1949	Atlanta-Gadsden-Birmingham-Tuscaloosa-Columbus, Miss.-Memphis
Turner Airlines, Inc.	November 7, 1949	Chicago-Indianapolis-Cincinnati; Chicago-Indianapolis-Louisville; Intermediate Points
Bonanza Air Lines, Inc.	December 19, 1949	Reno-Carson City-Hawthorne-Tonopah-Las Vegas-Boulder City-Kingman-Prescott-Phoenix
Frontier Airlines, Inc.	June 1, 1950	Billings-Wyoming Points-Salt Lake City; Billings-Wyoming Points-Denver; Denver-Durango; Salt Lake City-Grand Junction; Grand Junction-Albuquerque-Phoenix; Phoenix-Tucson-Nogales-Douglas
Ozark Air Lines, Inc.	September 26, 1950	St. Louis-Springfield-Decatur-Champaign/Urbana-Chicago
Central Airlines, Inc.	Fall 1950	Fort Worth-Dallas-Various Oklahoma Points-Wichita
Lake Central Airlines, Inc.	December 1950	Former Turner Airlines Routes (Name Change)
Wisconsin Central Airlines, Inc.	c. May 1, 1951	All routes, replacing Lockheed 10's
Mohawk Airlines, Inc.	September 28, 1952	Former Robinson Airlines routes (Name Change)
North Central Airlines, Inc.	December 16, 1952	Former Wisconsin Central routes (Name Change)
Allegheny Airlines, Inc.	January 1, 1953	Former All-American Airways Routes (Name Change)
Pacific Air Lines, Inc.	March 6, 1958	Former Southwest Airways Routes (Name Change)

DC-4 (C-54)

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pennsylvania-Central Airlines Corp.	January 15, 1946	Norfolk-Washington, D.C.; Washington, D.C.-Chicago
Western Air Lines, Inc.	January 29, 1946	San Diego-Los Angeles-San Francisco
American Airlines, Inc.	January 30, 1946	New York-Chicago
National Airlines, Inc.	February 14, 1946	Newark-Miami (nonstop)
United Air Lines, Inc.	March 1, 1946	New York-San Francisco
Delta Air Lines, Inc.	c. March 1946	Chicago-Atlanta-Miami; Dallas-Atlanta
Northwest Airlines, Inc.	April 1946	Minneapolis-Chicago; Seattle-Billings-Minneapolis-Milwaukee-Newark
Braniff Airways, Inc.	May 5, 1946	San Antonio-Dallas-Kansas City-Chicago
Eastern Air Lines, Inc.	c. June 1, 1946	Newark-Washington, D.C.-Miami; Newark-Miami; Newark-Atlanta-Houston

DC-5

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Koninklijke Luchtvaart Maatschappij, N.V.	Spring 1940 (c. May 1, 1940)	Netherlands Antilles-Dutch Guiana(Surinam)

DC-6

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	c. April 27, 1947	New York-Chicago (May 20th - New York-Chicago-San Francisco)
United Air Lines, Inc.	April 27, 1947	New York-Chicago-San Francisco
National Airlines, Inc.	July 1, 1947	New York-Miami
Braniff Airways, Inc.	November 5, 1947	Chicago-Kansas City-Dallas-Houston; Chicago-Kansas City-Dallas-San Antonio
Delta Air Lines, Inc.	December 1, 1948	Chicago-Miami; Chicago-Atlanta-Jacksonville-Miami; Chicago-Cincinnati-Atlanta-Jacksonville-Miami

DC-6A

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Slick Airways, Inc.	April 16, 1951	Newark-Kansas City-Los Angeles
American Airlines, Inc.	c. May 1953 (?) (AA timetables list "DC-6 Airfreighter" as early as Mar. 2, 1952)	New York-Chicago-Los Angeles (1953 date coincides with delivery of first AA DC-6A, N90776, May 1953)
United Air Lines, Inc.	April 30, 1956	New York-Chicago-San Francisco
Northeast Airlines, Inc.	January 20, 1957	New York (LaGuardia)-Miami (Passenger service)

DC-6B

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
United Air Lines, Inc.	c. April 11, 1951	New York-Chicago-San Francisco (Date coincides with delivery of first DC-6B, N37549, so may be after April 11th)
American Airlines, Inc.	April 29, 1951	New York-Chicago-Los Angeles
National Airlines, Inc.	November 1952	New York-Miami
Western Air Lines, Inc.	January 1, 1953	Los Angeles-San Francisco-Portland-Seattle
Northwest Airlines, Inc.	November 16, 1953	Seattle-Portland-Honolulu
Eastern Air Lines, Inc.	c. July 1, 1957	New York-Miami; Boston-Miami; Philadelphia-Washington-Miami (No service at this time to Puerto Rico or Bermuda with DC-6B's)
Capital Airlines, Inc.	February 7, 1960	Rochester-Buffalo-Miami; Grand Rapids-Lansing-Cleveland-Miami

DC-7

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	November 29, 1953	Los Angeles-Idlewild
National Airlines, Inc.	December 15, 1953	Idlewild-Miami
Delta Air Lines, Inc.	April 1, 1954	Chicago (Midway)-Miami
United Air Lines, Inc.	June 1, 1954	Idlewild-San Francisco

DC-7B

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pan American World Airways, Inc.	June 1, 1955	Idlewild-Paris-Rome
Eastern Air Lines, Inc.	c. July 1, 1955	Idlewild-Miami
Continental Air Lines, Inc.	April 28, 1957	Chicago-Denver-Los Angeles
Delta Air Lines, Inc.	June 22, 1957	Same routes as Delta's DC-7's
National Airlines, Inc.	November 4, 1957	Idlewild-Miami

DC-7C

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Pan American World Airways, Inc.	June 1, 1956	Idlewild-London Idlewild-Paris-Rome
Braniff Airways, Inc.	October 20, 1956	Dallas-Chicago; Dallas-New York (Newark)
Northwest Airlines, Inc.	April 28, 1957	Seattle-Anchorage-Tokyo-Okinawa-Manila

DC-8

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Delta Air Lines, Inc.	September 18, 1959 (DC-8-11)	Idlewild-Atlanta
United Air Lines, Inc.	September 18, 1959 (DC-8-11)	San Francisco-Idlewild
Eastern Air Lines, Inc.	January 24, 1960 (DC-8-21)	Idlewild-Miami
National Airlines, Inc.	February 18, 1960 (DC-8-21)	Idlewild-Miami
Pan American World Airways, Inc.	March 10, 1960 (DC-8-32)	New York - Bermuda
Northwest Airlines, Inc.	July 8, 1960 (DC-8-32)	Idlewild-Anchorage-Tokyo (Haneida)

THE FOLLOWING BOOKS ARE STILL AVAILABLE DIRECTLY FROM THE AUTHOR:

BOEING 707 & 720 (U.S. \$19.-)
NATIONAL-AIRLINE OF THE STARS (U.S. \$24.-)
PICTORIAL HISTORY OF AIRLINE SERVICE AT ATLANTA (U.S. \$22.-)

Prices include shipping and handling. Please enquire for Canadian and overseas prices

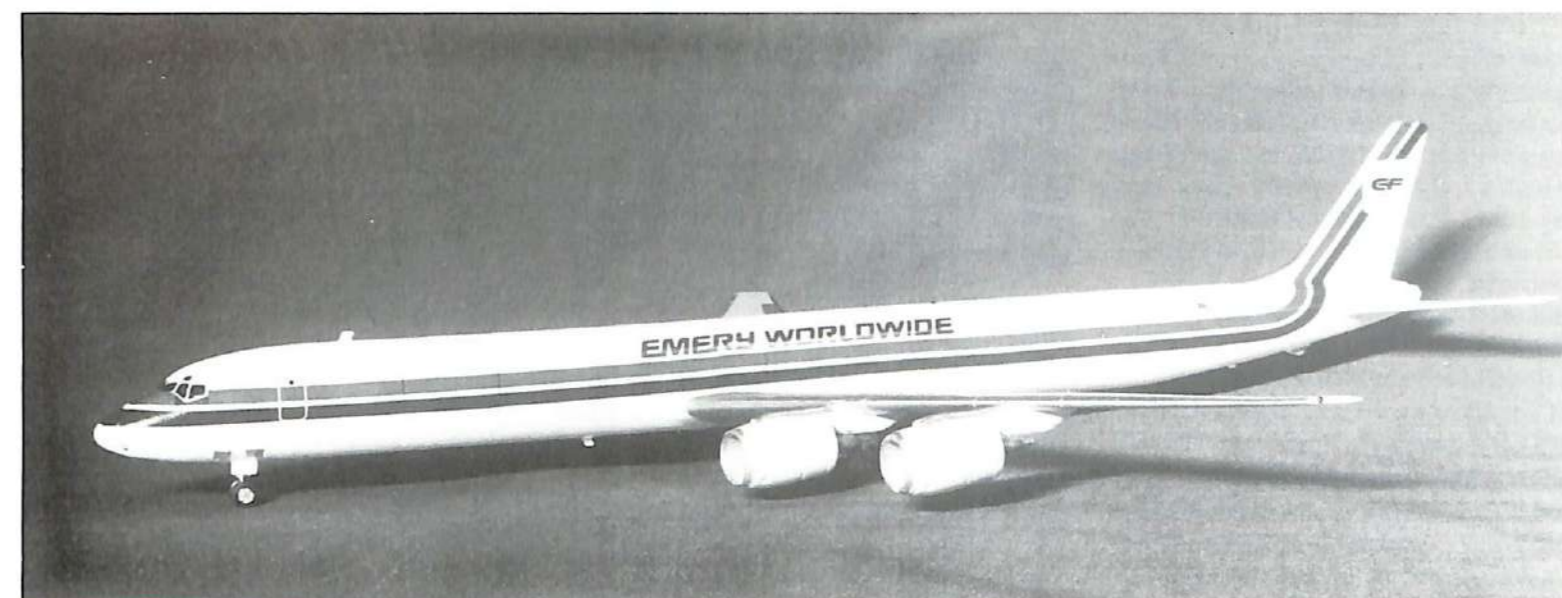
Please make check or money order payable to:
 George W. Cearley Jr., P.O. Box 12312, Dallas, TX 75225

DC-9

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
Delta Air Lines, Inc.	December 8, 1965 (DC-9-14)	Atlanta-Memphis-Kansas City; Atlanta-Birmingham-New Orleans; New Orleans-Dallas; Dallas-Shreveport-Jackson-Birmingham-Atlanta
Bonanza Air Lines, Inc.	March 1, 1966 (DC-9-14)	Las Vegas-Los Angeles; Reno-Las Vegas-Phoenix; Salt Lake City-Phoenix
Trans World Airlines, Inc.	March 17, 1966 (DC-9-14)	Dayton-Chicago-Kansas City; New York-Cleveland-Indianapolis-St. Louis-Kansas City; Chicago-Kansas City
Hawaiian Airlines, Inc.	April 1, 1966 (DC-9-15)	Honolulu-Hilo; Honolulu-Maui-Hilo
Continental Air Lines, Inc.	April 10, 1966 (DC-9-14)	Dallas-Lubbock-El Paso; Dallas-Albuquerque
Eastern Air Lines, Inc.	June 1, 1966 (DC-9-14)	Miami-Atlanta-Nashville-St. Louis; Miami-Atlanta-Memphis
Ozark Air Lines, Inc.	July 8, 1966 (DC-9-15)	St. Louis-Peoria-Chicago; Chicago-Waterloo-Sioux City-Sioux Falls; Chicago-Springfield-St. Louis
Allegheny Airlines, Inc.	September 1, 1966 (DC-9-14)	Pittsburgh-Philadelphia-Hartford; Pittsburgh-Philadelphia-Washington, D.C.
West Coast Airlines, Inc.	September 26, 1966 (DC-9-14)	Pasco/Kennewick/Richland-Yakima-Portland-Eugene-San Francisco; Spokane-Seattle
Trans-Texas Airways, Inc.	October 30, 1966 (DC-9-14)	Dallas-Houston; Dallas-Beaumont/Port Arthur-Houston; Dallas-Houston-Baton Rouge-New Orleans
Northeast Airlines, Inc.	January 1, 1967 (DC-9-15)	Boston-New York
Southern Airways, Inc.	June 15, 1967 (DC-9-15)	Atlanta-Dothan-Eglin AFB; Atlanta-Huntsville; Atlanta-Columbia-Charleston, S.C.
North Central Airlines, Inc.	September 8, 1967 (DC-9-31)	Duluth-Eau Claire-Madison-Chicago; Minneapolis/St. Paul-Eau Claire-Stevens Pt.-Green Bay-Chicago; LaCrosse-Madison-Chicago; Port Arthur/Ft. William-Duluth-Green Bay-Chicago; Duluth-Chicago; Minneapolis/St. Paul-Eau Claire-Stevens Pt.-Green Bay-Oshkosh-Chicago

DC-10

<u>Airline</u>	<u>Inaugural Date</u>	<u>Route(s) Initially Served</u>
American Airlines, Inc.	August 5, 1971	Chicago-Los Angeles
United Air Lines, Inc.	August 14, 1971	San Francisco-Washington (Dulles)
National Airlines, Inc.	December 15, 1971	New York-West Palm Beach; New York-Tampa-Miami; New York-Miami
Continental Air Lines, Inc.	June 1, 1972	Los Angeles-Denver-Chicago
Delta Air Lines, Inc.	November 22, 1972	Ft. Lauderdale-Atlanta
Northwest Airlines, Inc.	December 16, 1972	Minneapolis/St. Paul-Milwaukee-Tampa
Western Air Lines, Inc.	June 16, 1972	Minneapolis/St. Paul-Los Angeles-Honolulu
Pan American World Airways, Inc.	January 7, 1980	Former National Airlines Routes
Air Florida	April 3, 1981	Miami-London
Aloha Airlines, Inc.	December 14, 1984	Honolulu-Guam
Eastern Air Lines, Inc.	c. July 2, 1987	Miami-Buenos Aires



DC-8-73 in 1/144 scale by Tony Schneider

AIRLINE MODELING

Gerry Cole

Will Hasegawa do the entire MD-80 fleet?

I am really sorry I missed the previous issue of the CAPTAIN'S LOG, but pressured at work were overwhelming. I am back at it again and I hope I will not miss any more deadlines in the future.

NEW KITS:

Test shots of the Hasegawa 1/200 scale Boeing 737-400, 500 and McDonnell Douglas MD-90 had just arrived in North America as this was written. The following reflects reports from Jennings Heilig of Liveries Unlimited and Russell Brown of AHS decals. All three models are molded in white for the fuselage and vertical tail, and gray for the other parts. All have a single tip-to-tip wing which slots into a recess in the fuselage. All fuselages are molded as rather unusual top and bottom halves and none has any sort of scribed detail. The wings, en-

gines, vertical and horizontal tails all have typical Hasegawa scribed detail. The MD-90's vertical fin suffers from some rather heavy detail. As for shape, the center "V" of the windshield on the 737s appears to be a little too flat in side profile, but otherwise it is okay. The tip of the 737's fin is canted downward toward the front a bit, but it looks fixable with a few swipes of the sanding block.

Engines in the 737s are single-piece affairs with a separate fan insert. The MD-90's engines are also single piece molding, but with separate fans and exhaust bullets which fit together inside.

The MD-90 strakes are molded in place on the nacelles, of course too thick, and the shape of the forward fuselage strake is questionable. Overall, the shape of the MD-90

looks pretty good.

The upper/lower fuselage arrangement will make for an awkward joint line, and probably will throw off some builders who are used to painting and decalling wing, fuselage, engines and such separately to join them later. The kits may have been designed as desktop display models as all have a large hole in the belly for the display stand, along with a plug to fill it up if you use the landing gear. The landing gear on the MD-90 looks pretty good. The gear legs and doors are a single piece, but have even less detail than normal Hasegawa gear legs. But the wheels look pretty good. On the 737s, however, the gear is not as good. The legs and door are a single piece and the wheels have holes all the way through the hubs where the axles fit. This even includes the tiny nosewheels. Missing are the familiar outboard mainwheel "hubcaps," although

they are included on the gear-up piece. Robbing mail wheels from another kit, or using a dab of putty or epoxy, will be necessary. Jennings notes the MD-90 kit has sprues marked "1/200 MD-80/87/90" on the tabs. Many 1/200 scale modelers hope and pray this means Hasegawa is going to be doing the rest of the MD-80 fleet later in 1997.

Kit #10216 is the All Nippon 737-500 "Super Dolphin," retail at \$12.98. (All prices mentioned here are in U.S. dollars.) Kit #10217 is the Japan Trans Ocean Air 737-400 "Sky Manta" at the same price. The MD-90 kit is available in Japan as a 2-kit special with JAS markings, but is not yet scheduled by Hasegawa for export.

In addition to the above, Hasegawa's importers in the U.S., Marco Polo, have announced that 1/200 scale kits # 10172 for a JAA 747-200, #10175 for a Thai 777-200 and #10176 for the KLM MD-11 are available for \$25.98 each. A series of 1/400 scale Hasegawa kits have been announced, each priced at \$7.98, including #10401 for a JAL 747-400, # 10402 for an ANA 747-400, #10403 for a Virgin Atlantic 747-400, #10405 for a JAL DC-10, #10407 for a Lufthansa 747-400, kit 408 for an Air France 747-400, # 10409 for a KLM 747-400 and #10412 for a JAL 747-300 SRE.

The Sasquatch Grumman Goose in 1/72 scale has been out for awhile, but is still worthy of review. The quality of the surface detail is very good, almost the same as the Rareplanes vacuform. Good representation

1/125 scale DC-9-30 by Ivan Potoski



of the fabric surfaces and fuselage details is evident. However, everything is solid, meaning a big hunk of resin for the fuselage parts. The engine nacelles are molded integral with the wing bottom halves (2) and the single-piece wing top. The fit appears OK, but the usual filler will probably be required. In addition, you may want to sand the parts to reduce thickness at the trailing edges. Not too much overall, or you'll get oval cross-section engine nacelles! Horizontal stabs are also done as top and bottom for each side, which will really be a sanding challenge.

Engines and cowls are separate pieces, again nicely done. Wingtip floats are in halves, and you're on your own for the float struts. Contrail strut stock should work OK. Two rather rough props with spinners are provided in styrene, as are two main wheels. There is no landing gear - the wheels are designed to be glued into their cavities on the fuselage sides. A straight piece of acrylic rod and a Plexiglass stand are included. The rod is meant to go into a nearly horizontal hole in the fuselage/hull at the location of the step. The instruction sheet provides building hints, a so-so photo of the gear in the down position and some color scheme suggestions. There are no decals and you're on your own with regard to painting the windows.

The price is \$12, which is quite reasonable. I am bothered by the painted (or decalced, for that matter) windows in 1/72 scale, but I'm learning to love just being the oddball.

How does this model stack up against the excellent Rareplanes vacuform? Well, it is a LOT less expensive! I rate the amount

of part preparation sanding as equal, perhaps even favoring the vacuform. Set a couple of millimetres above a simulated water base, with plastic or microscopic glass discs for props, it would still make a pretty model.

NEW DECALS

The following new Flight Path decals are available from Vince Klimas at Aerocolours Graphics or their agents:

First is ADD01, a sheet of 8.5" x 11" clear decal for use in making your own decals. It goes for \$4.

In 1/144 scale, FP44-161 is for a French AOM MD83 - \$5.50. This is a "billboard on white" fuselage scheme made more interesting because it includes the "Je veux rester a Orly ouest" cartoon/graffiti markings. Translated they say "I want to stay at Orly West." This was added to AOM aircraft when the French government wanted to get private carriers out of the better Paris-Orly terminal prior to deregulation.

Vince is to be commended for bringing out a decal for which there is no major injection-molded kit.

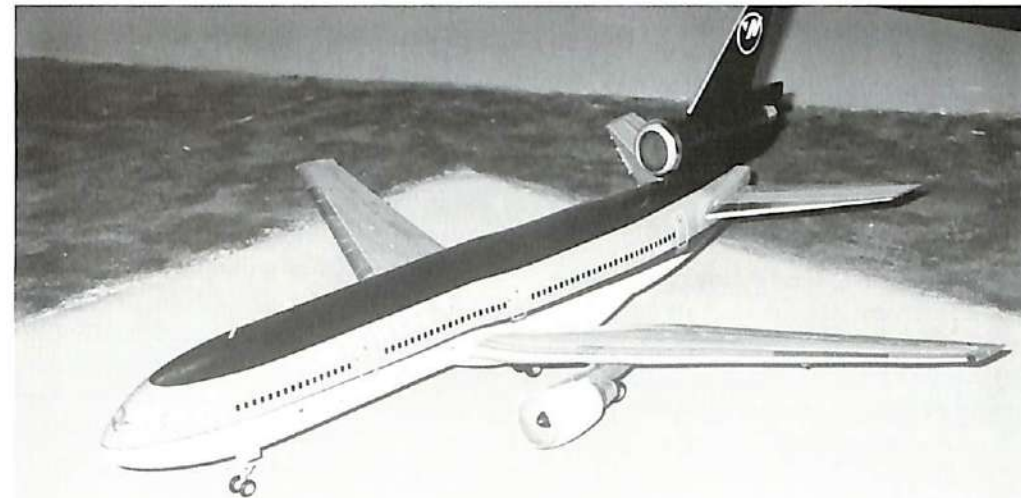
Decal FP44-162 is for an AOM DC-10-30 in 1/144 scale, at \$5.50, and FP20-115 is for the same subject in 1/200 scale at \$6.50. Both feature the "Orly West" cartoon/graffiti. These sheets also feature Cubana titles to allow you to do the DC-10 that Cubana leases from AOM.

Sheet FP44-163 in 1/144 scale at \$7.50, and FP20-116 in 1/200 scale, \$6.50, are for an Aerocondor Columbia Airbus A300B4. Jet Set used to produce just the titles and tail markings in 1/144 scale for this colorful livery, with yellow, orange and swooping cheatline with black and red titles. A yellow fin decal is also provided.

FlightPath sheet FP44-164 in 1/144 scale at \$7.50 and FP20-117 in 1/200 scale at \$6.50, are for Family Airlines 747-100s. This is a "cute" livery, with a stylized children's baseball cap at the nose, broad red stripes down the fuselage and white-on-blue stars on the vertical tail.

Note that all these models have a continuous clear coat, meaning it is up to the modeler to trim them appropriately.

My personal favorites are the decals for the current Corsair fleet. FlightPath FP44-165 in 1/144 scale at \$6.50 covers the current Corsair colors 737-200/300 and FP20-118 does the same for 1/200 scale. The Corsair-300 is most interesting, as it features a yellow half-sun motif on the fuselage to com-



Marshall Leffert's 1/100 scale DC-10-40

plement the blue billboard titles and interesting "wave" tail logo. FP44-166 in 1/144 scale does the Corsair DC-10-30 for \$6.50 and FP20-119 the same aircraft in 1/200 scale for \$5.50. Perhaps the most-diverse sheet is FP44-167 in 1/144 scale for the Corsair 737-400 and 747SP, at \$6.50. This is quite a contrast in aircraft sizes! Both aircraft on one sheet caters to Welsh kits. The billboard lettering looks good on the SP, since there is less white "expanse" and who else will have a Corsair 737-400 in their collection?

FlightPath has a number of wing corogard sections, including FP44-168 in 1/144 scale for the 727/DC-10/L-1011 horizontal tail sections, plus Airbus 320/310/330/340 between-spar markings. The price is \$6.50 and even if you paint your own sections, you'll probably want this set. It contains the lettering and walkway striping for the Airbus aircraft, ready to apply over your painted sections. Fantastic idea, Vince! Of course, you may prefer to use Vince's corogard decals under the lettering and outlines, but FlightPath at least gives you a choice. FP20-120 is the same thing with only the A300 parts (no kits for the other subjects yet in 1/200 scale), except in 1/200 scale, price \$5.50. Decal FP44-169 in 1/144 scale does the 474SP wing/tail center sections (corogard) for \$6.50. FP44-170 in 1/14 scale does the Welsh MD-11 wing/tail section corogard for \$6.50.

Even newer are the following Aerocolours/FlightPath decals. They are for the current Iberia red/orange/yellow livery, some Braniff 1984 red-titles/gray-stripe/blue-belly livery and additional Braniff "ultra" decals. The Iberia stripes are printed together while small details, such as the little Spanish flags, are printed as separate pieces to be overlaid by the builder. This prevents registration problems. There are duplicate copies of white titles for overlaying to prevent see-through, which would be especially handy if one were to paint the stripes, for example if one were using the decals on a model and/or scale for which they were not intended. All the decals come with good instructions and a photo of the type. There are no decal windows (exceptions noted below), but AHS/ATP etc. have windows available. The doors (minus latches) are there, as are multiple registrations. The quality of these new decals is excellent, and my thanks to Vince for the samples.

FlightPath FP72-11 for a 1/72 scale Iberia F.27-600 (\$6.50) is designed for the ESCI kit, or the old Airfix. It is great to finally see more 1/72 airliner decals. Included are windshield and window decals sized to match the ESCI kit, which appear to be somewhat oversize. There are registrations and aircraft names to do any of five F.27s. FP44-66 is for the same subject in 1/144 scale. FP20-53 decals a 1/200 scale Iberia 727-200 for \$6.50 and does any one of six different aircraft. FP44-67 is for a 1/144 scale Iberia 737-300 at \$6.50. This will fit

the current Welsh or rumored Minicraft kits. FP20-54 does the same livery in 1/200 scale for \$5.50. Use it on the PALS kit, or modified Hasegawa 737-400. Moving to a larger type, same carrier, FP44-68 is for the 1/144 scale Iberia 747-200 at \$7.50, with provisions for six different aircraft. Decal FP44-69 in 1/144 scale is for the Iberia 757 at \$6.50. Designed for the Welsh kit, this decal would look very nice on the long fuselage of the 757. Speaking of long fuselages, FP44-70 is for the 1/144 scale Iberia DC-8-62/63/71 series at \$6.50, while FP20-55 is for the same aircraft in 1/200 scale at \$5.50. Both these sheets contain "CARGO" titles for appropriate aircraft. One of my favorites will be sheet FP44-71 for the Iberia DC-9-30/MD-80/87 series in 1/144 scale (\$6.50). Designed for the Airfix DC-9 and Welsh MD kits, the quality is way above the old Airfix decal. It does any of 12 different aircraft. FP20-56 is for the same livery in 1/200 scale at \$5.50. FP44-72 is for the 1/144 scale Iberia DC-10-30 and costs \$6.50 and FP44-73 does the Airbus A300B4 at \$6.50 for the Airfix kit. Finally, FP-156 provides one of the prettiest liveries flying for the Iberia A340-300 in 1/144 scale at \$6.50 for the Revell kit. The decals provide markings for one of three different aircraft.

FOR BRANIFF FANS

Braniff fans will appreciate FP10-07 for a 1/100 scale 727-200 in sparking burgundy Ultra livery for the Doyusha kit at \$9.95. FP10-06 provides a blue metallic livery for the same kit at the same price, while FP44-127 does the same livery in 1/144 scale for \$6.50. Stripes on this decal are medium blue and lilac, which should produce a real visual impact statement. Braniff was rarely dull! FP20-47 does the same scheme in 1/200 scale at \$5.50 for the Hasegawa kit.

Moving to the Braniff blue-belly scheme with dark titles, FP44-85 is for this 1984 livery on a 737-200 at \$6.50 for the Airfix kit and FP20-95 is in 1/200 scale on a 727-200 at \$5.50. There are enough registrations here for one of four different aircraft. FP20-96 is for a 1/200 scale 1984 Braniff 737-200 for the Hasegawa and Matchbox kits at \$5.50. FP44-86 completes the set with a 1/144 scale Braniff livery on the BAC 1-11 at \$6.50. It seems some of the original 1960s Braniff BAC 1-11s eventually could be found with first Florida Express, then with Braniff 1984 liveries as that company was absorbed

by Braniff. This decal, together with one of the old "delivery scheme" Braniff decals from JetSet or RareCal would make a great companion set.

Due in late december 1996 were the following Liveries Unlimited decals:

In 1/144 scale: A4-104 for a Royal Air Maroc 727-200, A4-105 for a VIP USAF C-9C (others later), A4-106 for a Deutsche BA Fokker 100, A4-107 for a Braathens 737 and A4-108 for a PLUNA (new Colors) 737-200.

In 1/200 scale, Liveries Unlimited has A2-058 for the current colors Delta MD-11, A2-059 for a China Eastern MD-11, A2-60 for a Zambia Airways DC-10-30, A2-061 for the Air Zaire DC-10-30 and A2-062 for the Air China (PRC) 747. Lastly, A7-008 is for the Air Seychelles DHC-6 Twin Otter in 1/72 scale. I had not seen these sheets yet when this was written, but I expect the usual Liveries Unlimited quality and completeness.

Skyline Decals, a.k.a. Danny Coremans of Daco Decals fame, has done something very interesting. In answer to requests for more details, stencilling, (cargo) door frames, landing lights, engine spinner curls and so on, his decal line promises to deliver. He has tried to put on his decals ALL possible markings which are painted on real aircraft. Since most stencilling is only an inch or so high, you can't actually read it anymore in 1/144 scale, and even less so in 1/200 scale. Danny discovered that the bigger the

VIASA DC-10-30 by Lloyd Evans



aircraft, the fewer markings it has. He notes that the difference in the number of markings between a 747 and a 737 is remarkable. The first decals released will be for the Sabena Airbus A310, A340, the Boeing 737, 747 and 767, the DC-10 and BAe 146, plus the EBA 737 and the very pretty red and white Virgin Express 737. For those of you who are in cartoon character liveries, Danny says the newest Sabena aircraft have Belgian cartoon characters as nose art. Decals will include the "Flying together with Swissair" logos and pretty much anything else that is currently on the aircraft. I would expect these decals will be available from Meteor Productions in the U.S. and from the usual major retailers worldwide. It sounds like the next step in the evolution of airliner decals, one many of us have been waiting for.

READERS' PHOTOS

Since this issue focusses on Douglas/McDonnell Douglas airliners, I thought I'd stick with the theme this time.

The first photo comes from MARSHALL LEFFERTS of Des Moines, Iowa. It shows his award-winning Doyusha (ex-Otaki) 1/100 scale DC-10 converted to a DC-10-40 in Northwest colors. He used 1/144 scale FlightPath 747 decals on this larger-scale DC-10. The landing gear was scratch-built and there was lots of extra work on the -40 engine nacelles and intakes.

The next photo comes from regular contributor TONY SCHNEIDER of Louisville, Kentucky. His Consolidated Freightways/

Emery Worldwide DC-8/73 in 1/144 scale features the new Aviagraphis decal on the Revell/Lodella kit with ATP's conversion engines. For the required extra set of air climate system louvers on the nose, Tony cut extras from the two provided in the kit and accented the result with Bare Metal Foil. He also used Bare Metal Foil for the leading edges of the wings and tail, an ATP decal for the cargo door outline and Fotocut etched brass engine strakes for strakes of scale thickness.

This is a very clean model and the first photo I have seen of a model using the new Aviagraphis decal line.

Next up is a DC-10 from LLOYD EVANS from Wellington, New Zealand. No commercial decals were used, only hand-made markings copied onto clear ATP decal put through a photocopier. The result looks outstanding, so at least Lloyd can make this technique work very well.

The final photo comes from one of my mentors. L. IVAN POTOSKI. When I started building airliner models MANY years ago, Ivan wrote an airliner modeling column for the IPMS/USA publications of the day. I still keep those columns in a special file, where I can refer to them for information and inspiration. It is great to see that Ivan is still modeling. His current offering is a DC-9-30 in Hughes AirWest livery. No, it is not in 1/133 scale, or even 1/200 scale, but in the ever popular (as Clint Groves of ATP would put it) 1/125 scale. Ivan used the Heller DC-9 kit with Flight Designs 727 decals meant for the 1/144 scale 727-200 kits. They fit perfectly. He also used the new Aerocolours Graphics enamels with Testor/Floquil trim colors. Cabin windows are Krystal Klear and a modified 1/144 scale windshield decal is used on the cockpit. The whole package was based on a slide he took at SEA back on 29 JUN 80.

DEPARTURE LOUNGE

I apologize for the poor photo reproduction in my previous column. I had tried to use an orange background in my color prints, but this translated to black in the magazine. I guess I'll go back to neutral gray in the future. Those of you submitting photos might consider doing the same, at least until we get color in the CAPTAIN'S LOG.

Please keep your photos coming and I hope to meet many of you at the AI'97 in Colorado Springs in June.



THE PHOTO CORNER

Richard J. Fedorco II

Those Durable Douglas Jets

It was my wife who reminded me that this column for the CAPTAIN'S LOG was due soon and she wondered how long I have been putting The Photo Corner together. After checking, I found my first column appeared in the SEP 86 issue. It has been a great 10 years, with four address changes, one major career change, a half a dozen AIs, one earthquake and two children.

(Continued on next page)



Top of page: N792FT, msn 46046/444 was delivered to Flying Tiger Lines on 31 MAR 69 as a DC-8-63CF. Emery Worldwide acquired her in on 26 JAN 64 after conversion to -73CF in JAN 84 N792FT is still in service. (Richard Bell)
Above: Trans Continental Airlines DC-8-54F, N8042U, msn 45676/197, was delivered to United Air Lines on 30 JAN

64 and went to Trans Continental on 12 MAY 87. She has been with Zantop International since 22 JAN 92. (Photographer unknown)

Below: N8968U, a DC-8-62H, carried the United "DC-8 Friend Ship" colors on the fuselage. Her msn is 46069/465 and the shot was taken at EWR. (R. Fedorco Sr.)





Top of page: Hawaiian DC-9-14 N930E Msn 45730 at HNL. She started at Bonanza Air Lines on 01 JUL 66 as a DC9-11 N947L. Five other owners/lessors later she arrived at Hawaiian on lease on 29 JUN 86. At last news, she was a corporate transport in Mexico as XA-RSQ. (R. Fedorco Jr.)

Above: Midway Airlines DC-9-15, N1060T, msn 45741 in this shot. Her first job was with TWA from 29 NOV 66. Next was Midway on 25 JUN 87 via Polaris leasing. Stored at Kingman, AZ, in JUL 91, she has been broken up since. (Tom Rambis)

Bottom: Another "mighty eight," N809CK, msn 46095. Eastern's was first as DC-8-63PF, N8757 on 15 NOV

69. Converted -73PF by the Gamma Corp. Connie Kalitta Services got her on 23 NOV 68. Now with Emery as N105WP. (Richard Bell)

Below: DC-9-31 of Republic Airlines. Registration N913RW says she was



I had planned to do a retrospective including some of the nicer shots I still have on file, since no particular theme had been chosen for this issue. It was about that time that I received a letter from Joop asking for this issue to include McDonnell-Douglas airliners, because of the announced merger of MDD into Boeing. So I combined the two ideas. I hope you like the result.

I am taking the opportunity here to thank a few folks for their help in the past 10 years. I start with my dad, Richard Sr., who trusted me enough to let me borrow his camera at a fairly young age. The others are (in no particular order): Richard Bell, Pavel Bencik, Lloyd Evans, Peter Zsille, Tom Rambis, Sonny Esparza, Ger Buskermolen, Jerry Elmas, Graham Alliance and finally, Paul Collins and Joop Gerritsma.

Once again, please keep the photos and comments coming. My address is on the inside front cover and my Internet address is 71602,2624@compuserve.com.

formerly with Hughes Airwest. But before that, msn 47171 started with Hawaiian on 38 MAR 69, She is now with Northwest following merges of Hughes Airwest into Republic and Republic into Northwest. (Richard Bell)



N701ME is an MD-87 in service with Midwest Express. The msn is 47760. This aircraft was one of eight ordered by Wardair Canada. The order was cancelled when Wardair was taken over by what was then Pacific Western Airlines and now Canadian Airlines International. (Tom Rambis)

Pacific Southwest Airlines is no more, but its aircraft with the big smile are still well remembered. This MD-81, N931PS, msn 48039, was named "The Smile of Bellingham" and was delivered 10 SEP 81. She was reregistered N807US in the merger with US Air and remains in service with that carrier. (Richard Bell)

Coming in for a landing at Minneapolis/St. Paul, Northwest Orient DC-10-40 N158US, msn 46767, has been with the carrier since 01 OCT 86 and continues to fly with what is now simply Northwest Airlines. (Tom Rambis)

DC-10-40, N184AT, msn 46751 of American Trans Air, also landing Minneapolis/St. Paul. Formerly N142US of Northwest, she went to ATA via Boeing on 07 JUN 84. Whilst parked at Chicago O'Hare on 10 AUG 86, she was destroyed by fire. (Tom Rambis)

Another fine landing shot, this one of DC-10-10CF N86052 "Lisa Marie," msn 47806 of Federal Express. The aircraft was with Continental from 11 APR 74 until bought by its current owner on 19 MAR 80. The intended registration N302FE was never taken up. (Tom Rambis)



OO-SLG, msn 47926 is a DC-10-30 of Sabena. The aircraft was delivered to Lufthansa as D-ADGO "Bonn" on 03 JAN 75, but was wfu and stored at Marana, AZ, until leased to Sabena on 16 DEC 94. She was reregistered OO-SLG on 14 FEB 95 upon entering service and is currently in operation with the Belgian carrier. (Jerry Elmas)

Unidentified DC-10-10 of United Airlines moments before touchdown (at EWR?) (Richard Fedorco Jr.)



MD-11, N280WA, MSN 48458 of World Airways touching down in Australia. World has a fleet of eight MD-11 and four DC-10-30.

(Photographer unknown)

MD-11 N806DE, msn 48477 was delivered to Delta Air Lines on 20 NOV 92. The aircraft is currently in service. (Richard Bell)



WHAT IS IT?

Greyhound takes to the air

Venerable bus company taps into the Canadian air travel market



There is a new player in Canadian skies, and they are marking new territory. Called Greyhound Air, the carrier uses a photo of a greyhound in its advertising (Fig. A).

The original charter of Canadian Greyhound Coaches Limited of January 1930 include among its objectives: "To carry on the business of Omnibuses, Cab, Dray, Motor Truck, Aeroplane and Boats for public conveyance."

But 65 years were to pass before Greyhound made public plans to enter the airline business. Greyhound Air would commence an air service in Western Canada on 01 MAY 96. But the ever-present red tape stalled that startup date to late July 1996. The 01 AUG 96 timetable (Fig. B) includes flights from Vancouver to several cities in Western Canada and east to Toronto, Hamilton and Ottawa. This timetable is so small, when its six panels are folded up, it measures only 2 1/8 x 3 1/2 inches (6 1/2 x 9 cm) and fits easily in a wallet or shirt breast pocket.

The airline operations of Greyhound are conducted by Kelowna Flightcraft of Kelowna, British Columbia, with two 727s. The timetable says "You can fly from anyone of the eight flying markets and take a Greyhound bus to or from anyone of the 1,100 communities we serve."

In the 1930s Greyhound bus drivers were dressed like a military officer, in a blue-grey uniform with breeches and very high leather boots. The jacket was long with large pockets to carry the tickets, punch etc. The belt was a military-style Sam Browne with the shoulder strap. The uniform was finished with a standard driver's cap with each man's numbered company badge attached.

This cap badge (Fig. C) is probably from the 1935 era. It uses blue, red and black enamel on silver-color metal and is from driver #50. It features a greyhound dog running from right to left and a square 1930-style bus with a wooden body.

The second badge in the Greyhound series is this late 1940s blue enamel-on-white metal piece (Fig. D). It features the grey-



Fig. C



Fig. D



Fig. E



Fig. B

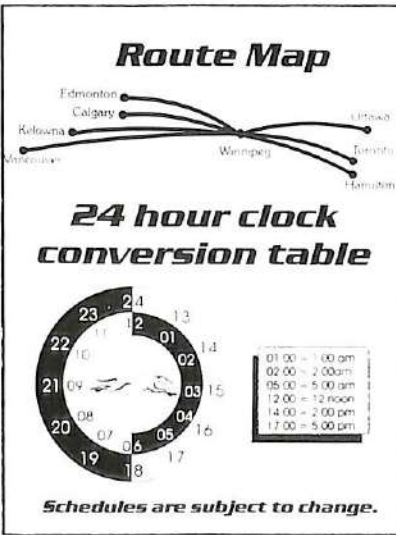


Fig. B

hound running to the left and the words "The Greyhound Lines, coast to coast" and the driver's number, 171.

The next cap badge (Fig. E), is in blue paint on white metal and shows a large greyhound, again running to the left, the same text as in Fig. C, and the letters W C G L, standing for Western Canada Greyhound Lines. It was in use in 1964 and there was no longer a driver's number.



Fig. F

Fig. F shows a badge in blue paint on yellow metal. The dog, in yellow, has been turned 180 degrees. The text says "Greyhound - leave the driving to us - over a million miles a day." It was used in 1966.

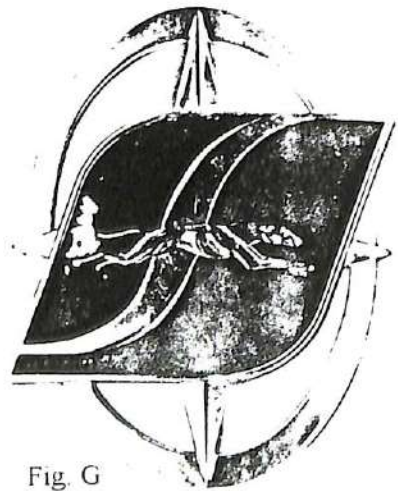


Fig. G

The fifth and final badge picture in this series (Fig. G) is a departure from the usual. It no longer shows the company name and the dog - running to the right - is the only identification. It also shows the four points of the compass and a red (left) and blue (right) shield behind the dog. The two colors

are separated by a white "S". It was used in the 1970s and 1980s.

Today, Greyhound uses these (Fig. H) multi-colored baggage identification tags. The bottom part, with the destination, is white for British Columbia, yellow for Alberta, blue for Saskatchewan, green for Manitoba, pink for Ontario and orange for Quebec.



Fig. I

A small, 1 1/8" gold tie tac or lapel pin (Fig. I) is used by bus and Greyhound Air personnel. Greyhound Air uses the white and blue BIL shown in Fig. J (with the word "Canada" in red) and the Kelowna Flightcraft baggage label for Vancouver is shown in Fig. K. The top 3/4 is green, the bottom white.

Airport staff uses this gold-colored, plastic Greyhound Air identification badge as shown in Fig. L.

Kelowna Flightcraft flight crews do not use a cap or cap badge and all flight personnel use the same jacket or breast wing badge (Fig. M). It is used on Greyhound and on Purolator Express flights in Canada. The wing comes in gold color and measures 2 1/8 inches wide.

I thank Greyhound Canada of Calgary, Alberta, for the historical information and Greyhound Air for the brochures, tags and the wing badge.



Fig. J



Fig. L



Fig. M

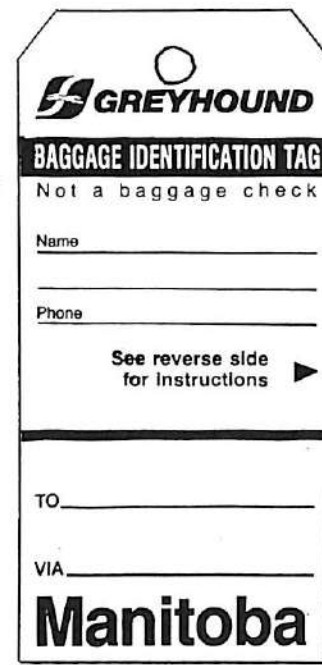


Fig. H

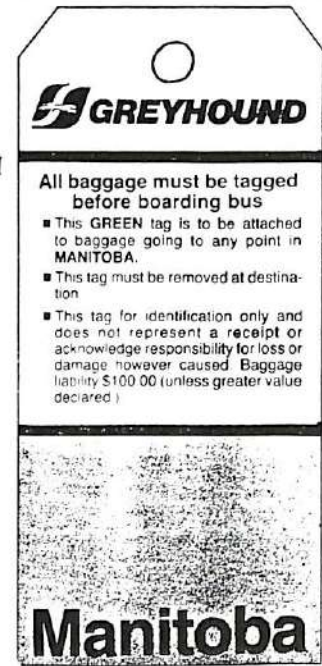


Fig. H



Fig. K

ANSWERS TO QUESTIONS

Responses are few this time:

#182. STAN BAUMWALD writes to say this kiddie wing is from German European Airlines. The company never became airborne but it issued postcards and junior wings. No dates are available.

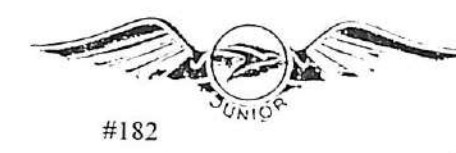
#193, 194. A telephone call from FRANK WALDORF informs us that these are from a Rhode Island manufacturer. The cap badge and buttons are generic and have been used by a few start-up airlines.

NEW QUESTIONS

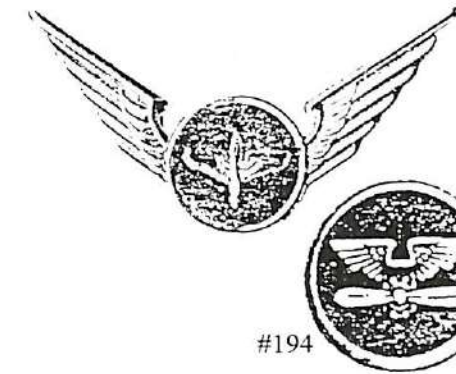
Q.230. TOM MALLOY asks where this wing is from, and when. Is it made of gold wire on black and the flag is in red, white and green.

Q.231. This little wing has a label on the rear, handwritten, saying "Kenya 1965." It is made of gold wire on green. Could someone please confirm?

Q.232. Who is S A T? This is an old badge, tarnished with age. It is made of brass with



#182



#193



#231



#232



#230

screw posts on the back and is not a quality striking. Any ideas anyone?

That is it for now. Please keep writing and until the next issue.



C-GLKF is one of three 727-200 operated by Kelowna Flightcraft for Greyhound Air. It is seen here at Toronto's Pearson International Airport.

Joop Gerritsma Collection
(Photographer identified only as "GT" on back.)

They are gone:

McDonnell Douglas joins the ranks of Convair, Capital, North Central, National and many others

I guess the first airline merger I remember vividly was when Capital Airlines became part of United. Suddenly the red bird and stripe on the silver skin of the Viscount was painted over with gloss white, the light-blue stripe went down the side and the red and blue spike was painted on the tail. A familiar name had left the skies. Soon there were many others: Lake Central, Mohawk, National, Northeast, North Central, Bonanza, Hughes AirWest, Western, etc. etc. and so forth and so on, as the King of Siam said in the musical "The King and I."

Now we have the manufacturers of the airplanes themselves merging. Boeing and McDonnell Douglas are going to be one. Perhaps we shouldn't be too surprised. This has happened before, in Europe. Where are the old shops of Vickers, deHavilland, Bristol and A.V. Roe? All part of British Aerospace, I guess. So, famous names leave the skies and wind up floating in the air that fills the space between the ears of "airplane nuts" like me. Hey, something has to keep the cobwebs company up there.

Back when I was a lad it seemed the airlines dealt with Douglas and Lockheed, while the military was concentrating on Boeing aircraft. There were the occasional dual-purpose aircraft such as the C-97 and KC-97 which also served United, Pan American World Airways, Northwest, American Overseas Airlines and BOAC as the Stratocruiser and Lockheed had the Constellation in uniform as the C-69, C-121 and WV (Navy) series and provided some pretty good fighter aircraft as well. Until the start of the jet age, if you were going to travel by air, you could be pretty sure you'd be riding a Douglas or Lockheed for long trips and a Martin or Convair for the short haul.

As soon as the jet age came about, everybody wanted one and more than one. Boeing seemed to get away from the starting line first, perhaps because of the experience gained in the development and production of long-range, multi-engined bombers. There was also an advantage over the Douglas DC-8 because the Boeing's fuselage was a few inches wider, allowing for greater creature comforts for the passengers. That space and advantage lasted only a short while. During my college years I'd work the ramp at Idlewild for TWA and I remember how lucky we were to unload 707s. You could hop into both front and rear baggage compartments from the ground. With the DC-8 you needed a boost or belt loader to get up the rear cargo doors. It was a long-legged brute and the tail was way off the ground. Years later, that part of the design allowed the DC-8 to be stretched several times while the Boeing remained the same length. I guess those "stubby" legs would have caused the tail to drag on the runway during rotation if the fuselage had been stretched on the 707.

Well, we have been asked to slant our columns to operators of the Douglas products and so I shall. I hope to feature insignia of carriers which have not graced the pages of the CAPTAIN'S LOG before, or if they have been here before, it has been a long time ago.

As I mentioned about two years ago, I started to accumulate wings and cap badges in 1982 while I was working at Montreal's Dorval Airport. The germ of this idea was planted years before when I saw and kept the Boeing Commercial Aircraft Company's magazine advertisement which showed the insignia of 55 operators of Boeing transports. It was a nice, colorful page and a pretty good reference for someone who was interested in airline history. I had it tucked away in a folder and also up between the ears with the cobwebs. One day we arrived at work in the morning to discover that Braniff International (the flying colors) had flown the coop during the night. Where their counter and equipment had been, remained only open holes in the wall, and memories. I guess I should have known they were in trouble when a DC-8 would do a RON stop several times a week with three captains on board. NOBODY gets a check ride that thorough. The line was in financial trouble and ceased operations shortly after departing Montreal. I remembered the Boeing advertisement and kicked myself for not having tried to get the BI insignia to start a display. Eventually I did get the wing from the distributor in Texas.

When I heard Quebecair was having problems, I decided to begin a collection. I figured the best way to start was to go through the PR department or the chief pilot's office. When I asked a QB captain which address would be best to contact, he took the wings off his jacket and gave them to me, saying he didn't know whether the line would still be in business when my letter got to them. He was too pessimistic because the line kept running the 737s it had and even picked up two stretch DC-8s for charter operations. Just before I left Canada they changed their logo and paint scheme from a two-tone blue with white lettering to a red, blue and white scheme. There was a new wing proposed by the William Scully Co. of Montreal, but I don't know if it was accepted and "flown" before QB became part of Canadian Airways International.

Nordair was another Montreal-based carrier that operated charters to Orlando, Fort Lauderdale and other winter spots. Over the years I was able to obtain four of the five styles of wings they used. Nordair 737s would be operating from gravel airstrips north of the Arctic circle in the early morning and would be flying "snowbirds" to Florida that same afternoon. The 737s were modified with special gravel pans surrounding the tires of the nosewheel to deflect gravel thrown up by the wheel and they also had probes extending three to four feet forward of the lower edge of the engine intake to

blow lighter pieces of stone away from the intake to prevent ingestion. These arctic strip modifications made the aircraft easy to spot from thousands of feet away.

Nordair had operated two early model DC-8 for charter service and these had been used in several pilgrimages to Mecca. Over the



NORDAIR DC-8-52

"Keeping those folks from Nordair from towing those DC-8s into the (burning) hangar" was the most-difficult part of fighting the fire - Dorval Fire Chief. (Joop Gerritsma files)

years they were used less and less and finally they were parked on a remote taxiway to await a buyer. There they sat for several years. They sat for so long that they became part of an airport joke. One day an Air Canada DC-9, which had been in the paint shop at Dorval, caught fire. There were plumes of dense black smoke pouring out of the building and the facility was surrounded by fire fighting equipment, local police and RCMP vehicles. The story started going that a fire chief, when asked what was the most difficult part of fighting the fire, responded, "Keeping the folks from Nordair from towing those DC-8s into the hangar." Eventually the aircraft were ferried out to new owners, but the graveyard humorists still gave credit to a "fire sale."

Another carrier which has used a large variety of wings over the years is VIASA of Caracas, Venezuela. They had purchased a DC-10 flight simulator from Canadian Aviation Electric (CAE) but had not completed the construction of their training facility in CCS. For a year, their crews would come to Montreal every six months for their simulator training. I had an opportunity to talk with many of the crews and it paid off well in the variety of wings shown. I have been in contact with Capt. H. Luongo, the VIASA chief pilot, who lives in Miami, Florida and who will soon be a new citizen of the United States of America, and he is attempting to find out the exact dates of use for each style of insignia.

For many years Air Jamaica had an arrangement with Air Canada under which Air Jamaica leased Air Canada DC-8s and Boeing 727s and AC provided the maintenance. This was in the days before the A310 and the fancy new Air Jamaica paint scheme. The aircraft were overall white with yellow, orange and lavender cheatlines with the yellow "Ki-Ki" bird in an orange disc on the tail. This same "Ki-Ki" bird is on the Air Jamaica wing.

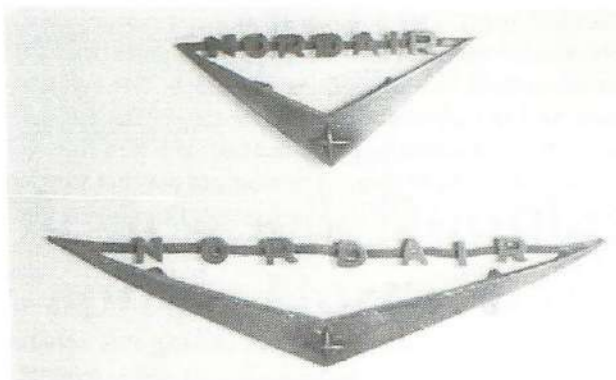
Why the "Ki-Ki" bird? The name derives from the cry of the bird. The story goes that one flew into a baggage compartment while the 727 was on the ground in Montego Bay, Jamaica. The compartment was closed and the aircraft flew to Dorval (YUL) for a C-check. As soon as the compartment was opened, the bird flew out and headed for the open hangar door. It almost got out, but stopped short, landed on the hangar floor and started its song. "Ki-Ki, Ki-Ki, Ki-ripes it's cold here."

On that note I am closing this column and will try to atone for my lousy attempts at humor by taking some decent photos of wings representing operators of DC and MD aircraft.



AIR JAMAICA

The Air Jamaica "lovebird" is in brass in the orange enamel center of both the wing and the cap badge. A flowing design of gold thread surrounds the cap badge and forms the wing, which are sewn onto the uniform jacket. Air Jamaica crews wear white caps. The backing of the insignia shows the approximate level where the colors intersect the badge when it is sewn on the cap. The wings are screwback.



NORDAIR

This is the earliest Nordair issue I have. I suspect that very few of this style exist. The metal is so soft that one can imagine it bending in a stiff breeze. The larger piece is the wing. The letters of the name on the thin bar stretching between the tips of the wing show evidence or prior bending. I received this set from Nordair's Capt. A. Kerner in late 1984 or in 1985. At first he had only loaned them to me for purposes of taking a photo to keep on file. A most-welcome and appreciated gift! The cap badge is a pinback. The wings have two eyelids for a large split pin across the back.



NORDAIR

I am not sure if this second set represents the tail of the Twin Otter, F-27 or the start of the Jet Age with the 737. This is a silver wing with the white "N" in a medium-blue, swept-back fin. The wing and cap badge were of the same design, but the cap badge had a curve to conform to the shape of the cap. Both are screwbacks.



NORDAIR

Looking very British, this second-to-last Nordair issue featured a silver thread "N" on a blue circle within the gold thread wing and cap wreath. This issue was used until the carrier adopted a new system-wide image that included everything from stationary to the aircraft paint scheme, as shown in the next photo. Both these are sew-on issues.

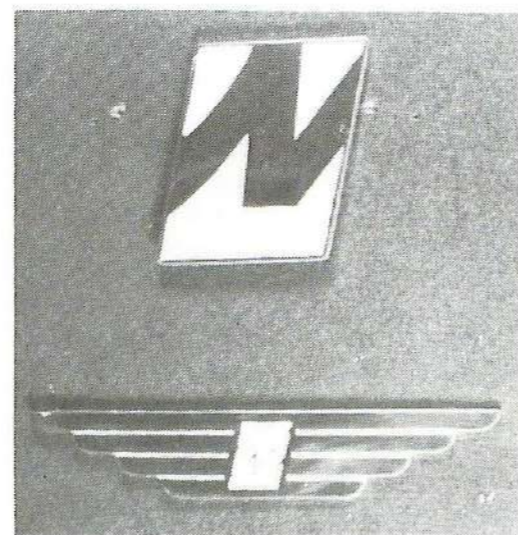


NORDAIR

The final Nordair wing and cap badge, in use until merger into Canadian Airways International in 1987. It shows the airline's new livery with a "sunburst" in gold, which appeared right behind the cockpit on its aircraft. The items are in brushed and polished brass and both are hall-marked "RIDEAU." Each has two screwposts.

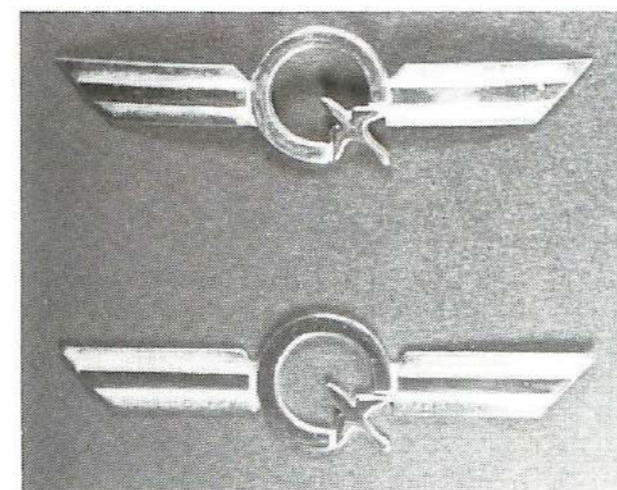
NATIONAIR CANADA

Based at Montreal's Mirabel Airport (YMX), Nationair began charter service in 1984 with a fleet of DC-8s. The wing is in polished brass with a gray "N" between white (above) and rose (below) enamel. The large badge, which I assume was worn on the cap for awhile, has a brass color "N" between the white and rose enamel parts. I have seen photos of a more-conventional cap badge with a smaller center device of the same style within a gold thread wreath. Any information or leads to this type of insignia would be appreciated. The badge has a clutchback and the wing a pinback.



QUEBECAIR

This is the first issue that I have in my collection. According to Capt. Jean Marc Roy, this wing was used between 1962 and 1968 and perhaps as long as 1961 to 1969. Both the jacket wing and cap badge were of the same style with the cap badge having a little more curve to conform to the shape of the cap. The cap badge was worn low on the front of the cap, closer to the sweatband than to the peak. This wing has a brushed brass finish. The name "QUEBECAIR" is in brass in the dark-blue circle. The center is white with a blue "Fleur de Lys" (the Quebec provincial flower) emitting a white jet, which forms the tail of a "Q". The insignia have two screwposts.



QUEBECAIR

The second-to-last (or last?) issue. Again, both the jacket wing and the cap badge are the same with the cap badge more curved than the wing. Again, the cap badge was worn low on the front of the cap, closer to the sweatband than to the peak. This time, the tail of the "Q" is formed by the tail of a bird (representing the Fleur de Lys) flying toward the center of the circle. The "Q" and the center bars are polished brass, the outer bars have a rougher, almost brushed, finish. I obtained these pieces at different times and there is a difference in the color of the metal used in each piece. Both have screw posts to attach them to the jacket and cap.

QUEBECAIR >

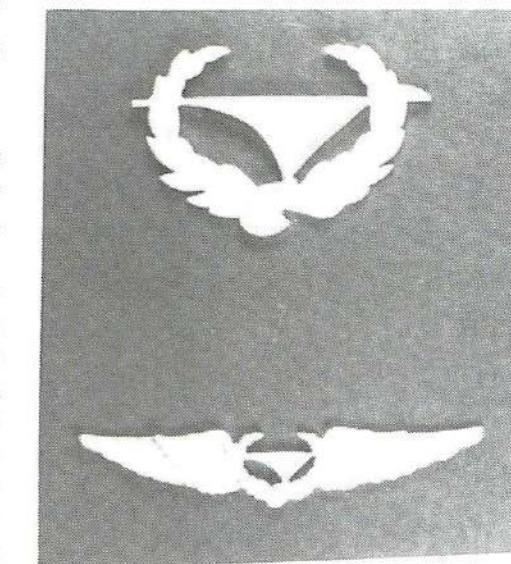
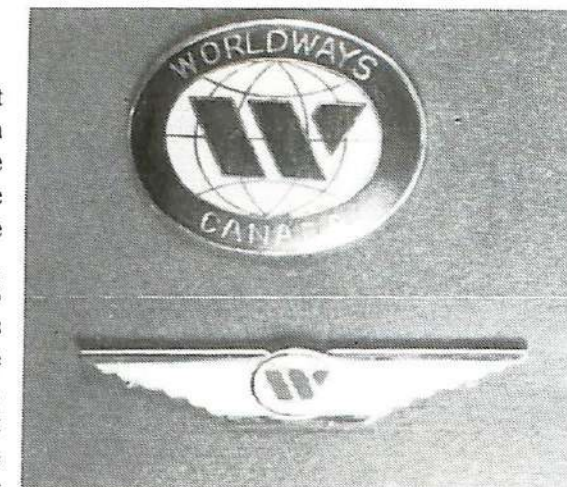
I am not sure if this wing ever "flew". I found it in a drawer at William Scully and Ason in downtown Montreal. It had been submitted to Quebecair as a sample when QB decided to upgrade its image. The wing is gold with a silver globe and three horizontal bars in red-light blue-red. It is sewn onto the uniform.

WORLDWAYS CANADA

Another small charter fleet formed in the 1980s with two DC-8s. The cap badge is large with a dark-blue "W" on a light-blue globe within a dark-blue oval. "WORLDWAYS CANADA" in the oval is in brass letters to match the meridian lines of the globe. The wing is of the current Air Canada style with the light- and dark-blue center device. The wing is hall-marked "Made in Canada by Bond-Boyd Toronto." The wing is clutchback, the cap has two screw posts.

CAPITOL >

Capitol provided charter service for both military and civilian customers during the 1970s and 1980s. They also operated scheduled service between Newark and the U.S. west coast before suspending operations in NOV 84. The wing and cap badge are well detailed in silver with a light blue "C" in the bottom of each. The wings are clutch back, the cap badge has one screw back.



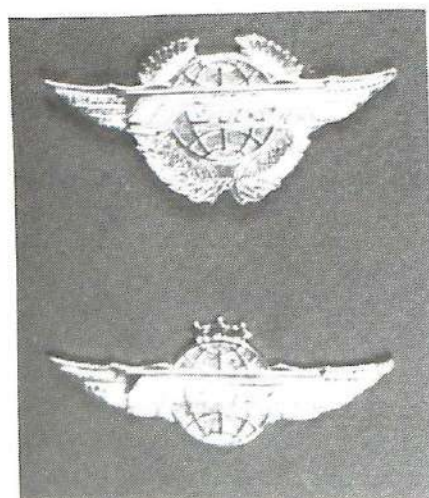
VALUJET

Valujet Airlines is one of the newer airlines in the U.S., but it is also one of the most-covered in the media due to a tragic loss over Florida's Everglades in 1996. This clutchback wing is the only insignia worn by cockpit crew. There is no uniform cap and no difference between the captain's and the F/O insignia. The wing has a polished gold-color metal with a black "V" in a field of (top to bottom) light blue, white and yellow.



ALITALIA

The cap badge of gold thread and brass on black backing features an arrow in a drawn bow, ready for flight. The woven gold braid is worn just over the cap's visor. The wing features a bird of prey with a touch of red in the beak. The eye of the bird is black. These insignia are sewn onto the cap and jacket.



VIASA

This issue was introduced in the mid-1980s. It is overall gold in color with the letters of "VIASA" in the red-orange color. The wings are 3 inches wide and 1 1/8 inch high. The cap badge is 2 1/2 inches wide and 1 3/8 inches high. All the insignia seem to have an extra plastic coating applied to them. I have wing insignia with one and three stars. I suspect I am missing a two-star wing. The wings have a clutch back, the cap badge has one screwpost and two locating pins (clutchback).



FINNAIR

I have not seen Finnair insignia featured in the CAPTAIN'S LOG although it is one of the nicest wings I have added to my collection. This wing is in gold metal with fine detailing in the feathers. The cap badge has gold thread leaves around the center piece which, like the wing, has a silver "F" on a blue field. When I first wrote to Finnair in 1984, I received the wing and only the center piece of the cap badge. It only took me six years and several letters to complete the cap insignia. It was worth the effort. Finnair operated DC-3, 8, 9, 10 and MD-11 aircraft and other types, over the years. The cap badge is a sew on, the wings have two screw posts.



BRANIFF INTERNATIONAL

The aircraft said "flying colors" and they meant it. The insignia were in highly polished silver with white enamel behind the "BI". The cap badge had brown backing with silver thread wreath. All are screwback.

STICKER CHATTER

David Rowe



DC-2



DC-2

Douglas labels & stickers

On these two pages I present you with a small selection of stickers showing Douglas and McDonnell-Douglas aircraft.

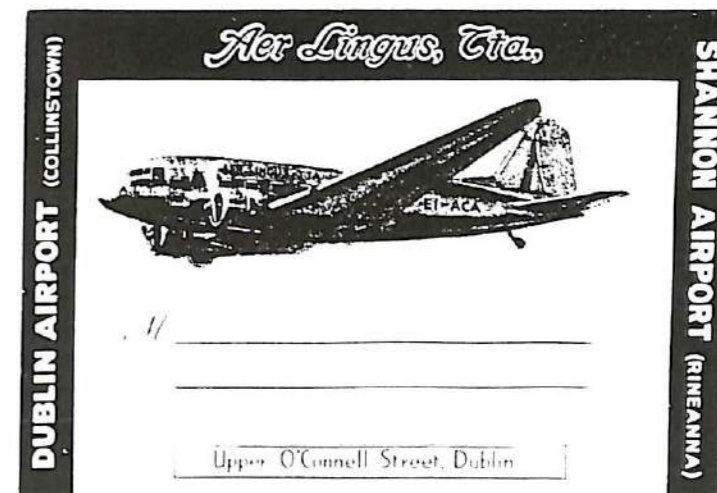
Illustrated are the DC-2, -3, -4, -8, -9, -10, MD-80 series and MD-11. I do not have stickers showing the DC-6 and -7 series, and there are no labels or stickers known to have been issued for the DC-1 and -5.

If any reader of the CAPTAIN'S LOG has any labels/stickers showing the "missing" aircraft, I would like to receive a good and contrasty Xerox copy for publication in the near future.

Thank you.



DC-4



DC-3

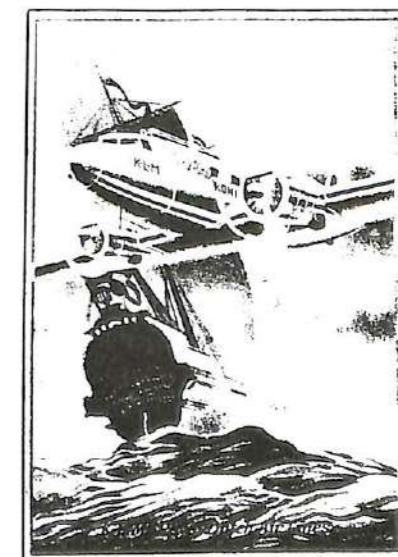


DC-3



DC-4

DC-3 (Wright engines)





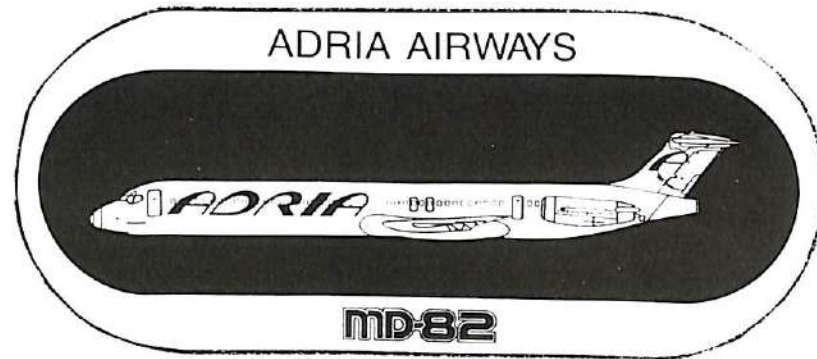
DC-8-62



DC-8-73



DC-9-30



MD-82

MD-82



MD-11

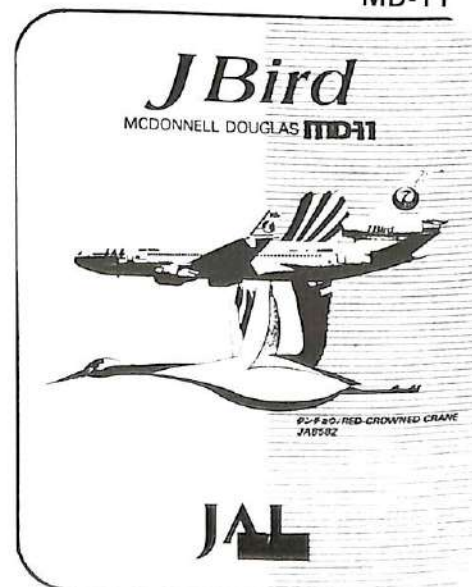


MD-87



DC-10

30



Annual World Travel Market yields many sticker treasures

In November each year the World Travel Market takes place in London and this is usually a good source of new material, although the "freebies" have become fewer and fewer over the years. But with more than 60 airlines participating, there are always some around:

#1-2. Both from Air Baltic, these stickers feature the Saab 340 and Avro RJ 70. They carry the airline's livery of blue, white and grey.

#3. Malaysia Airlines has issued no fewer than five new stickers, mainly advertising the 1998 Commonwealth Games One is shown here.

#4. Royal Nepal Airlines had this item available. The man overseeing the stand was asleep, so I helped myself to a handful.

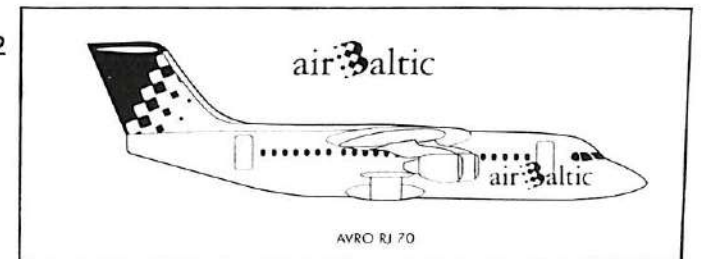
#5. Turkish Airlines produced four stickers on the first day and I am including this one. It is very colorful, in red, white and two shades of blue.

#6. Offerings from Uganda Airlines are like gold dust, so this BIL was very welcome. They even had some postcards, although this being Uganda, they did not feature any aircraft, only the national flag!

#7. The ever-reliable Lithuanian Airlines have been at the show for only three years, but they have produced 10 different stickers in that time. You can put your own interpretation on who the pilot of this aircraft is.



#1



#2



#3



#4



#5



#6

31



#7

The following week I received a packet from IAN CAMPBELL who has been scouring the world's airlines again in search of postcards. He found:

#8. A joint KLM/ERA venture showing a Sikorsky S-76 helicopter used on oil exploration work in the North Sea,

#9. A sticker from the ever-colorful AOM Airlines of France, and

#10. Cathay Pacific Airlines celebrating its 50th anniversary, 1946 - 1996. Colors are the new red and dark green.

#11. Can anyone throw any light on this Gulf Air item? I assume it celebrates the re-enactment of the 1919 flight of the Vickers Vimy bomber from England to Australia in 1994. The 1994 Vimy flight did stop over in Bahrain, but what is the connection with Gulf Air?

#12. This SATENA sticker from Colombia was a real find since I did not know any stickers had ever been produced, bearing in mind this is not really an airline but a division of the Colombian Air Force, charged with the operation of services that cannot support a commercial carrier. A very nice item, with the bird in red against a yellow and blue background, the three colors of the national flag.

#13. Myanmar Airways International is the former Burma Airways and adopted its new name in 1989 when Burma was renamed Myanmar. There is also an oblong sticker with the same design. Both are yellow on blue/black.

#14



#14. This very colorful sticker was issued by National Jet Systems of Australia. The carrier flies the Avro RJ 70, as shown against the Australian flag as background, and an assortment of other aircraft, including the IAI 1124 Westwind (formerly the Aero Jet Commander). There are not many of those still around.



#8



#10



#9



#11



#12



#13

#15. This sticker from Premiair of Denmark is a bit unusual, in as much as it seems a straight steal from the Airbus range of stickers, although it features the DC-10. The airline is a subsidiary of SAS and it leases their DC-10s.

#16. Also from Premiair, this sticker bears out what I have just said. It pictures the A320.

#17 & #18. Two ATR offerings, showing Pantanal and Chautauqua. The latter is very colorful in red and gold (and devilishly difficult to reproduce in black & white - JG).

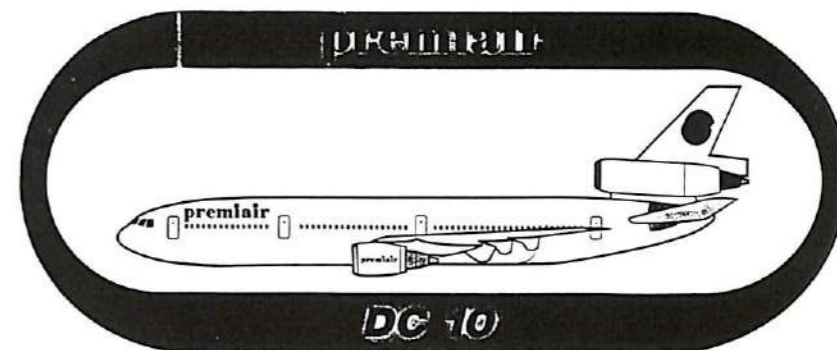
I picked up a couple of new/old British Airways offerings recently:

#19 & #20. The first is very unusual in that it mentions both BOAC and British Airways. It is not listed in Don Thomas' catalog and I have never seen or heard of a joint sticker before.

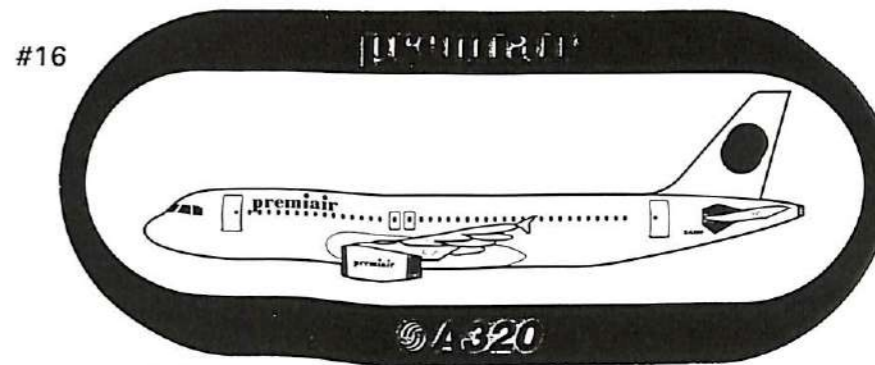
(Ed's note: Could it be a sticker issued during the switch-over when BOAC and BEA were merged to become British Airways in September 1972? In that case, is it possible there also was a joint BEA & British Airways sticker? - JG)

I don't know if many of you collect airport stickers and certainly I don't think that Don ever included any, but I just could not resist this one:

#21. Nairobi Airport, Kenya. Is it really like this, with wild animals around the tower?



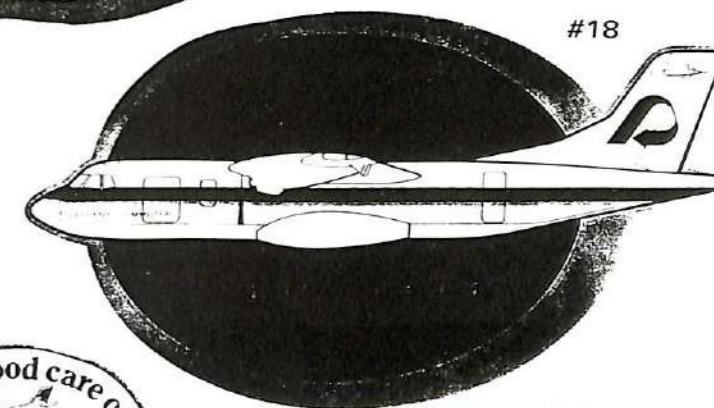
#15



#16



#17



#18



#21

#19



#19

#20



ROGER MAY from England is a new contributor and I have selected two from the six different Lauda Air strickers he sent:

#22. This one shows Niki the Rat, as the boss of Lauda Air is affectionately known. He certainly must be the airline chief who features most-often on airline stickers - I have six of him in various guises. Even Richard Branson amazingly hasn't appeared on any for Virgin Atlantic as far as I am aware.

#23. This more-conventional issue advertises Lauda's Boeing 777. The small text between the design on top and the name Lauda says "Service is our success."

#24. One of three different ones I have from Balkan Bulgarian, all for the 737-500. The other two don't feature the bird (a pelican).

Without fail, we include an offering from DAVE CHERKIS. This time its is

#25. Carnival Airlines of Florida now offers a Low Fare Guarantee. Airbus A300s have been added to supplement the 727/737 fleet.

Another new contributor is CHARLES DADDARIO of Italy who sent in:

#26. Issued by Sabena, this sticker shows the BAe 146 which is used on short-range flights within Europe.



#22

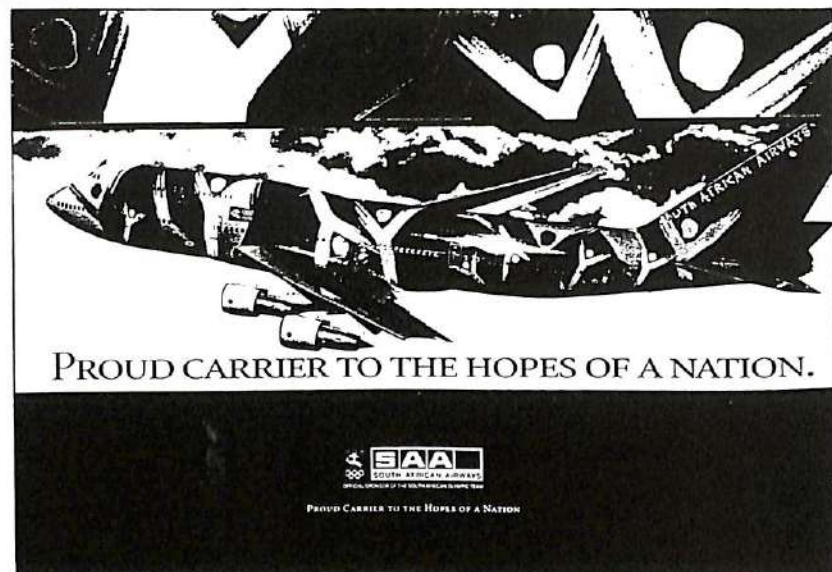


#23



#24

#27. Finally, I came across this exotic item from the normally very staid South African Airways. Twice the size as shown here, the item was issued to support South Africa's Olympic team at the Atlanta Olympics in 1996. The aircraft was named "Ndizani." Who can translate that for us?



#27

Show your support for our team.

Last week, the SA Olympic Team left for Atlanta on Ndizani, a one-of-a-kind aeroplane commissioned especially for the occasion.

Show our heroes that you're behind them all the way by displaying this sticker somewhere and wishing them well.



PROUD CARRIER TO THE HOPES OF A NATION.

34

GOLDEN OLDIES

I don't think Don ever featured any labels from Manchuria. Even the current airline, if there is one, doesn't seem to have any. So, I am showing two from the old Manchuria Aviation Company. They are from a group of 11 I purchased for 25 pounds about five years ago. As five of the 11 are catalogued Rare and four are not even listed, I think I got a bargain. Both these gummed labels show the Junkers JU-86.

#28. This is a more-accurate depiction of the JU-86 than shown in the next label.

#29. The background on this label shows the Manchurian territory in northeast China, as its boundaries were before WW 2.

Finally, whilst in the Far East, a couple of labels from China National Aviation Corporation (CNAC) formed in 1930 and operating from Shanghai to Hankow and Peking. Pan American bought 45% of the airline in 1933 to operate a route from Shanghai to Hong Kong which later linked with their trans-Pacific service.

#30. This label shows a Stinson Detroiter which was in use, according to the oracle, Don Thomas, in 1936 from Chungking to Chengtu.

#31. There is quite a bit of artistic licence in this CNAC label. The aircraft includes elements of the DC-2, DC-3 and even the DST. The vertical tail, although not clearly defined, appears to be the small one of the DC-2. The four narrow "eyebrow" windows above the row of main cabin windows seem to indicate a DST (which CNAC did not operate). The DC-2 and DC-3 both had seven main cabin windows, not eight as shown here. Also, notice the name CNAC and its Chinese equivalent on the wing. Both can be read while the aircraft is flying toward you. Real photographs show the name was painted so it could be read "right side up" only when the aircraft was flying away from the viewer.

#32. One of the first operational modern four-engine airliners, this Focke Wulf FW-200 Condor from Germany operated with Cruzeiro do Sul (formerly Sindicato Condor) of Brazil until after WW2. The airline had two.



#28



#29



#30



#32



#31

#33. The Boeing 307 was the world's first operational four-engine airliner with pressurized fuselage. This label shows a TWA aircraft. Pan American was the other initial operator of the 307. While Pan Am's were not returned to its service after WW 2, those of TWA continued on domestic services for a few years after having been modified with B-17 wings.

To end this column, I would like to say that the vast majority of the labels and stickers are from my own collection this time. I would like to feature more from the members, though. So please let me know what is new out there. Send your stickers direct to me, or to Joop, who will pass them on to me.



#33

Please also do keep an eye out for the "Do Not Disturb" stickers which are available on many long-haul flights.

Pan Am is back in the air again!

Pan Am photos by Bill Gawchik

Water cannons were gushing, JFK was the location, an Airbus A300B4-203 with registration number N806PA and name "Clipper Fair Wind" (Photo 1) was the airplane and the flight was #21 bound for Miami, Florida on 26 SEP 96.



Photo 1

The festivities had already started in the terminal (Photo 2) and at the moment of lift off, a large and healthy cheer erupted from the 160 passengers celebrating the rebirth of Pan Am. WAHS member BILL GAWCHICK took the inaugural flight and said, "Champagne flowed and the flight could be described as a block party with wings."



Photo 2

According to Bill, no one remained in their seats during the flight. Lots of mingling between first class and coach passengers proved a challenge for the upbeat flight attendants who were serving breakfast amid the celebration.

First class was full and those passengers were served on new china supplied by World Crisa. At this point the new pattern comes in three shapes: a fruit dish, cup (no saucer) (both in Photo 3) and a dinner plate (Photos 4 & 5). All pieces are decorated with the Pan Am logo in blue. Other items featuring the airline's logo are shown in Photo 6. On the first flight, the salt and pepper sets and the glasses did not carry a logo. However, the cloth napkins did, as Photos 5 & 7 show.



Photo 3

Photo 8 shows the safety card.

I asked Bill if he would travel on Pan Am again and without hesitation he said, "Yes!"

Bill reported that "the food in coach was above average, the flight crew was very friendly and helpful." He has since made another roundtrip to Miami.



Photo 5



Photo 7

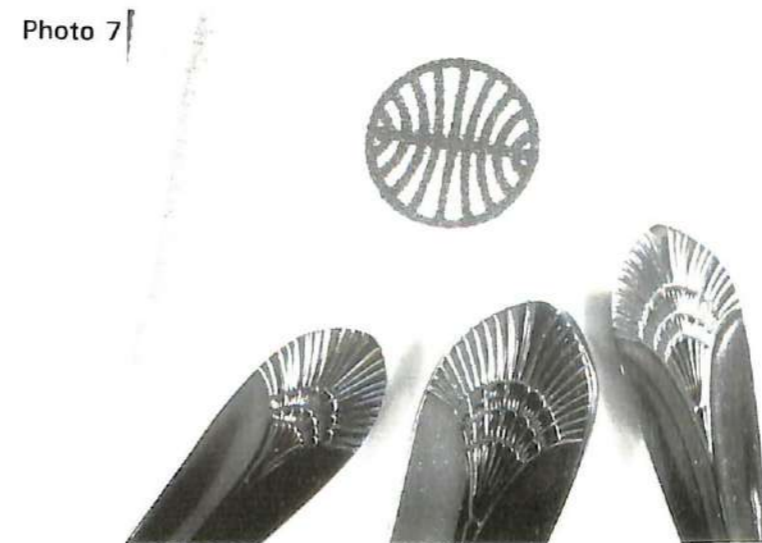


Photo 4

Photo 6



Photo 8

IN OTHER NEWS

The latest news is that ABCO International will supply Pan Am's second order for china, as well as flatware and marked glass. Stay tuned!

Photo 9: Moving on to other china, Cyprus Airways uses this pattern. It is decorated in a cobalt blue and the manufacturer is Lagenthal of Switzerland.



Photo 10: Cubana of Cuba has introduced Royal Doulton china for their first class service. The decoration colors are red and blue.

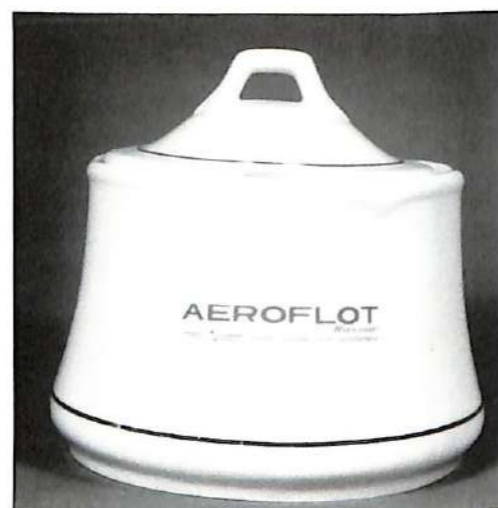


Photo 11: Aer Lingus has recently added this new pattern for their Premier service. This bone white china is made by Wedgwood of England. The lettering is in gray.

Photo 12: Before they ceased operations last year, Ecuatoriana used this pattern. Made by both Noritake and Florencia, the china features two colors for the decoration, cobalt blue and a gold trim.



Photo 13: This sugar bowl is used by Aeroflot for first class beverage service on their international flights. The ware was made by Florencia of Chile and the decoration is a cobalt blue.



That's it for now, but not without a BIG WELCOME to the skies for Pan Am, and happy collecting for all your airline china fans out there.

Book Review



Collins/Jane's CIVIL AIRCRAFT

Richard Aboulafia
Harper Collins Publishers,
Glasgow, Scotland G4 0NB
Softcover, 255 pages, more than
100 photos, most in color.
Year of Publication: 1996.
ISBN 0-00-470943-8

This is one of those quick-reference aircraft type pocket books that the British excel in. It is also the smallest airliner book I have ever seen: 3.25 x 4.5 x 0.5".

An overview of the manufacturing industry is followed by a potted development history, a photo and technical specifications of every airliner, bizjet, most biz propjets and helicopters in current service. Each receives two pages.

There is one glaring error: the photo on p. 140 does not depict the Czech Let L-410. It is of the Chinese Harbin Y-12, which is described and shown on p. 134-135.

Still, a useful guide to some quick, basic information.

(Review by J.G.)

Once proud CONVAIR is gone but its aircraft live on in postcards

I have heard of airline postcard collections of 35,000(!) different cards, but I have leveled off at roughly 8,000. I keep moving them in and out, attempting to improve the quality. This doesn't always mean rarest or most-expensive, but rather what is most appealing to my eye. "Whatever turns you on."

A lot of today's paint jobs (read: liveries) are utterly absurd. Either grossly garish or white tail. Either the Baltimore Ravens on the one hand or Penn State on the other, to use a U.S. football analogy. What on earth is going on?

Be that as it may, I have studied 28 recent issues of the CAPTAIN'S LOG and found many ideas for postcard subjects. One close to my heart is the Convair 240/340/440 series and their later enhancements. Never again will you see a new Convair product. The company is gone, dead, buried. Drive by it when next in San Diego and feel the cold chill. No fun; thousands upon thousands of jobs gone. All that pride, gone.*

It turns out I flew as a passenger on one derivative or another for more than 30 years! Thanks to my Pan Am benefactor, Archie Leonard, I could fly on AAL's CV-240 at 50% off, to Virginia to court Sue in 1955. Believe it or not, the routing was LGA-DCA-RIC-ROA and reverse. And then again in March/April 1956 to marry Sue(!) and then leave eight days later to return to New York to depart rightaway for Germany (I served in the U.S. Army in Germany as a lieutenant in 1956-1957.)

I bombed around the USA in Convairs starting again in 1960, on American, Delta, North Central, Lake Central, Mohawk, Allegheny, Frontier, Wright and finally Republic (as late as 1984-1986). On every derivation you can think of except the 640, and on Hawaiian and Lufthansa as well. Forty-two different commercial airports - never realized it until I added them up.

The darned things were so noisy (i.e. the pistons) you thought you were in a B-25, but it was an effective replacement for the DC-3 at the local level. I thought I was a goner on the last flight. RC/NW, Flight 149, DSM-MSP, mid-September 1986. A full boat with 50 passengers, rainy night, low ceiling, sitting on the starboard prop; landing lights come on; can't see a thing. And he feathers #2! Well, that's it, I thought. And he proceeds on in over the marshes and lands perfectly. End of story, happily.

I have always enjoyed the symmetry of the design and I hope you'll like the cards I have selected. I have included only American carriers because there were 16 cards already I wanted to share with you, and those were out of a possible 101 in my collection. Perhaps I can carry on with European carriers in the next issue. That would certainly include some of my personal favorites.

* Ed's note: the former Convair buildings were demolished in the final months of 1996 - JG



TERMINAL BUILDING — WOODRUM FIELD
ROANOKE MUNICIPAL AIRPORT
Roanoke, Virginia

AMERICAN CV-240 N94250 at ROA. I purchased this card, now relatively common, while at ROA on 08 APR 56, when about to board on the way to LGA. Plastichrome, 4c, P9898. I have 18 other American cards.

PAN AMERICAN Latin Division CV-240, N90673, co. card, 4c, A-668-53.

PAA's swift, comfortable, ultra-modern Convair, ideal for shorter flights is a great favorite of many travelers.

El Clipper Convair de PAA — rápido, cómodo, ultramoderno ideal para vuelos cortos — es el preferido de muchos viajeros.

O rápido, confortável e ultra-moderno Convair da PAA, ideal para voos mais curtos, é o aparelho predileto de muitos viajantes.





AIRPORT, GREAT FALLS, MONTANA. Located on a high bench overlooking the city, it offers splendid facilities for the numerous airlines which operate on a regular schedule of flights connecting to all parts of the world.
C-7766 Ektachrome by [unreadable]

A perfect 1950s airport card. WESTERN AIR LINES' CV-240 N54828 at Great Falls, MT. 4c.



DUBUQUE MUNICIPAL AIRPORT

Dubuque, Iowa
This is a Class A-4 trunk line airport. It is one of the finest airports in the State, costing about four million dollars. It is located seven miles southwest on U. S. Highways 151 and 61.

Awaiting boarding at Dubuque is this bare-metal OZARK Conqair CV-240 N2403Z. Plastichrome, 4c, P57447.



CONTINENTAL CV-240, a real photo, B&W. A Dr. Thompson took this photo and the card was mailed 21 JUL 51 from Colorado. For one penny postage!



FLY Northeast

to 36 key New England cities, New York and Montreal. Enjoy fast Conqair service and the beauty of the varied New England landscape . . . where miles of coastline are within easy reach of the rolling hills, lakes, rivers and mountains.

One of NEA's great co. cards, M91237, 4c. 11415 by Hannau. A CV-240

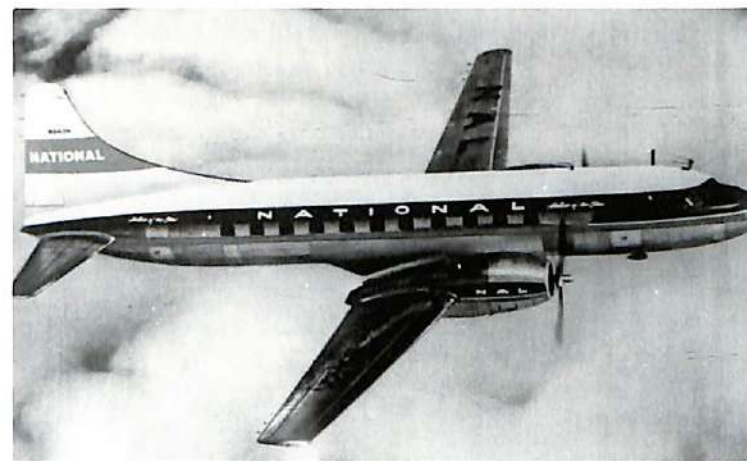
THE CONVAIR METROPOLITAN

The newest in air travel, quiet, luxurious 44 passenger airliner. Pressurized cabin so that you can enjoy low altitude pressure at smoothest high altitudes. Enjoy your next trip in a Braniff International Airways' Conqair Metropolitan.

BRANIFF's CV-340. Co. card, 4c. I have seven Braniff CV's in total.



A Dutch card, reading "Consolidated Vultee Aircraft Corporation - CONVAIR LINER 340" across the bottom. Beautifully clear, but probably retouched. B&W.



NATIONAL AIRLINES Conqair-340

Most modern twin-engine plane in service, offering a new high in speed and comfort. Built-in ramp for faster boarding, deplaning. Special luggage rack saves time checking, claiming baggage. 44 seats, two abreast. Pressurized, air-conditioned cabin.

Excellent NATIONAL AIR LINES co. card, 4c, of N8412H, one of their CV-340s.



Weir Cook Municipal Airport, Indianapolis, Indiana



Mainliner Conqairs—newest addition to United's fleet—carry forty-four passengers at almost 300 miles an hour. The twin-engine planes are pressurized for your comfort aloft.



UNITED's CV-340 co. card, 4c. N73102, CA548. One of five.



NORTH CENTRAL PLANE CO.
General Mitchell Field Airport
Milwaukee, Wisconsin

Pictured is one of North Central's new Conqair Super Northliners put in service this past summer. These twin-engined, radar-equipped ships have a seating capacity of 44 passengers in pressurized, air conditioned cabins, and the 2,400 h. p. Pratt & Whitney engines make possible cruising speeds up to 300 miles per hour.

A NORTH CENTRAL AIRLINES beauty at General Mitchell Field, MKE. 38799-B. 4c. One of 10. CV-340/440.

**IN.40—WEIR COOK MUNICIPAL AIRPORT
INDIANAPOLIS, INDIANA**

Owned by the City and operated by a Bi-Partisan Board of Aviation Commissioners, the Airport covers an area of 1,350 Acres, located 6 1/2 miles Southwest from downtown business district.

COLOR PHOTO BY BROCK

My only EASTERN AIR LINES Conqair card. IND, 4c Curteichcolor IDK-1437, a CV-440.



MUNICIPAL AIRPORT, JACKSON MISSISSIPPI . . . Served by both North-South and East-West routes, Jackson is the "Crossroads of the South."

A day with a DELTA CV-440 at Jackson, MS. 4c, D5-304.



Municipal Airport — "Harvey Richards Field" Harlingen, Texas

This Airport was greatly expanded in 1960, and Trans-Texas Airways now schedules ten flights daily from its new quarters there. The facilities include a new air-conditioned terminal building, vast taxiways, and over 5000-foot runways to accommodate multi-engine aircraft. The new airport is also equipped for instrument landings and welcomes private planes.

Another nose job, this of TRANS-TEXAS AIRWAYS Silver Cloud 600 at Harlingen. 4c, S-45865-1.

WRIGHT AIR LINES CONVAIR 600'S

Serving Cleveland, Columbus, Cincinnati, Ohio and Detroit, Michigan. — At the Wright place and the Wright time. We're building your kind of Airline.

WRIGHT AIRLINES
BURKE LAKEFRONT AIRPORT
CLEVELAND, OHIO 44114



WRIGHT AIRLINES' N74852 CV-600, 4c Plastichrome P317156, probably over Lake Erie.

CENTRAL AIRLINES' DART 600 JET-PROP AIRLINERS



are powered by Rolls-Royce engines that enable the planes to fly over 300 miles per hour. Central Airlines serves 41 cities throughout the six-state area of Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas.

CENTRAL's new livery on N74858, a Dart 600. Co. card. Mailed in 1966. 4c. One of three in my collection.



Air Inter: a small but fine gold captain's wing

Illustrations © 1997
by Herman van Dyk

At the Newark show last year I met up with PATRICK BOY, who was kind enough to remember a trade we had going for almost a year. He brought along with him an Air Inter junior wing (Fig. 1) that I traded him for some postcards. A year earlier, at the 1995 Newark show, we had discussed the Air Inter wing and I sent him the postcards after that meeting.

Then he shows up at the 1996 show with wing in hand. It just goes to prove that patience has its virtues.

This small wing has gold wings with a white center, Air in blue and Inter in red. At the top is a star which would designate a Captain. Quite colorful.

Fig. 2. This American Airlines wing, which I have shown previously and which is listed in my book as AAL-13, apparently comes in a variety of colors. My original of this wing was in green and this past year I wrote about finding another one, in brown. At the AI in Minneapolis last year I found still another, in blue. So, now we have the same gift shop item of American Airlines in three different colors. Are there any more out there?

Fig. 3-4. At the Miami show, I ran into BILL PERO who was walking around wheeling and dealing as usual. (Don't we all?). After some initial skirmishing, he saw a Western Air Lines item that I had for trade and since he collects anything Western, we went at it. I ended up with these two Western Pacific Airlines junior wings. The puffed vinyl version has been out for about a year now, but these plastic ones are fairly new. Fig. 3 is a pin back in white with yellow wings and a blue circle. The lettering WP in the center of the circle is red, but it is in blue on the airplane. Fig. 4, also in plastic, is gray with a silver center and black lettering with WP in blue. This wing is a stick on.



Fig. 5. If you haven't heard by now, Carnival Airlines has come out with a plastic wing in lieu of their puffy vinyl issue. JOHN COLLENTINE from Wisconsin sent along this new issue. The wing is gray with a silver center and with red and blue for the logo and the lettering. This is a stick on wing. Carnival, which is home based at Fort Lauderdale, Florida, has really been expanding lately and has added quite a few new destinations. Good to see a hometown airline making it. However, if you had the Carnival Cruise Line backing you, you would find it a lot easier too to make it in this very competitive world of commercial aviation.

Fig. 6 At the Chicago show I picked up a new Federal Express junior wing. This Stoffel-style wing is about the same as the previous issue except for different lettering

Finally, ED YOUNG just sent me a list of his junior wings and the years he acquired each one of them. Ed is an old-time collector with more than 5,000 wings in his collection, but just a scant 59 of these are junior wings. In any case, as I feel it is really helpful to know when a wing was issued, I am going to use Ed's list and correlate it with the information in my book to fill in the dates not now listed. If anyone else wants to help out with this project, please jump in. The better and the more-complete the information in the book is, the better it is for the hobby.

Happy collecting!

SHOW TIME!

For those hosting mini-conventions, the **CAPTAIN'S LOG** will maintain a listing of such shows at no charge to the host/promotor. Please send 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**. If attending, always check with the show host before traveling to a show to make sure it is still going to take place.

June 8, 1997 CHICAGO Kane County Fairgrounds, St. Charles, IL (35 miles west of Chicago) Contact Bev Birk, Box 158, Middle Amana, IA 52307 (319-622-3864)

June 14, 1997 NEWARK, NJ Newark Airport Holiday Inn North Contact Larry McLaughlin (516-265-9224) or G. R. Webster (203-629-5270)

JUNE 17-21, 1997 AIRLINERS INTERNATIONAL '97 COLORADO SPRINGS SHERATON HOTEL Contact Roy Thompson, 1923 Payton Circle, Colorado Springs, CO 80915 (719-574-4383) FAX (719-596-8698)

July 26, 1997 LOS ANGELES Continental Plaza Hotel, LAX Airport Contact Phil Martin, P.O. Box 91051, Long Beach, CA 90809-1051 (310-434-6701) or Dave Cherkis (702-360-3615)

August 23, 1997 ATLANTA Georgia International Convention Center/Sheraton Gateway Hotel Contact Tony Trapp, 5343 First Avenue, N.W., Naples, FL 34119 (941-352-0216)

September 6, 1997 NEWARK, NJ Holiday Inn Jetport Newark Airport Contact Bill Gawchik, 88 Claredon, Yonkers, NY 10701 (914-965-3010) FAX (914-966-1055) Wait list for tables.

September 20, 1997 ST. LOUIS Holiday Inn Airport North Contact Art Weiss, 10408 Dedham Ct., Austin, TX 78739 (512-301-3945)

September 21, 1997 LOS ANGELES Proud Bird Restaurant, Aviation Blvd./LAX Contact John Dekker, 20212 Sealargo LN, #204, Hunt Beach, CA 92646 (714-536-3858) FAX (714-898-5774)

September 27, 1997 COLUMBUS, OHIO History of Flight Museum, near Columbus Airport Contact History of Flight Museum, 4275 Sawyer, Columbus, OH 43219 (614-231-1300)

October 4, 1997 SEATTLE Museum of Flight, Seattle/Boeing Field Contact Fred Chan, P.O. Box 2744, Sequim, WA 98382 (360-681-4671) Phone or FAX

November 2, 1997 (SUNDAY) GAITHERSBURG, MD (near Washington, D.C.) Montgomery County Fairgrounds Contact Golden Spike Ent., 3106 N. Rochester, Arlington, VA 22213 or Charles Miller (703-536-2954)

November 8, 1997 SAN FRANCISCO Grosvenor Airport Inn Contact Sue or Tom Draggas, 526 Ventura, San Mateo, CA 94403 (415-574-8111)

November 15, 1997 HOUSTON Clarion Inn Intercontinental Airport Contact Teresa or Duane Youngf, Box 101, Covington, LA 70434 (504-892-3297)

LOOKING AHEAD...

February 3, 1998 LOS ANGELES

April 4, 1998 DALLAS

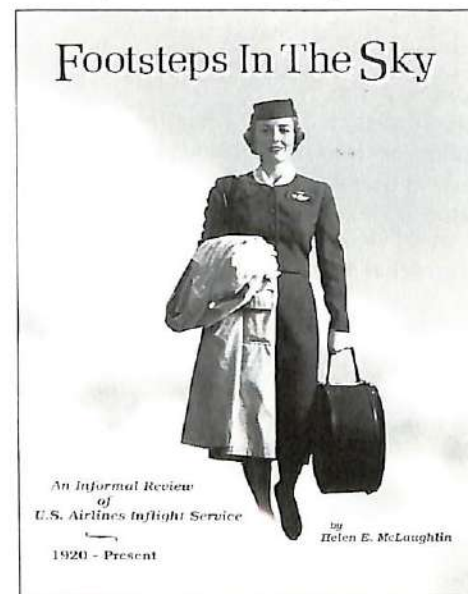
April 11, 1998 SEATTLE

JUNE 25-27, 1998 SEATTLE, AI '98

October 17, 1998 SEATTLE

FOOTSTEPS IN THE SKY

By Helen E. McLaughlin



Over six decades of stories of individual men & women of United States Airlines' inflight service/420 photos.

\$24.95/plus \$2.50 Postage

Mail check or money order to: Helen McLaughlin
P.O. Box 233, Coal Valley, IL 61240

309-787-8381

...from the left hand seat...

by Paul F. Collins



You may not know it, but this is the fourth issue of the **LOG** you have received in a 12 month period. While this may not seem like much, it is probably the first time in a number of years that we have mailed out a volume of the magazine within a 12 month time period. It is my wish that we will be able to maintain this schedule for the next several years. A BIG thanks to Joop and his staff for being able to get the edited material to me, so I could have it printed and mailed out to you. Speaking of mail, I would like to share the following information about the last mailing of the **LOG**. I bulk mailed the domestic issues of the **LOG** February 15. It took 16 days for my issue of the **LOG** to get back to me. How long did it take for your **LOG** to reach you? The post office is asking bulk mailers to do a lot more sorting, as well as charging more and giving less service. Once again I have placed postcards in select envelopes with the request that the persons receiving cards fill in the information and return them to me. This is the only way I have of tracking the time between the mailing and receiving of the magazine.

As I mentioned in the last several issues of the **LOG**, one of our long-time staff members, Dick Koran, has retired from his job of staff editor, "Wings & Things" department. Dick is now going to take things easy, enjoy his collection of wings, and do some traveling. After years of collecting, Dick says that he wants to relax and take care of his large inventory of civil and military wings. We wish Dick all the best in his retirement and look forward to seeing him at some of the future AI shows. Taking Dick's place on the staff is Charles Dolan who has introduced himself to you in the last two issues of the **LOG**. Mr. Dolan is also a collector of wings, and he looks forward to sharing his collection and adventures with readers of the **LOG**. Welcome aboard Charlie!

The new membership Roster should be mailed just about the same time as this issue of the **LOG**. For those interested in receiving the 1997/98 version, the cost is \$10 with three updates. There is an additional fee of \$5 for airmail to foreign destinations. The membership line for those ordering the Roster will end with R98. The cut off date for entry in the Roster was March 15, 1997. Anyone joining the Society or renewing a membership after March 15 will be listed in the first update due out in October. Any questions regarding the Roster should be directed to Society HQ.

Instructions on the reverse side of the membership renewal form indicated that you had a choice of listing either your telephone number, FAX number, or E-Mail number in the Roster. Several members have asked why all three numbers could not be listed. My response is to type all three listings would have made the entry too large and increased the likelihood of errors. Also, a number of forms had E-Mail numbers so poorly written that it would have been impossible to type the listing correctly.

By the time you receive this issue, it will almost be time to leave for Colorado Springs and AI '97. Our hosts, Roy and Margit Thompson, are planning a number of activities to help pass the time while waiting for the show to begin. Once again, I look forward to meeting old friends and making new ones. Please stop at the Society's table and say hello!

I would like to thank my wife Pat for the help she has given in creating the new Roster format. She has saved me many hours of typing which I have devoted to other Society activities.

Until the next issue, I wish you happy collecting. See you in Colorado Springs!

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

AI '97 UPDATE, NO. 2

Do you have your reservations made for AI '97? Only a few weeks remain before the 21st show begins in Colorado Springs. Final preparations are being made for the various activities planned for your enjoyment.

Accommodations are the most important action you can take. The Sheraton Hotel has reserved 300 rooms for the show. If you plan to attend AI '97, book your room TODAY. Call the Sheraton at 719-576-5900 or 800-325-3535. The room rate is \$94.00 plus tax for up to four persons in a room. If you do not have advance reservations, you will probably pay over \$120+ to stay some place else. Be sure to mention Airliners International to get the special room rate.

Over 200 trading tables have been sold, leaving less than 60 available as of press time. The tables are now \$50 each, and you must register and be a WAHS member to have a table. You do NOT need to be a member of the Society to register and participate in AI '97.

Several nice prizes will be awarded to registered participants. If you have any items you would be willing to donate as prizes, please contact Roy or Margit, and your items will be added to the list. You may mail the prize ahead or bring it with you. Your support is appreciated.

A separate room has been set aside for the display of models, wings, etc., as well as contest entries. This area will be secured by a guard and other security personnel. Let Roy know if you plan to bring display items.

If you need information about the model or picture/slide contests, write or call Roy and the information will be sent to you.

Response to the airplane rides has been very slow. Only 20 people have indicated an interest in the flights. There is not enough participation at this time to justify the expense and work involved in planning the flights. If you want to fly on any of the aircraft named below, book your flight today, or as of May 10, 1997, the flights will be cancelled.

Flights will be offered on an executive C-47/DC-3 or a C-45. These flights must have 75 people for take-off.

A company has made an offer of an Electra for our members and the public. A 40 minute flight will cost \$100 per person, but 100 participants are needed.

Maverik Airways has a Dash-7 to give local 45 minute flights for \$50. The flights will include views of Pikes Peak and the local area. The high wing of the Dash-7 is ideal for aerial tours.

Some interest has been expressed in a tour of Denver International Airport. If sufficient interest is generated, a tour can be planned.

Your hosts have heard good comments about local tours, especially the Cripple Creek Tour. There is still plenty of space for more participants.

On Sunday, June 22, 1997, the Sheraton Hotel will host a militaria show in the ballroom. This is a local show with as many as 100 tables selling and trading military items. If you also collect military items, plan to stay a day longer and visit this show.

Sales are going well for the gold/silver convention logo badge. It's a bargain at \$8.00 each.

A large hospitality suite has been booked for Monday, June 16. It will be open all day for participants to meet, trade, and discuss all aspects of airline memorabilia collecting.

That about wraps up AI '97 plans. We hope to see all of you in Colorado Springs, June 18-21.

Roy and Margit Thompson

AIRLINERS INTERNATIONAL '97

JUNE 18-21, 1997

SHERATON HOTEL
COLORADO SPRINGS, COLORADO

The oldest and largest international aviation collectible show will feature airplane rides, 260 tables of airline memorabilia, aviation related displays and contests, and local tours of the Colorado Springs area. Contact: Roy and Margit Thompson, 1923 Payton Circle, Colorado Springs, CO 80915. TELEPHONE 719-574-4382 *** FAX 719-596-8698 *** E-Mail condor&USA.net

10th ANNIVERSARY

NEWARK AIRPORT AIRLINE COLLECTIBLES SHOW & SALE

HOSTED BY THE TRI-STATE AIRLINE HISTORICAL SOCIETY

SATURDAY, SEPTEMBER 6, 1997
9:00 A.M. TO 5:00 P.M.



*** TRADING / BUYING / SELLING OF AIRLINE MEMORABILIA ***
Friday Night Slide Auction by Eddie Gual

AT THE HOLIDAY INN JETPORT
1000 SPRING STREET, ELIZABETH, NEW JERSEY
(908) 355 1700
ADMISSION \$5.00 PAYABLE AT DOOR

FOR MORE INFORMATION :

William Gawchik
88 Clarendon Ave
Yonkers, New York 10701-5540

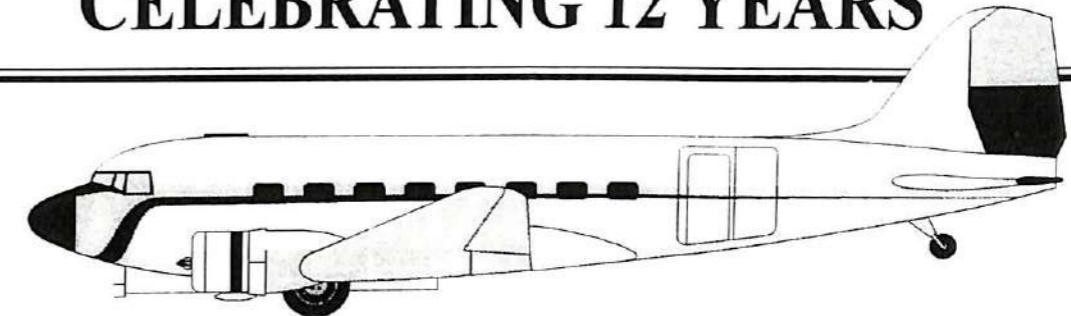
Tel (914) 965 3010
Fax (914) 966 1055
E-Mail panam314@aol.com

Bill Hough
238 East 30th Street, Apt 2F
New York, New York 10016

Tel (212) 689 3936
E-Mail bill.hough@tglbbs.com

ATLANTA AIRLINE COLLECTIBLES SHOW & SALE

SATURDAY, AUGUST 23, 1997
9:00 A.M. - 4:00 P.M.
CELEBRATING 12 YEARS



To be held at the
GEORGIA INTERNATIONAL CONVENTION CENTER
1902 Sullivan Road, College Park, GA
(Next to Sheraton Gateway Hotel)

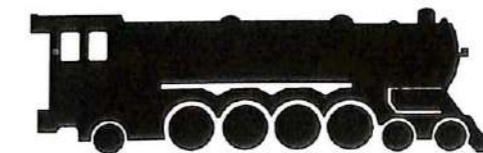
FOR ADDITIONAL INFORMATION ON AIRLINE SHOW CONTACT:

TONY TRAPP

5343 1ST AVENUE N.W., NAPLES, FL 34119

(941) 352-0216

AIRLINER SHOW HELD IN CONJUNCTION WITH
SOUTHEASTERN RAILRODIANA COLLECTORS
TWENTIETH ANNUAL
RAILRODIANA SHOW AND SALE



FOR ADDITIONAL INFORMATION ON RAILROAD SHOW CONTACT:

JACK MARTIN

4183 PARAN PINES • ATLANTA, GA 30327 • (404) 233-7991

We've Moved!!

SO CAL (CALIFORNIA)

AIRLINE & AVIATION EXPO

At Los Angeles Airport

Saturday, July 26, 1997 - 9:00 AM to 3:00 PM

* TRADING/BUYING/SELLING OF AIRLINE & AVIATION MEMORABILIA & COLLECTABLES*

* PHOTOS/BOOKS
* PLAYING CARDS

* WINGS
* UNIFORMS
* DOOR PRIZES *

* MODELS
* CHINA, AVIATION ART

TO BE HELD AT

CONTINENTAL PLAZA HOTEL

9750 Airport Blvd., Los Angeles, CA 90045 For Reservations Call (800) LAX-HOTEL
MENTION SO CAL AIRLINE & AVIATION EXPO FOR SPECIAL \$59.00 ROOM RATE
TRANSFERS TO/FROM AIRPORT PROVIDED BY CONTINENTAL PLAZA HOTEL

ADMISSION: \$4.00

DISCOUNT ADMISSION FOR AIRLINE/AIRCRAFT EMPLOYEES W/CURRENT ID BADGE

TABLE RESERVATIONS: (Table requests must be accompanied by full payment) Make check payable to BEACH CITIES ENTERPRISES and mail form to:

Beach Cities Enterprises
P.O. Box 91051
Long Beach, CA 90809-1051

FOR MORE INFORMATION, CONTACT

* PHIL MARTIN, 310-434-6701
9:00 AM - 5:00 PM (Pacific Time), M-F

* DAVE CHERKIS, 702-360-3615
9:00 AM - 3:00 PM (Pacific Time), M-F

PLEASE PROVIDE CALIFORNIA RESALE NUMBER

PLEASE PRINT CLEARLY OR TYPE

DISPLAY TABLE: \$42.00 EACH (6' X 30")
Includes a Maximum of 2 Adult Admissions per Registration
No. Of Display Tables _____ at \$42.00 ea. = \$ _____

Name _____

Address _____

City _____

State _____ Zip _____ Ph _____

Items
Trading/Selling _____

Special Requests _____

NO TABLE REFUNDS WITHIN 30 CALENDAR DAYS OF EXPO

A Look Into The Past Now On CD-ROM

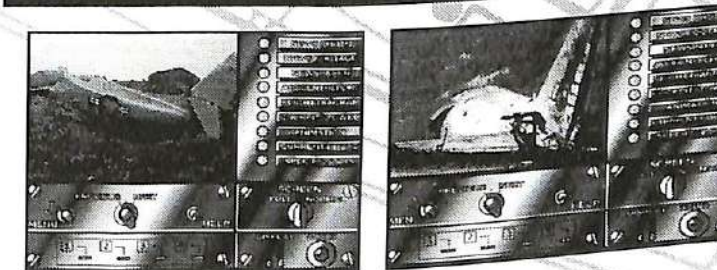
FEATURING:

1942 TWA DC-3 with Actress Carole Lombard
1958 UAL DC-7 Collides with a USAF F-100F
1971 Airwest DC-9 Collides with a USMC F-4
PLUS MORE . . .

Discover Aviation Archaeology on CD-ROM

- Original News-Footage
- Full Motion Animation
- Accident Report
- Newspaper Clippings
- Current Photos of the crash site Today

Explore Aviation Archaeology from your home computer.
Travel with us and discover amazing aviation accidents
of the past, wreckage of airplanes left behind and
forgotten.



To Order Your CD-ROM of LOST BIRDS™

for \$34.95 plus Shipping & Handling

Call 1-888-50-BIRDS (24737)

www.lostbirds.com



3172 North Rainbow Blvd. #266 • Las Vegas, Nevada 89108 • 702-698-8089

© Copyright Vision Entertainment, Inc. 1997. All rights reserved. LOST BIRDS is a registered trademark of Vision Entertainment

Wooster

Collectors

Your profits soar when you carry Wooster plastic models, because Wooster has your aircraft – from the Concorde to the Boeing 777. These high gloss plastic models are **printed** in meticulous detail, using no decals.

Models come with plastic stand and attractive **display box** for maximum visual impact.

Collectors series models are available in 1:200 and 1:250 scale. And ask about the Classic Range Series and Super Range Series offering superb quality larger models.



DARON is proud to be the exclusive North American importer of Wooster, the **Superior** model airplane!

Serving over 100 airlines worldwide.

DARON
WORLDWIDE TRADING INC.

1-800-776-2324

Tel. 201-882-0035 • Fax 201-882-8322
18 Passaic Ave, Unit 6, Fairfield, NJ 07004

Super Range
Series

Classic Range
Series

DARON IS YOUR ULTIMATE MODEL RESOURCE