



World Airline
Historical Society

The Quarterly for Airline Memorabilia Collectors around the World

Vol. 23, No. 1 - 1997

CAPTAIN'S LOG

INSIDE:

European CVs in postcards

Lockheed L-188 inaugurals
around the world

Below: While a Thai Cargo 747 is holding, an American Airlines 757 comes in to land at LAX. This photo, shot earlier this year by Stephen L. Griffin of Palos Verdes Estates, California, won honorable mention at the AI'97 photo contest in Colorado Springs in June.



WORLD AIRLINE HISTORICAL SOCIETY

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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 around the world.

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"You were so close, it often seemed you could reach out and shake hands with the passengers to wish them a happy journey" (see p.2).

SAS Caravelle 1/III, LN-KLN, msn 209 "Trygve Viking" taxis to Runway 22-04 at Schiphol Airport, Amsterdam, on 21 MAY 1966. Only a three or four-foot high fence and a strip of grass about 10 yards wide, separated the parking lot from this taxiway.
(Photo by Joop Gerritsma)

CAPTAIN'S LOG

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Of Airline Books and other matters dear to me

Once upon a time in a land far away there was a young aircraft fan who looked all over for aircraft books that would keep his interest right from the "Foreword" to the "Index." His own country did not produce much by the way of airplane hobby books and what there was, he had eagerly read or bought already. So he turned to the land across the big water, the land called the United States of America. But what he saw, greatly disappointed him. So, he started looking closer to home and "discovered" England.

Yes, dear reader, that wide-eyed 14-year old fan with only a rudimentary knowledge of English, was me. This was when an aircraft was an aircraft. From the humble Piper Cub to the mighty Constellation and the powerful Sabre jet fighter, I was interested in them all. My disappointment stemmed from finding that authors and publishers in the U.S. seemed stuck on the "I was there and I was a hero" genre of books by World War 2 veterans. But if you were looking for a book of some merit with details about actual aircraft, you just had to go to England. Publishers like Putnam, Macdonald, Frederick Warne, Harleyford and several others churned out one interesting - to me at least - and very detailed type book after another. And their periodicals were top-notch also: the monthly *Air Pictorial* and *RAF Flying Review*, the weekly *Flight* and *The Aeroplane*, plus several others.

I could not buy and read them fast enough.

This was the time when I "read" English with the magazine or book in one hand and the dictionary in the other. But I stuck with it and I got enormous enjoyment out of it.

I must confess, another favorite of mine was *Air Progress* from the U.S., available at a news stand downtown. It was the only American magazine I found worth spending my hard-earned pocket money on. Mind you, that was before they turned sour on me by switching from "real" aircraft, such as World War 1 and in-between-the-wars types, to an ever increasing deluge of the same type of World War 2 "I was there" stories and photographs over and over again and to modern sports aircraft . . . even "home builds," for Pete's sake. So, I quit buying it sometime in the mid-1960s.

Sometime around that time, I began focusing my interest more and more on the airline industry, no doubt in part because airliners were easier to photograph. There was strict security around military air bases in Holland (Korea had not been forgotten yet and remember the Cold War?), but Schiphol Airport at Amsterdam and Zestienhoven at Rotterdam were wide open. I spent many a happy day roaming their observation decks or standing along the taxiways, with my first 35-mm camera shooting like mad when a DC-6B or Convair, a Caravelle or DC-8 rolled past on the way to takeoff. You were so close, it often seemed you could reach out and shake hands with the passengers in the cabin to wish them a happy journey. I have even seen more than one pilot wave at me from his cockpit. I always saluted back. Even more amazing was that no one bothered you so long as you did not try to climb over the fence. A fence that was only three or four feet high (!) to begin with. This was of course before the words "skyjacking" and "terrorist" had been invented, sparking a rash of high-fence building.

In 1965 I discovered *Air-Britain Digest* and that fine organization's range of airline fleet list and type books. They as no other got me hooked on the airline industry, with their wondrous

tales and news items about this airline or that flying to far-away places that I would probably never be able to visit but that still spoke to my imagination. Today I am still a member of Air-Britain and I am still subscribing to *Air Pictorial*, continuously after some 30 and 40 years respectively. *RAF Flying Review* has gone through several reincarnations and is now called *Air International* with a historical offshoot called *Air Enthusiast*. Even though they carry a lot of military material, I returned to them a few years ago because they carry plenty of airline news and features to keep me happy. *The Aeroplane* long ago disappeared into *Flight* (which I can no longer afford). However, it was resurrected many years ago (by the publishers of *Flight*) as *Aeroplane Monthly*. Even though its focus is mostly British and includes a lot of military material, I have been a subscriber for many years.

My disappointment with U.S. aviation books and magazines has long ago evaporated. The airline history books by Ron Davies are second to none (perhaps because he is an Englishman?). They, and books like the Convair 880/990, DC-8 and more to come, from World Transport Press; the airline and aircraft history books by our own George Cearley; the colorful poster books by the late Don Thomas; a great photo book about the Constellation by Curtis Stringfellow and Peter Bowers; the Skyliners series by George Hamlin; Myron Smith and his Pictorial Histories Publishing airline books and the re-issue of the Juptner series by Tab Aero will satisfy any airline enthusiast's craving. In Canada there is author/publisher Larry Milberry who has several great airliner and industry books to his name. There are many more, too many to even begin listing them all.

In magazines too, there are now several fine titles in the USA exclusively devoted to airlines and their aircraft. *Airliners* and *Airways*, both started by John Wegg, are shining examples. Our own *CAPTAIN'S LOG* deals with more different airline-related subjects each issue than any other magazine I know.

All this doesn't mean England has faded away. Nothing could be farther from the truth. Putnam/Naval Institute Press are still cranking out their majestic tomes, Ian Allan publishes its Modern Civil Aircraft and Classic Civil Aircraft series and a range of affordable and handy annual or semi-annual paperback guides about airliners, civil airports and many other subjects. Airline Publishing has its colorful Airline Markings series and The Aviation Hobby Shop produces the indispensable airliner production lists. Two exclusively-airliner magazines are *Propliner* and *World Airline Fleet News*.

These examples are only the tip of the iceberg, an iceberg that reaches across the ocean. More examples would turn this column into a book catalog and that is not my intention.

All I want to say is that, YES, if I were still living in Holland today, I would definitely and gladly "buy American" airline books. As the saying goes, "You've come a long way, baby."

Joop

COS: Airline capital of the world for 3 days

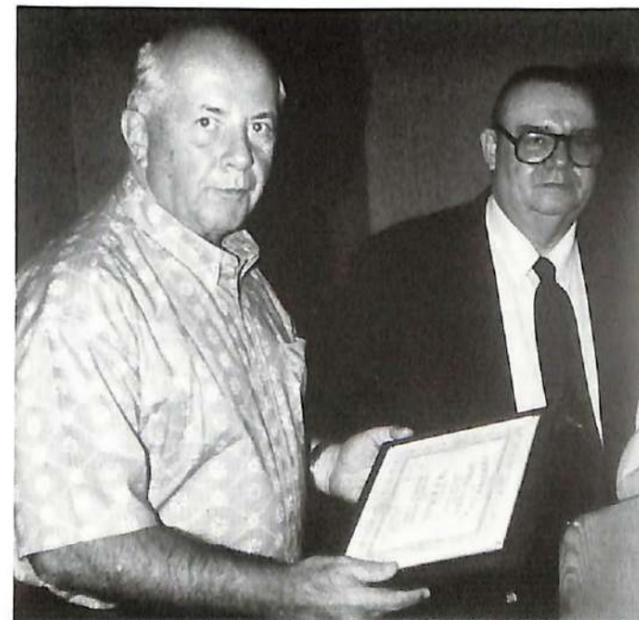
Well, it is all over for another year. The Airliners International convention that is! I had a great time meeting old friends again and making some new ones. Thank you folks! Seeing all of you is always the best part of the AI for me.

I arrived at the convention hotel, the Colorado Springs Sheraton, on Thursday, 19 JUN at about 11 a.m. after a pleasant flight on Northwest. Amazingly, on both sectors, BUF-DTW and DTW-COS, I had three seats all to myself. This is great for your legs when you are six feet tall and are flying economy. However, I am sure NW would have loved to see those seats filled also.

Roy and Margit Thompson and their committee members handled the welcome for the more than 200 people who had pre-registered, efficiently and without fuss. The Sheraton staff put on a great welcome reception that evening and I thank them for it. In general, I found the staff at the hotel friendly and helpful whenever I came into contact with them during my three-day stay. But it was the first major hotel I have stayed in during the past 10 years or so for work or pleasure where the gift shop did not carry postage stamps for those who want to send a postcard home. Cards that were bought at that shop. Instead, there was a U.S. Mail postage stamp dispenser just outside the shop. It was empty!

Trading, buying and selling went under way on Friday morning and resumed on Saturday. This aspect of the show disappointed

(LEFT): Retired Wings & Things Editor Dick Koran (left) was honored by World Airline Historical Society president Paul Collins with a framed certificate. It says, "For your outstanding work as an assistant editor of the CAPTAIN'S LOG you have been awarded a Certificate of Appreciation."



By JOOP GERRITSMA

me somewhat. I am a collector of photographs, and of new and second-hand books and magazines. While I am always happy to see Keith Armes and the other folks from World Transport Press of Miami, the books they carry are new and I can buy them anytime, both through the mail and at Aviation World at Toronto Airport. I therefore always first seek out the dealers in second-hand books. There were only two this year.

There also were a number of sellers of large color photographs at \$3 to \$5 a piece (I bought several). But where were all the sellers of the regular 4x6 inch prints at \$1 or so a piece? These are usually the ones that can set a young hobbyist on the way of starting a collection for a modest price. Postcards, however, were available everywhere, ranging in price from 10 to 50 cents for recent issues to multi-tens of dollars for truly rare ones. (I passed up a Philadelphia Rapid Transit Fokker F.7/3m card at \$60!)

Other items such as wings, badges, time tables and models were also available aplenty, but I don't collect these and I do not feel qualified to comment on their quality, rarity or prices.

I regret that I must say there seemed to be a lot more "flea market junk" on sale than in previous years. To give one example: I don't see the tie-in between an airline memorabilia show and a cheap miniature salt and pepper shaker set made of wood and without any airline connection.

(RIGHT): While congratulating WAHS founder and president Paul Collins (left) with a handshake for receiving a Certificate of Appreciation from the Secretary of Transportation for Collins' 22 years as the volunteer driving force behind the World Airline Historical Society, AI'97 chairman Roy Thompson thanks Pat Collins with a kiss for standing behind Paul all these years.



A look at the trading area during the public days of AI'97 in Colorado Springs from June 18 to 21



While the show had good news coverage on local TV and in the Colorado Springs *Gazette* newspaper on Thursday evening and Friday morning, several of the regular dealers told me public walk-in traffic was disappointingly low, on Friday and Saturday, compared to other years.

Sightseeing flights by a C-45 and a C-47 were cancelled because of insufficient bookings. But several other (non-airline) tours met with great success. I went on the Cripple Creek casino tour and came out ahead by \$55 playing the quarter and nickel slot machines without ever touching a penny of my own money. I just "invested" the rolls of nickels and quarters that came with the \$12 package. \$55 is not a lot of money, but look at it this way: it bought me more than than 150 postcards on Saturday morning when some dealers cleared out their stocks at reduced prices.

I also took the bus tour to Pikes Peak, the 14,110-foot high mountain that is said to be "America's Mountain," and "the best-known peak in the country." The vistas it offers are spectacular. It was a shame that the bus driver's main goal on the way up seemed to be to get us from one souvenir shop to the next as quickly as possible. No stops were made at any of the really scenic viewing points along the way to take in the views and shoot some photographs. For those who did not take the tour and are planning to go at a later time, beware! The bus ride up and down is not for the faint-of-heart. At some points the wheels are only three feet or so away from the edge of the road, with a drop of hundreds of feet on the other side! Of course, you could also take the cog railway to the top, but all you see on both sides of the train, are trees.

Some others took the "Garden of the Gods" tour and really were enthusiastic about it.

During the traditional Saturday night banquet, we had Dr. Ronald M. Sega as guest speaker. An astronaut with NASA, he is now a teacher at the College of Engineering and Applied Science,

University of Colorado Springs. Dr. Sega gave a thoroughly informative and enjoyable talk about his trips into space and his joining with Soviet cosmonauts in the space station Mir on joint U.S.-Soviet missions.

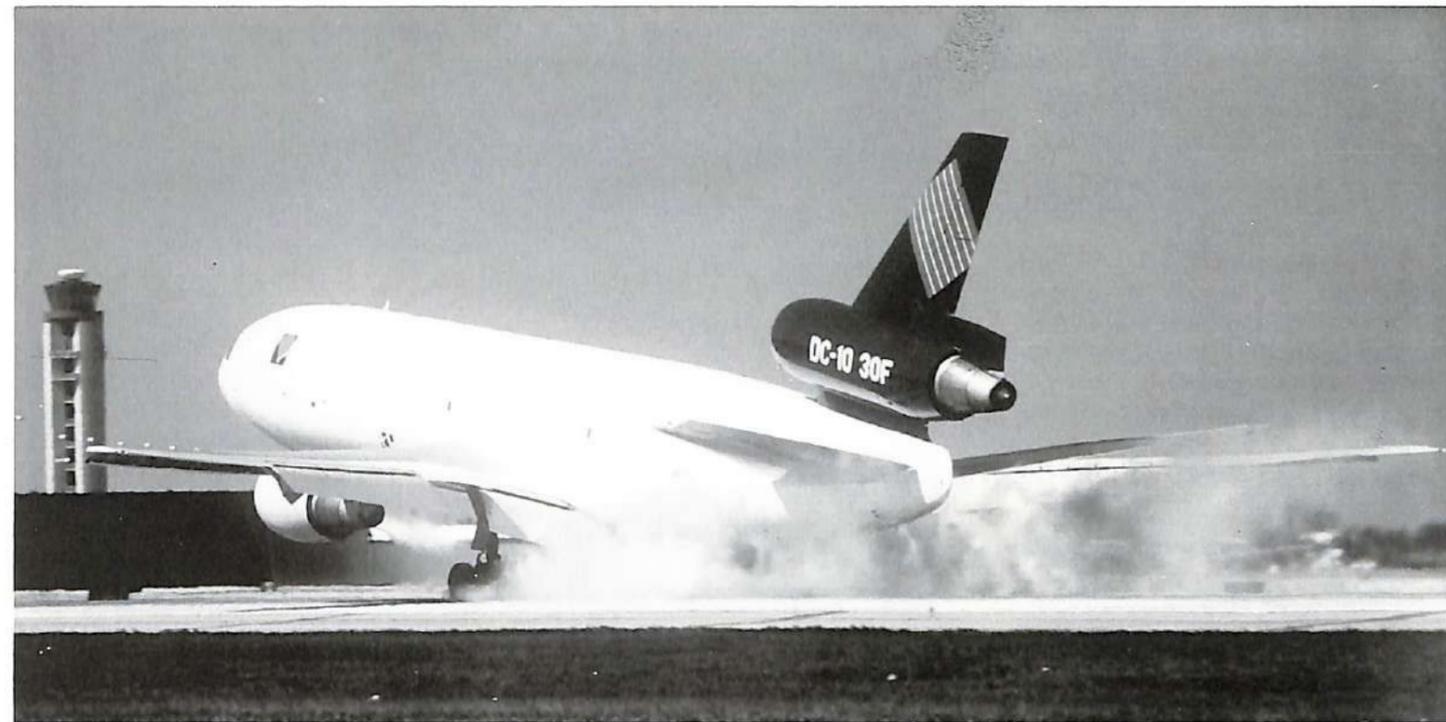
During the banquet, our retired Wings & Things Editor, Dick Koran, was honored by World Airline Historical Society president Paul Collins with a framed certificate. It says, "For your outstanding work as an assistant editor of the CAPTAIN'S LOG you have been awarded a Certificate of Appreciation." As soon as it is finished, Dick will also receive a model of the Boeing KC-97 in the colors of the Wisconsin Air National Guard, on which he flew for many years before starting his career with American Airlines. It was not yet available at the banquet.

"These are tokens of the high esteem with which I hold your friendship and your expertise in the field of commercial aviation wings," the certificate says. "Your many years of reliable and knowledgeable work have been deeply appreciated by me, as well as by the editorial staff and the readers of the CAPTAIN'S LOG.

"I hope your retirement years are now spent with the knowledge of 'a job well done'."

Paul himself was the recipient of a Certificate of Appreciation from the Secretary of Transportation for his 22 years as the volunteer driving force behind the World Airline Historical Society (formerly the World Airline Hobby Club). The award was announced by convention chairman Roy Thompson. A plaque to accompany the certificate will be given to Paul later, Roy said. There just wasn't enough time to get it from Washington, D.C., to Colorado Springs for the banquet.

And that's all, folks. There was no more until next year, when we do it all over again. I don't know about you, but I can hardly wait. Hope to see you then.



MIKE BOLDEN of Minneapolis, Minnesota, was awarded first place in the AI'97 color print category with this gorgeous shot of a Gemini DC-10-30F touching down at MSP.



GREG DRAWBAUGH of St. Paul, Minnesota won first place in the slide category of the AI'97 photo contest. His shot shows CX and CI 747s at Hong Kong.

Contest Winners AI '97

Photo & Slide Contest:

Only 18 views were entered by six photographers.

First place in the color print category went to Mike Bolden of Minneapolis, Minnesota, with a gorgeous shot of a Gemini DC-10-30F touching down at MSP.

An honorable mention went to Stephen L. Griffin of Palos Verdes Estates, California. His shot shows a Thai Cargo 747 holding while an AA 757 is almost at the point of touching down at LAX (see front cover).

There were no entries in the B&W category.

First place and an honorable mention in the slide category both went to Greg Drawbaugh of St. Paul, Minnesota. His shot

of CX and SI 747s at Hong Kong took first place and his Mandarin 747SP, also at HKG, the honorable mention.

Model contest:

Both major awards at the show went to the same model: the Northwest DC-4 (a conversion from the Heller 1/72 scale DC-6), by DANA KOPHER of Lafayette, Colorado. It received the **Most Popular entry award** as voted on by those who came to view the display, and the **Judges' Best in Show award**.

There were 46 models, entered by 15 modelers. The winners were:

Large prop (piston or turbo powered 1/99 scale and larger):

FIRST PLACE - Pan Am DC-3 (1/48 scale) by Dana Kopher of Lafayette, Colorado.

Small prop (piston or turbo powered 1/100 scale and smaller):

FIRST PLACE - Eastern DC-3 (1/100 scale) by James Peters of Killeen, Texas.
SECOND PLACE - Piedmont F-27 (Welsh kit) by Rick Guilbault of Detroit, Michigan.
THIRD PLACE - United DC-7 by James Peters of Killeen, Texas.

Large jet (1/125 scale and larger): No entries.

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

FIRST PLACE - Emirates 707 (Welsh) by Marshall Lefferts of Des Moines, Iowa.
SECOND PLACE - Kiwi 727-200 by Gary Shepherd of Port Orange, Florida.
THIRD PLACE - TWA 757 by Mike Bolden of Minneapolis, Minnesota.

Small jet (1/150 scale or smaller):

FIRST PLACE - Ozark DC-9-41 by Gerry Cole of Longmont, Colorado.
SECOND PLACE - Alaska Seahawk 727-200, by Gerry Cole of Longmont, Colorado.
THIRD PLACE - Reno Air MD-90 by Charlie Coward of Sharpsburg, Georgia.

Major conversion (any scale):

FIRST PLACE - Northwest DC-4 (from Heller 1/72 scale DC-6) by Dana Kopher, of Lafayette, Colorado.

Vacuform and Scratchbuilt (any scale):

FIRST PLACE - East African VC-10 (Welsh) by Rick Guilbault of Detroit, Michigan.

Diorama (any scale):

FIRST PLACE - Playboy DC-9 (with bunnies), by Bill Barker of Phoenix, Arizona.

Display model with stand (any scale):

FIRST PLACE - America West "Ohio" A320 by Hans Pennell of Beaverton, Oregon

Flights of Fancy (any scale):

FIRST PLACE - TWA MD-00 Stealth Transport (1/200 scale) by Gerry Cole of Longmont, Colorado.

Sheep in Wolves' Clothing:

FIRST PLACE - USAF T-43 (Heller 737-200) by Gerry Cole of Longmont, Colorado.



(Above) This shot of a Mandarin 747SP at Hong Kong won GREG DRAWBAUGH of St. Paul, Minnesota an honorable mention in the slide category of AI'97 photo contest. (Below) This model of a Northwest DC-4, converted from a DC-6 kit, was awarded top honors at the AI'97 model contest. It was built by DANA KOPHER of Lafayette, Colorado.



Contest director Gerry Cole, who provided the CAPTAIN'S LOG with the above names of winners, will look in more detail at the contest in his column in the next issue

Trivia quiz: (at Saturday evening's banquet):

WINNER - with 7 out of 10 correct answers - Dwight Skeates. He won a one-year subscription to ACAR.
SECOND PLACE - John Danner with 6 out of 10 correct answers. His prize was a copy of the book, "Deregulation Knock-outs".

THIRD PLACE - Ken Taylor also with 6 out of 10 correct answers. He received a one-year subscription to Airways Magazine.

The quiz was put together by Jim (JET) Thomson and Mike Chew and was sponsored by Airways Magazine.

Name the Plane/Airport contest:

(at Saturday evening's banquet)
WINNER - Jeff Johnson with 11 out of 21 correct answers. He received a two-year subscription to Airliners Magazine.
SECOND PLACE - Dwight Skeates with 10 correct answers out of 21. He received a one-year subscription to Airliners Magazine and a copy of their 1998 calendar.
THIRD PLACE - Bill Hough with 10 correct answers out of 21. He received a copy of the Airliners 1998 calendar.

The test was composed by Keith Armes and Terry Waddington and was sponsored by World Transport Press, publishers of Airliners Magazine.

The CAPTAIN'S LOG congratulates the winners and thanks the sponsors for the prizes they made available.

The Trivia quiz, plus answers

For those who could not make it to this year's convention, here are the questions and answers to the Trivia quiz:

1. TWA used the slogan "Welcome to the World . . ." in 1968. Which other major airline used the same slogan in 1976?
A-Pan Am, B-Delta, C-Continental, D-Western, E-Wien?
2. Swift Air Lines was one of only two U.S. Airlines with options for the Saunders ST-27. Name the other U.S. airline
A-SEMO, B-Air Illinois, C-Pilgrim, D-Fischer Bros, E-Wright
3. How long did Transcontinental & Western Air operate the Train-Plane operation?
A-1 year, B-6 months, C-Less than a month, D-3 days, E-Never.
4. What was the first advertiser to sponsor one of Western Pacific's aircraft?
A-Thrifty, B-Stardust, C-Sam's Town, E-Broadmoor, E-Security
5. In what year did United adopt the red - range - blue stripe livery?
A-1972, B-1974, C-1977, D-1980, E-1985.
6. Which U.S. airline offered "Night Cap Jet" service in 1972?
A-Southern, B-Delta, Pacific, D-Alaska, E-Mohawk
7. Which airline took delivery of the 757th Boeing 757 built?
A-Royal Nepal, B-US Airways, C-Northwest, D-TWA, E-TAESA
8. Which airline was the "Owly Bird" connected with?
A-Western, B-Northeast, C-Delta, D-Ozark, E-Piedmont.
9. Which airline advertised that the only thing that got more attention than the passengers, was the airplane?
A-KLM, B-Iberia, C-Austrian, D-Air Gabon, E-Cathay Pacific.

10. Who was the founder and president of Transocean Airlines?
A-Orvis M. Nelson, B-Robert Love, C-Hal Carr, D-Robert Peach, E-Leslie O. Barnes.

Tie breaker questions:

1. How many aircraft are listed by registration number for Aeroflot in the 1988/89 JP Fleet listing? This includes VIP, Leased to, Withdrawn from use and on-order aircraft.

2. How many Vickers Viscounts were built?

ANSWERS:

- 1-A. Pan Am. They had a different song to go with it, but it was the same slogan.
- 2-B. Air Illinois. This was in a recent CAPTAIN'S LOG issue.
- 3-C. Less than a month. TAT & Western Air Express merged on 01 OCT 30 and the train-plane operation was suspended at the end of the month
- 4-D. The Broadmoor resort. The others were added later.
- 5-B. In 1974.
- 6-E. Mohawk. They were operating flights after 11 p.m. as basically mail planes and offered the seats for passengers at a cheaper rate, the way Eastern did in the 1980s with the Moonlight Special.
- 7-D. TWA, in May.
- 8-C. Delta on their late-night flights. When Delta and Northwest merged, the Owly Bird met the Yellowbird in a posed photo.
- 9-B. Iberia back in the 1960s.
- 10-A. Orvis M. Nelson. Robert Love was the president of All American Aviation and later All American Airways; Hal Carr was president of North Central Airlines; Robert Peach was president of Mohawk and Leslie O. Barnes was president of Allegheny Airlines.

Tie breakers: 1-1221; 2-444.

WHO AND WHERE IS LARRY?

Will LARRY AVIMELCH or anyone who knows him, please contact me. I still have his winning AI'96 photo contest photograph of the AI'96 at Minneapolis. I cannot return it to him because I do not have his address.

The photo is that of a Northwest DC-9 over the Moon, published in the CAPTAIN'S LOG, Vol. 22, No. 2, page 34.

Thank you!

Joop Gerritsma

We're going to SEA in 1998

Members who attended the WAHS business meeting on the Saturday morning of the convention in COS heard all is on track for the next show at Seattle, Washington, on 25-27 JUN 98. And they voted to hold the 1999 convention in St. Louis, Missouri. STL beat out MIA by a vote of 34 - 26.

Both are repeat host cities for the convention. Seattle hosted the 1990 convention and St. Louis took a turn in 1984.

John Proctor of the Seattle AI'98 committee announced the convention hotel is the same as in 1990, but under a different name. Then it was the Red Lion, now it is the Double Tree Hotel.

Those who attended AI'90 will remember it is close by the airport. Room rates will be \$94 for up to four people. The rate includes a complimentary breakfast for two.

Tours are now being negotiated with Boeing for its wide-body production line at Everett; with Alaska Airlines for its training and hangar facilities at Sea-Tac, and with the Museum of Flight for pleasure flights in their Boeing 247. John cautioned, however, only five flights may be available. At 10 passengers per flight, a lottery may have to determine who goes if there are more than 50 applications.

The museum will try to present a special program, involving visits to the former Air Force-1 707 and the prototype 747.

Registration for the full convention is required for all table holders and for all who want to go on tours.

Those who want to rent tables at AI'98 had better hurry. The majority was already signed up at this year's show in COS.

For details, write to: Airliners International '98
P.O. Box 2744
SEQUIM, WA 98382, USA

and to STL in 1999

The bid by Art Weiss and Marshall Humphry to hold the AI'99 in St. Louis in 1999 won out over a bid by Bill Demarest and Linda Levine of the South Florida Aviation Historical Society.

The dates for STL have not been firmed up yet, but will in all likelihood be toward the end of June, depending on hotel availability. The room rate is anticipated to be in the range of \$70 - \$75 per night.

Talks will be held with TWA for ramp tours at STL; tours of their flight simulator facility and of their operations centre at Kansas City. TWA has always supported the local shows, said Weiss. The committee is also trying to get the Save-A-Connie Super Constellation on display at STL or another nearby airport.

And, said Weiss, there is a wonderful photo area at the airport that can be reached by light rail at \$1 per trip, so we won't need rental cars or expensive taxis. The light rail system also runs from the airport to downtown.

The committee will soon set up a web site where further information will be posted as soon as it is available.

But where next?

WAHS president Paul Collins observed it is becoming more and more difficult to get bids for conventions because most major hotels now want thousands of dollars up front before committing themselves. This poses a problem for local committees that have no track record of organizing major conventions.

He suggested that perhaps a permanent core convention committee be formed of members who do not necessarily live in the host city, but who will work with local members.

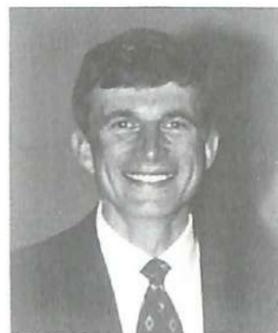
As suggestions for convention sites in the year 2000 and beyond, Paul threw out the names of Chicago, Memphis, Charlotte, Houston, San Diego, Boston and Miami because "they are areas where we haven't been yet."

Linda Levine, however, said she and the South Florida Aviation Historical Society "do not want" the AI 2000 because there is too much going on in Miami that summer, with the new millennium starting.

In other announcements, Paul said membership in the WAHS has been holding steady at about 1,300 members for several years now.

Dr. Ronald M. Segal

I don't believe we ever had a guest speaker at the annual AI banquet who talked about an issue as timely as Ron Segal. He was a



mission specialist on several space flights, including Atlantis for the third docking mission to the Russian space station Mir, which put a NASA astronaut on board Mir for a five-month stay. He was the payload commander and worked in the Biorack, a small multi-purpose laboratory in the Spacelab module. After 144 orbits of Earth, Atlantis landed with a crew of five at Edwards Air Force Base on 31 MAR 96. Answering a question

from the audience, Dr. Segal said Mir is "old" and needs some new technology and major maintenance to remain useful.

"But if we put improvements in it, we have a safe (space) station." This was on Saturday, 21 JUN. On Wednesday, 25 JUN an unmanned cargo ship crashed into Mir during a failed docking maneuver, causing serious damage. Immediately after, newspaper headlines around the world proclaimed that continued use of Mir was dangerous and risky. As this issue of the CAPTAIN'S LOG went to press, NASA and Russian space flight officials seriously doubted Mir could be repaired.

Dr. Segal could not know all this, of course, when he addressed the AI'97 banquet guests at COS.

Dr. Segal also was a mission specialist on Discovery, the first joint U.S./Russian space shuttle mission, launched on 03 FEB 94. During the eight-day flight, he and other crew conducted biological materials science, earth observation and life science experiments. He was the flight engineer for the ascent and entry on this mission, performed several experiments in orbit and operated the robot arm to berth the Wake Shield onto its payload bay carrier on four separate occasions. After 130 orbits of earth, Discovery landed at Kennedy Space Centre on 11 FEB 94.

From NOV 94 to MAR 95, Dr. Segal was NASA Director of Operations at Star City, the Gagarin Cosmonaut Training Centre. Besides other work, he was the first American to train in the Russian EVA orlon suit in their underwater facility.

Dr. Segal left NASA on 01 JUL 96 to become Dean of the College of Engineering and Applied Science, University of Colorado in Colorado Springs.

WINGS & THINGS

Charles F. Dolan

Spring Break can be good for airlines

The annual onslaught generates increased business, but not all survive

Do we have to re-invent the wheel each year? When my wife and I walked away from the security checkpoint for Pier D at BWI airport as we headed for Fayetteville, Arkansas to attend a friend's wedding, I saw two people who work for Signature Flight Support at BWI. I ran up behind them and asked "Ladies, can I talk dirty to you?" They asked what I meant - and in my lowest voice I whispered "Spring Break! Spring Break!" I did get slugged for my feeble attempt at humor. But then, my timing was off because I was getting out of town and the full force of the annual ritual had not yet hit our station.¹

As you may have guessed, Signature Flight Support gets a lot of transient business at BWI. Sometimes business is good. An established carrier, with a good operations staff, but which just might not have a full-time service at BWI, will operate a military or other charter and things work well. They know what services and equipment are needed, they ask the right questions and arrive pretty close to the agreed time. Signature likes this kind of business. The airport likes it and, most important of all, the paying passengers like it.

Every once-in-a-while though (read: "just about once a year,") things get a bit askew, the normal situation deteriorates and things get less than pretty. "Spring Break" is such a time, and this year was no exception.

I hate to sound like an old codger and use this tired old phrase, but "things were different when I was their age." They really were! For one thing, it seems that mid-term exams now take place *before* the spring vacation. When I was in school, it was thought the vacation period would be a good time for us to study for exams which took place right *after* we returned. Whether we studied or not was an individual choice, but the opportunity was afforded us. We did go home knowing that running amok during the break would not help the study. Anyway, few of us travelled during the break and those who did, generally stayed in the country.

¹ Readers outside North America may be unfamiliar with the phenomenon of "Spring Break." It is that time of the year, usually between mid-February and late-March, when schools, colleges and universities are closed for a week after mid-term exams to give students a rest and prepare for the second half of the term. Many students, indeed entire families, use this week to take a vacation and flush the thoughts of winter out of their heads. Each year this results in a mass exodus to warm places such as the Caribbean, Mexico, Florida or California. This puts enormous pressures on all forms of transportation, private and public, including the airlines. They are called upon to fly thousands and thousands of extra people to vacation spots in a time span of two or three days. And bring them back again a week later! - JG



These days, with exams over and a week of vacation to contemplate, students are on the move and their destinations are a bit more-distant than in the past. Because of excesses in previous years and increased enforcement of higher drinking ages in many states in the U.S., the vacation locations have moved from Florida to Cancun, Montego Bay and the Bahamas. That is where the airlines come in. No more packing up the station wagon and chain-driving south. The airlines are the preferred mode of transportation and this can present scheduling problems.

During the past few years we at BWI have seen long-term carriers and some very short-term ones participate in Spring Break flights and then suddenly cease operations. Two that spring to mind, are Private Jet Expedition and Key International. One day they are operating, the next day they are history. Whether it is merely coincidence or a sign of bad business practices remains to be seen, but this year one carrier involved in the Spring Break flights had its operating certificate pulled by the FAA and two that had been scheduled to participate, either gave up their certificate or had it lifted before the annual exodus "got off the ground," so to speak.

Top of page: AV Atlantic of Fort Lauderdale, Florida: The FAA "took the airline out of the picture."

Below: Mexican carrier AeroExo was one of several that operated "lifeboat services" to and from BWI to transport passengers stranded by the failure of other charter companies. The 727 was flown by an AVIACSA crew. Both photos by Charles Dolan



Early losers this year were Viscount Air Services and Rich International Airways. Rich had been in business for a long time, with operations starting in Miami, Florida in 1971. Their fleet had grown from a C-46 to DC-6s and DC-8s (including a former Braniff International DC-8 with a Calder paint scheme), to a large fleet of L-1011s. A few months back they cancelled one or two of their flights due to "crew shortages." We later found out the FAA had been checking the second officer training records and reportedly found paperwork "deficiencies." Suddenly, Rich International was out of the picture.

Viscount Air Services of Tucson, Arizona had operated charters and season-long sports team leases for the past several years. It had a fleet of 737s and two 727s that sported many team logos on their tails. Most of these aircraft seem to have started life with Western Airlines, judging by their original registration numbers, and we used to enjoy seeing the Baltimore Orioles' aircraft parked next to the New York Yankees' airplane on the freight ramp. For some reason, Viscount gave up its operating certificate early this year.

This year's Spring Break victim was AV Atlantic of Fort Lauderdale, Florida. If you recall, this was the carrier that provided air transportation for Senator Bob Dole during his presidential campaign in 1996. They had been shut down by the FAA for two or three days for record-keeping discrepancies during that period. Anyway, they had a relatively ambitious schedule planned between BWI and the Bahamas and BWI and Cancun. Inevitably, there were delays due to weather, crew rest and maintenance. As with any airline operating a small fleet, the old accordion effect came into play and each successive flight was delayed just a bit more than the previous one.

Perhaps because they were young, perhaps because they were immature, whatever the reason, the students who were "stranded" at BWI used the delay as an excuse to get ugly and several areas of the airport were trashed. They made phone calls home to Mom and Pop and the FAA brought in a team and took AV Atlantic out of the picture. This happened on a Friday afternoon and the package tour brokers went ballistic trying to find "lifeboats" to get the students home from Mexico or the Bahamas.²

TBG was new at BWI during this year's Spring Break. Its Lockheed L-1011 was registered EI-TBG and was formerly with Air Ops and before that with TWA.

Chris Dogget photo at London-Gatwick on Dennis & Sons postcard



Perhaps because they are young, perhaps because they are immature, whatever the reason, the students who were "stranded" at BWI used the delay as an excuse to get ugly and several areas of the airport were trashed. They made phone calls home to Mom and Pop and the FAA brought in a team and took AV Atlantic out of the picture. This happened on a Friday afternoon and the package tour brokers went ballistic trying to find "lifeboats" to get the students home from Mexico or the Bahamas. We saw aircraft operated by AVIACSA crews, in AeroExo colors arriving from Cancun and heading to Philadelphia to pick up a group going to Nassau in the Bahamas. An Express One 727 came in one evening and I am sure the captain had been on cargo runs for the past few years. He was wearing dark-blue or black dockers, a white button-down collar shirt (no tie) and a jacket with four stripes, which had been borrowed from a much-larger gentleman.²

A few old friends also dropped in. We got to see Sun Pacific International again. This is a new carrier, but we enjoyed working with them during the past winter. They picked up service for Apple Vacations East when Transmeridian ran into a delay getting an A320 certificated by the FAA. Sun Pacific has two low-hour 727s with registration numbers indicating they were once in the Pan American fleet. The crews seem young and enthusiastic. I was particularly impressed by a Second Officer who would borrow a baggage loader to get up and personally check the oil level in each engine before any over-water operation. He did this regardless of the weather, claiming the system had worked well for him so far and he was not about to change it now.

Other carriers that have done the charters for Apple are Mexicana, TAESA, Aerocancun and now Champion Air, formerly MGM Grand Air.

A new player to the "Spring Break" scene this year was TBG. This stands for Thornton Browne Group plc, which operates a varied fleet under the "white tail" concept. They provide everything except the passengers, origin and destination. We saw only one of their aircraft, an former TWA, former AirOps (Sweden) L-1011, registered EI-TBG. The aircraft was well-used this season, operating between BWI, Cancun, Boston, Nassau etc. It would spend two days in Baltimore for mid-week grooming and maintenance and resume the busy schedule for the weekend.

All told, it was a typical six weeks of Spring Break. Children acting like children, some parents overreacting and carriers, FBOs and government agencies trying to find out who was going where, with whom, when they were coming back and is this company doing things by the book?

The only thing of which we are certain, is that it happens every year and we will be doing this all over again next year, and the year thereafter, and . . .

² "Lifeboat service" was also provided by Sun Country Airlines and Miami International - CD.



Fig. 1 TAESA



Fig. 2a Rich International

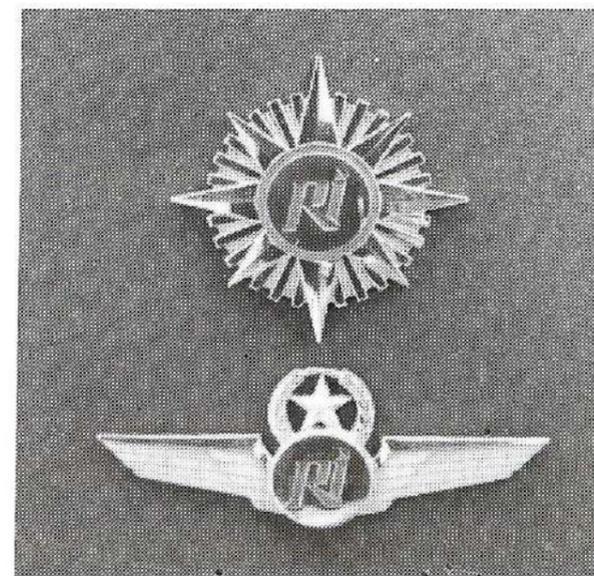


Fig. 2b: Rich International

TAESA

#1: Transportes Aereos Ejecutivos S.A. clutch-back wing is in gold color with polished highlights in the center device. There is no hallmark. The carrier was founded in Mexico City, Mexico, in 1987 and uses a varied fleet for executive transport and charter operations, including Learjets, JetStars, five DC-9-14 & -15, four 737, seven 727, one 757 and two DC-10.

RICH INTERNATIONAL

#2a: Rich International Airways began service in 1971 and suspended all operations in SEP 96. It filed for bankruptcy protection on 11 NOV 96 but plans to restart in 1997. The early wings are Balfour issues, hallmarked "LGB 1/10 10K" and are in the Eastern Air Lines style. The center device is in dark blue on an antique white oval

#2b: The second issue is gold in color, highly polished and with "R I" in blue and a red flame over the "I" in the center of each piece. No hallmark on either piece. The wings are clutch-back, the cap badges have screw posts.

M G M GRAND AIR

#3: Wing and cap badge are gold in color, highly polished with a recessed blue area behind the lion's mane and jaws. The wing is clutch back and the cap badge has screw posts. MGM Grand Air began operations in 1987, providing transportation for sports teams in very luxurious, limited-capacity 727 and DC-8 aircraft. The carrier ceased flying in 1966 and Champion Air took over the charter operations under the MGM Grand Holdings operating certificate. The aircraft are the same, but carry new titles and registration suffixes. The lion on the tail is gone.



Fig. 3: M G M Grand Air



Fig. 4a: Mexicanana

MEXICANA

#4a: Mexicanana's present insignia is gold in color and has a brushed finish with polished high surfaces and black enamel for the "M" and the eagle's head.

#4b: The most-recent prior insignia was silver with a brushed finish and black enamel for the eagle's head and "M", as well as the outline of the cap badge. There are no hallmarks on these insignia. The jacket wings are clutch back, the cap badges have screw posts. Mexicanana was founded in 1921 and today operates a large fleet of 727, A320, Fokker 100 and DC-10 aircraft. The bar at the bottom is in green-white-green. It denotes the number of flying hours of the pilot wearing it, but I am not sure how many. I have also seen these bars in red-white-red and red-yellow-red.

CARNIVAL AIR LINES

#5: The wing and cap badge are silver overall with a white flash in the center and a white disc in the center of the cap badge. The Carnival logo is in red (left) and blue (right) in the center of each piece. Neither piece has a hallmark. The wings are pin back and the cap badge is three-pin clutch back. Carnival was founded in 1988 and operates A300B, 727 and 737. Contrary to popular belief, the aircraft are not used solely to bring people to the cruise ships of Carnival Cruise Line. In mid-July of last year PanAm (the new one!) agreed to buy Carnival Air Lines for about \$100 million.

EXPRESS ONE

#6: The wing and cap badge are brass/bronze in color, with polished words and top level of the insignia. The lower wing surfaces are brush finished and have dark shadowing around the letters. There are no hallmarks and the wing is a clutch-back, the cap badge has screw posts.

Fig. 6: Express ONE



Fig. 4b: Mexicanana



Fig. 5: Carnival Air Lines



Fig. 7: Key Airways

KEY AIRWAYS

#7: A gold-color polished wing with white center disc containing a red and light-blue stylized "A". "Key" is in blue, "Air" in red in the bar under the "A". No hallmark. Founded in 1962, Key ceased operations in 1995. It operated 727s and later MD-80.

PRIVATE JET EXPEDITIONS

#8: Both the wing and the cap badge are silver in color and are highly polished. The cap badge is very heavy and large (2x2 inches - 5x5 cm - wide, including the comet's tail. The cap badge had a tendency to "spin" if the positioning broke off. One of the cap badges I have on display has the square part painted flat black. It is said this insignia was worn by the crew on a tour chartered by the singer/actress Madonna. This has not been verified. There are no hallmarks on these insignia. The wings are clutch back, the cap badge has screw posts.

Private Jet began service in 1989 and ceased operations in MAR 1995. The airline used two 727 and 12 DC-9 on group and private charter services.

KIWI INTERNATIONAL AIRLINES

#9: Balfour wings and cap badge in the style of the Eastern Air Lines issue. The center device contains a white "K" in an oval of light blue/green and purple. The captain's wing is hallmarked "Balfour". The cap badge has screw posts and the wings are clutch back. Kiwi was founded in 1992 by former employees of Pan American and Eastern Air Lines (hence the name of the flightless bird). The fleet includes nine 727/200 (all leased) and is based at Newark, NJ. Routes had extended to Bermuda and the fleet to 15 aircraft when the FAA restricted operations.



Fig. 10: Transmeridian

TRANSMERIDIAN

#10: Highly-polished, gold-color wing. The center device has dark-blue "waves" in the lower half and the upper half is in yellow. No hallmark. Transmeridian was founded in 1995 and has ties to the old Transmeridian of 1960s European operations. The airline wanted to operate Irish-registered A320s on a long-term arrangement with Apple Vacations East, but there was a delay in getting the aircraft certificated. The service was taken up by Sun Pacific International.



Fig. 8: Private Jet Expeditions



Fig. 9: Kiwi International Airlines

A cornucopia of new and old from around the world



Fig. 11: Miami Air International

MIAMI AIR INTERNATIONAL

#11: Both the wing and the cap badge device are highly polished with the letters "M A I" in purple. The wing is hallmarked "Johnson's Dayton Ohio". The wing is clutch back, the cap badge has screw posts. Miami Air International was founded in 1991. It provides charter service and sports team transportation with seven 727.

SUN PACIFIC INTERNATIONAL

#12: Gold-color cap device with gloss-black center. Hallmarked "CWS 1996". It has screw posts. Sun Pacific was founded in 1996 and operates one 727-100 (formerly with Japan Air Lines via Viscount A.S.) and four 727-200 (One former PanAm, two former Braniff and one former Alitalia via People Express, Continental and Viscount A.S.), all leased. The carrier operated into BWI for Transmeridian on Apple Vacation East charters to Nassau and Cancun during the Spring Break period this year.



VISCOUNT AIR SERVICE

#13: This wing and cap badge are in a dark-silver/pewter satin-finish. The center shield has a red, white and blue background. Hallmark "CWS 1993". The wing is clutch back and the cap badge has screw posts. Viscount was founded in 1990 and operated from Tucson, Arizona, offering charter and sports team transportation with a fleet of two 727 and eleven 737. The carrier ceased operations in early 1997.



Fig. 14: Sun Country Airlines

SUN COUNTRY AIRLINES

#14: Highly-polished silver wing with "SCA" in the center. Hallmarked "Balfour". Sun Country was founded in 1982 with two 727. The carrier now has a fleet of nine 727 and six DC-10.

AMERICAN INTERNATIONAL AIRWAYS

#15: The airline was founded at Atlantic City in 1981 and began operations in December of that year, flying primarily gambling charters from Chicago, St.Louis, Miami and New Orleans to Atlantic City with two DC-9-30. By early 1984 the fleet included five DC-9-30, two MD-81, two Dash-7 and one BAe (HS) 125 executive jet. The carrier filed for bankruptcy protection under Chapter 11 on 19 JUL 84 and hasn't been heard of since. This hat badge is silver bullion on black.

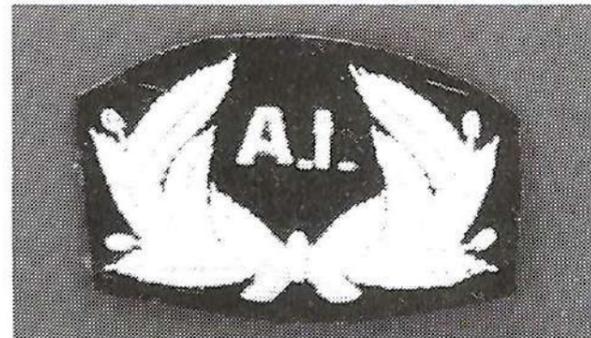


Fig. 15: American International Airways



Fig. 13: Viscount Air Service

STUART MURRAY is a new contributor from England. I paid him a visit just after Christmas to delve through a large box of stickers that he had collected over the years. Pride of place must go to

#1, showing a Western Airlines Boeing 720B promoting the inaugural flight from Hawaii to the U.S. mainland. It comes in black on green and dates back to 1969.

#2 is from Dan-Air, the British carrier, and also goes back a few years. It promotes their oil support service from Aberdeen.

#3 confused me at first as I thought it was a bit premature for Braathens to celebrate a 50th anniversary in 1987 when the company did not start until 1946, but my brain eventually kicked into gear and decided it was the Stavanger Airport's anniversary.

#4. Lufthansa are still doing it nonstop - in this case from Glasgow to Dusseldorf with a rest on Saturday. This is just the kind of sticker that comes out locally in small quantities and is never seen again.

#5. Lastly from Stuart I offer this item for the Philippine Airlines 737 simulator. He worked for the airline so I doubt this would have surfaced otherwise.

VICENTE PALAZZO from Argentina is another new name and has supplied me with some great new stickers from South America, including:

#6 from Inter Austral, showing a "funny face" CASA 235 in red, white and blue.

#7. We also have this small Aerolineas Argentinas sticker, advertising the country's bid for the 2004 Olympics in Buenos Aires. There's nothing like starting early!



#1



#2



#3



#4



#6



#7



#5

#8. PLUNA's new color scheme is featured on the tail of a DC-10. This is a travel agent sticker. I know Don refused to include these in his catalogs or columns, but I feel they are just as collectible as the others.

Finally, from Vincente, we have two colorful stickers from Cubana:

#9 shows the DC-10 and the text "CUBANA QUIERE." #10 pronounces "Cubana une Todos tus destinos."

Both stickers seem to originate in Buenos Aires, Argentina, according to small print at the bottom of #9 and on the side of #10. We will be grateful if any of our readers with a knowledge of Spanish would send us a translation.

#11 comes from JAKOB BOERLIN of Switzerland and features Aeroleasing's Falcon 900, very smart in red and white on silver.

#12 Swissair's 747 Over the Alps also came from Jakob. It is the centre piece of five stickers that together form a rectangle. Looks very nice when set up together. The other four show the A310, Fokker 100, DC-10-30 and DC-9-81.

JERRY ELMAS, the "Turkish King" from Austin, TX, supplied me with

#13, Onur Air BIL and

Right: The text on this sticker says: "Fly high with" in a semi-circle above the aircraft and AEROLEASING in a horizontal line above the aircraft, and the text:

Geneva Zurich
022/789 4510 01/814.3700

below the aircraft.



#8



#9



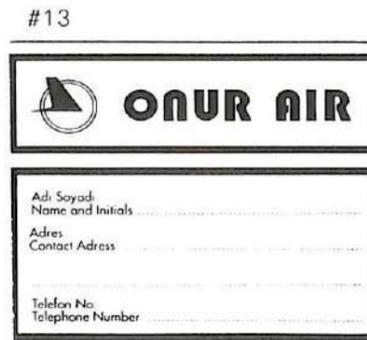
#11



#10



#12



#13

#14, Holiday Airlines BIL. Both carriers fly Airbus aircraft out of Istanbul. It is surprising how many Turkish airlines there around. (The 1997/98 JP lists 56, most of them with only small fleets of small aircraft. The population of Turkey is about 60 million - JG)

Thanks to FRANK LICHTANSKI, who recently made a trip to the Emerald Isle, we can show you:

#15 is in green and white, the colors of Ireland. This BIL comes from Aer Arran, a small Irish operator that has been flying from Galway to the nearby Aran Islands for more than 25 years with B.N. Islanders. It also comes in red and blue to their other two destinations, Inis Mor and Inis Meain.

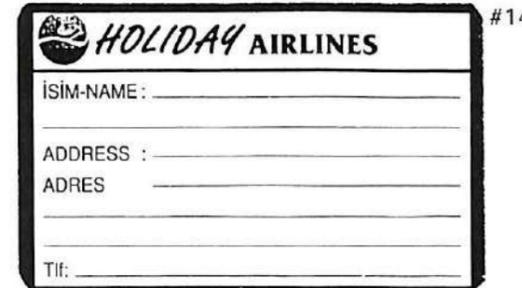
He also supplied:

#16, a stick-on BIL from American West and

#17, a tie-on BIL from the same carrier.

I can't wait for a sticker in the "Phoenix Suns" colors!

#18 is a beautiful sticker in red, green and yellow (in the king's crown) on white from Casino Express of Elko, Nevada. It was supplied by KEN TAYLOR of Jersey, Channel Islands.



#14

#17



#15



#16



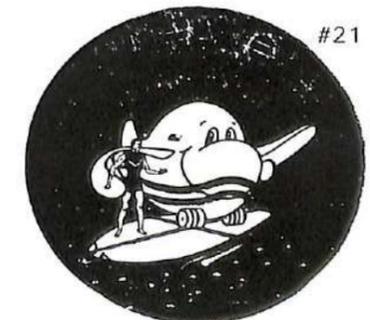
#18



#19



#20



#21

#19 is a Westjet 737. The carrier is based in Calgary, Alberta and the item was supplied by the "other" KEN TAYLOR, the wings man from that city. A very nice green and black-on-white offering from this low-fare carrier. Can anyone explain the "1-800" in the telephone number to us Europeans? It also appears on BILs for Vanguard Airlines.

(These are special toll-free long-distance telephone numbers, used by companies so their customers can call them free of charge. The company pays for the calls - JG)

#20 comes from another new source, KNUT WEGERS of Germany, who specializes in airline coasters of all kinds but doesn't forget the label collectors either. This is a "funny face" 737-500 from Brazilian airline Rio-Sul.

JAIME LATORRE of Chile has supplied

#21 from National Airlines, a Chilean carrier operating 737s. Again, a translation of the Spanish "UD.Y" and "Un gran Equipo Accortando Distancias, would be very welcome for us who are not conversant with the beautiful Spanish language.

#22 in blue on white was also sent in by Jaime. It is the BIL for SAETA of Ecuador, and

#23, the same style of BIL for LAPSA Air Paraguay in red on white. Except for the name and color, these BILs are identical in looks and feel. Is it only because they were perhaps printed by the same company, or is there a ownership/business connection between the two airlines?

Our Flying Dutchman, HENK HEIDEN, has often featured in this column in the past, but I think this is the first time he has produced a sticker found on a sandwich wrapper:

#24 comes from Air UK. So far he has found chargrilled chicken and coleslaw, egg mayonaise with bacon and ham, and coleslaw and lettuce. I am contacting Air UK for a full menue I mean full set.

#25 is a boomerang-shaped BIL from Dutch carrier Transavia. It also comes to us courtesy of Henk. The left is white on green and the right green and blue on white.

#26, KLM's 75th anniversary sticker, was issued in 1994.

#27 is another KLM sticker and shows the five intertwined Olympic rings. No doubt someone will know what NOC*NSF stands for. (NOC stands for Nederlands Olympisch Comité - Netherlands Olympic Committee; NSF for Nederlandse Sport Federatie - Netherlands Sports Federation - JG)

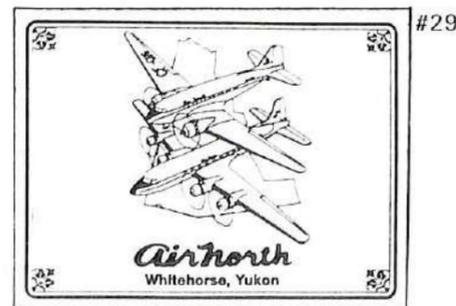
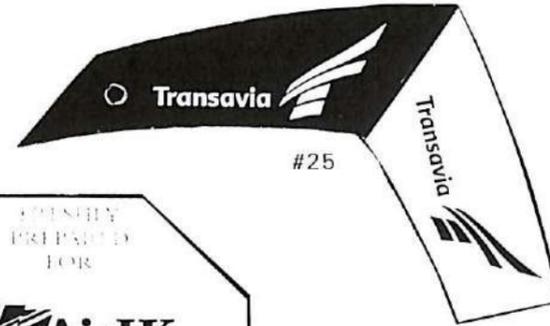
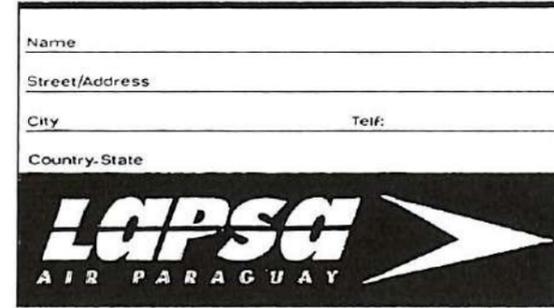
I could fill a whole column with items from GRAHAM ALLIANCE of Maryland, who has just sold me all his stickers. We have to be content with:

#28, a nice red, black and white 20th anniversary sticker from Mesaba Airlines, showing their Dash-8 aircraft,

#29 a DC-3/DC-4 issue in green on white from Air North of Whitehorse, Yukon Territory, Canada, and

#30, Delta's first service from Frankfurt to Detroit via London on 01 NOV 93.

I am always thankful that this type of sticker surfaces years later as they rarely seem to be picked up at the time.



CRISTOPHER REGAN aboard the USS Independence is another newcomer to this column. He sent in

#31, a new BIL from Aloha Airlines, and #32, a very smart cardboard BIL from Japan Air System in basic blue and white, but with the flash in blue, red, orange and yellow (from l to r).

#33 is a last-minute arrival from the ever reliable DAVE CHARKIS. It comes from OLT of Germany and features one of their Metros on a black-on-white sticker, with only OLT in red. They also fly B.N. Islanders.

Luft Hansa / Lufthansa Golden Oldies

For the Golden Oldies in the issue I have selected four gummed labels from the pre-WW2 Luft Hansa/Lufthansa.

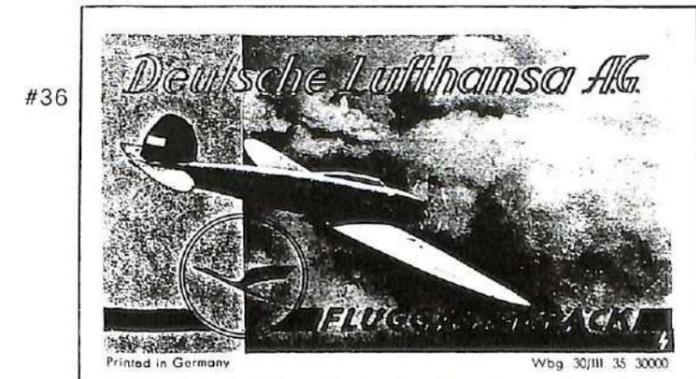
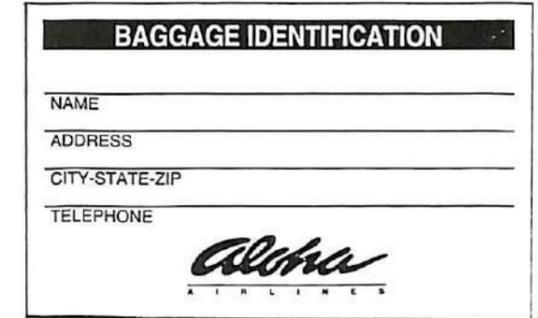
#34 shows the Dornier Komet III of 1924, and #35 de Dornier Super Wal of 1926.

Both these show a B&W aircraft on a yellow background and with a white on blue border.

#36 shows the Heinkel HE-70 fast passenger and mail carrier of 1932. The line at the bottom, "Fluggastgepack" stands for "Passenger luggage." What is the meaning of this in the context of this label? The item doesn't have name and address lines on it and doesn't appear to be a BIL.

#37 shows a Junkers JU-90 of 1937. The text "Schnell zum Ziel" stands for "Fast to the Destination." Illegible in this reproduction, the small print under "Lufthansa" says "Printed in Germany" in English!

That's it! I thought it would make a change to leave out the JU-52.



Convairs: the European Scene

Sue and I were in Florida in late January of this year and I took the opportunity to visit with the CLAYs in South Miami and the PINNOWs in Bradenton.

Suffice it to say that I was very impressed with Reed's and John's fabulous collections.

One wishes there were more ways, better ways to share one's collection with other aficionados. I was able to use some of my cards, turned into slides, to assist a friend making a presentation to our Charlottesville Aviation Luncheon Club (CALCLUB) this past February, having to do with his days at BEA in the early 1950s. Pionairs, Rapides, Vikings and then, the Viscount. I brought my album on BEA/BOAC, of course. The next day, with three other airline retirees at lunch, representing BEA/SAS/IB/NWA/PAA and Icelandair, I brought my Iberia album. Such great reactions, leading to numerous great war stories!

In response to our request for more Enell cards, JOHN PINNOW came through with two that you can add to your want lists: 32-B is National Airlines DC-7 right to left and 32-C is National's Super H Constellation left to right. Both are in red, blue and white livery, but are on B&W cards.

We are very pleased with the positive reactions to the Enell article. Apparently it has helped a lot of people. We aim to please, and your aim will help. For example, if you wish possibly the best and most-complete list of new airline-issued cards, be in touch with CARSTEN KRIBBER, Langgaesserweg 20, 64285 Darmstadt, Germany. He issues a list of new cards quarterly. For example, in the JAN-MAR 97 period there were 111 new cards issued. Liebe Gott!

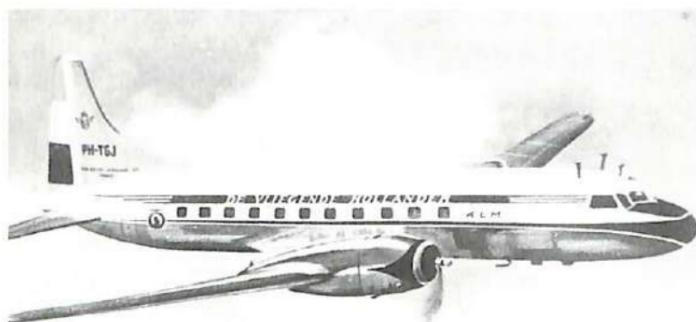
Central Virginia is kind of barren for postcards of our persuasion, so I finally popped up to IAD for one of JOHN McCLINTOCK's p.c. shows. There was only one other airline collector on the premises, and my old dealer friend DON PREZIOSI from New Jersey was there. I picked up more than 20 cards, including military. Never even looked into my lesser categories such as train, auto, steamship and fire trucks. Three Pam Am goodies: a company S-42 I didn't have, the C-46 MIA card (I'd sold my old ones years ago) and the DC-6/7 at Tocumen. Quel fun!

Before you'll read this, I'll have done TONY TRAPP's DCA show and, of course, Colorado Springs. Here's hoping for 40 more good oldies

I have only 62 cards of the Convair 240/340/440 and turboprop follow-ons in European carrier liveries. I took out 17 of my favorites and sincerely hope they will interest you and cause you to ponder a bit.



Martinair CV-640



KLM (CV-340 painting)



In deference to Joop Gerritsma's heritage, and Dave Prins', and mine, let's kick off with Martinair's PH-CGD in the old livery at Limburg in 4c chrome 4x6, KLM's PH-TEC in aluminum skin parked at Schiphol's terrace in 3 1/2 x 5 1/2 in B&W (Can you see the beautiful USAF C-54 behind it?), and KLM's co. card, PH-TGJ, printed by Mettes, flying left to right, after the top of the fuselage was decked out in white. 4 x 6.¹

¹ I cannot help but make a comment on this very nice card, which is a painting and not a photograph: the registration PH-TGJ is a fake. The letter "J" is not normally used in Dutch civil aircraft registrations, to avoid confusion with the "I". Only in the past decade or so has this rule been relaxed to allow for "personalized" registrations on



Passagiers op het terras voor de wachtkamer Europa.
Passengers waiting for departure on sunny Schiphol terrace.

KLM CV-240

Passagiers sur la terrasse de la salle d'attente "Europe".
Fluggäste auf der sonnigen Terrasse des Europa Wartesaales.

5 - Luchthaven - Brussel-National
Aéroport - Bruxelles-National
Het Luchthavengebouw
L'aéroport



Sabena CV-440



Sabena CV-440

Swissair CV-240

SABENA
Convair 440-12 Metropolitan
OO-SCT on 381
Zürich 9/66
Photo by K. Uehlinger
JETSTREAM, CH-8058 Zürich
Photo Nr. J009



CONVAIR LINER

light aircraft only. KLM likes to use the "J" as the last letter of the registration, or even "PH-KLM" on the publicity postcards it issues. It is said this is done to avoid having postcards in circulation showing an aircraft that has crashed.
- Joop Gerritsma

A short flight south to BRU for a great evening scene as SN's OO-SCY in the beautiful old "lazy S" livery is pretty much set for boarding, it appears. A Mexichrome card 4x6, 4c.

I travelled FRA/BRU/LON one night on a Pan Am DC-6A freighter and parked on this same spot. It was 0400 or thereabouts, no customs official was around, so we just transited and did not worry about it. Different story at Heathrow, of course, a little bit later on. A beautiful photo by K. Uehlinger of SN's OO-SCT just had to be included. Issued by Jetstream, it is 4x6 4c. A great airframe/livery combination, n'est-ce que pas?

Another short hop down to STT to see SR's CV-440 Metropolitan HB-IMF awaiting pax, dated 01 MAY 58. A 4c 4x6 airport card, NR 203. An earlier SR "Convairliner," HB-IRP, flies right to left in a company card in first livery, 4c chrome 3 1/2 x 5 1/2. (Incidentally, the black bar under the aircraft name is an overprint of what originally said "Transatlantic DC-6B" Oops! - JG)



Swissair CV-440



The Swiss are known for cleanliness, amongst other things. But the next two 4x6 4c chrome cards at Basel of Air Sea's CV-440 (next page) are ridiculous. Even the tarmac is perfectly clean. And, honestly, it doesn't appear the photograph for either card has been air-brushed.



Convair 440 „Metropolitan“
der Fluggesellschaft AIR - SEA SERVICE AG BASEL
Passagierplätze: 43
Reisegeschwindigkeit: 400 km/h
Reichweite bei max. Zuladung und Reserven: 1350 km
2 Motoren P & W, 18 Zyl : je 2500 PS
Flügelspannweite: 32,10 m
Länge: 24,84 m
Höhe: 8,58 m
Max. Startgewicht: 21 800 kg

Air Sea CV-440

Air Sea CV-440



And quickly we are off to Venice to view St. Mark's from the air from LAI's I-LIFT. A terrific co. card drawn by Fiore, 4x6 4c. Having visited Venice last year, the card is particularly timely for the writer.

Condor CV-340



Grandi città collegate dalla LAI
Big cities linked by LAI
Grosse Städte verbunden von der LAI

VENEZIA - VENICE - Venedig



LAI CV-340

ALEXANDRIA ATHINA BARCELONA BOSTON CAGLIARI
CATANIA FRANKFURT W/M ISTANBUL MILANO MÜNCHEN
NAPOLI NEW YORK PALERMO - PARIS PISA ROMA
TEHERAN - TEL AVIV TORINO VENEZIA WIEN ZÜRICH

LAI Linee Aeree Italiane - LAI Italian Airlines - LAI Italienische Luftfahrtlinie

TAD KOTICK traded this great Condor Metropolitan card to me 10 years ago. Bet he wishes he had it back. Probably original livery, 4c chrome, 3 1/2 x 5 1/2, of D-ABAB.

Of the many DLH cards of their fleet (I flew FRA/CGN on one once) I show D-ACOG left to right, 3 1/2 x 5 1/2, B&W co. card, drawing of their CV-340 followed by a DLH "historical" card showing two of their Metropolitan at FRA, I believe. A great close-up, just about to begin taxiing.

Lufthansa CV-340



CONVAIR Metropolitan
der CONDOR LUFTREDEREI G.m.b.H.
Heimathafen: HAMBURG-FUHLSBÜTTEL



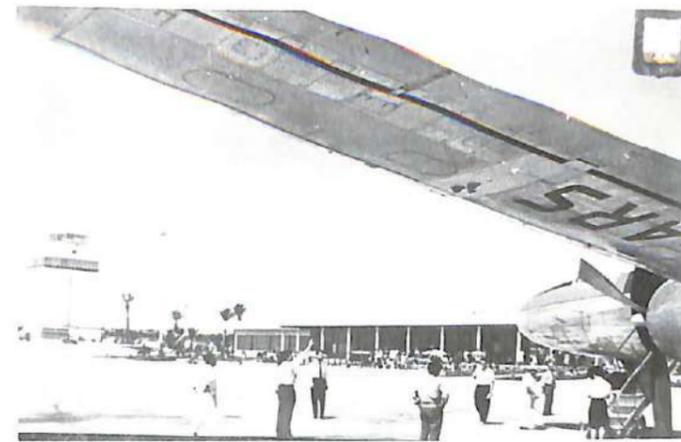
CONVAIR 340
Das komfortable Mittelstrecken-
flugzeug der Deutschen Lufthansa
Reisegeschwindigkeit 390 km/h - 44 Passagiere



Lufthansa

Convair CV-440 „Metropolitan“

NR 97 ALICANTE
Aeropuerto Internacional
Aéroport International
Internacional Airport



Iberia CV-440

Let's take a little side trip over to Espagna for a moment to view IB's EC-ARS at Alicante. A FIScard, 4x6 4c chrome. A fine airport card that I bought for 50 cents in 1986.

How else to top off a European journey than by heading up to Scandinavia? Right?

Two Nor-fly cards start us off in Norway, with two liveries, two company cards, with an original CV-340 (LN-MAP) followed



Nor-Fly CV-340

NOR-FLY

Postboks 1010, N - 3501 Hønefoss
Tlf. (067) 22 255 - 22 330 — Telex N - 1 71 75

Tlf. (02) 53 80 34 Booking Avd. Torp, Sandefjord Avd. Sola, Stavanger
Telex N - 1 71 75 Tlf. (033) 70185 Tlf. (045) 60 763
Boks 185, 1330 Oslo Lufthavn Tlf. (045) 91 347

CHARTER - TAXI - FOTO - REPRO. ETC.

NOR-FLY nor-fly charter a/s



Convair 580

Nor-Fly CV-580

NOR-FLY

by a CV-580 flying left to right. Both are 4c chrome, 4x6. And to cap off this journey, off it is to Stockholm for a great airport card of one of the SAS fleet just off-loading at Bromma Airport. A great period piece.

I hope you have enjoyed our little inexpensive trip through the Europe of the late 1940s through the 1960s. Let me know.



SAS CV-440

(Finally, to fill the page, one of Van's six Hawaiian Airlines co. cards. A CV-340 over Port Allen, Kauai. It was left over from the previous issue because we ran out of space. - JG)

Hawaiian CV340



Cups and saucers, butter pads, salt & pepper sets are top three collectibles.

What is going to be popular in the airline china collecting hobby? At this point the direction seems to be tipping toward cups and saucers, butter pads and salt-and-pepper sets. Not necessarily in that order, but these items are in the top three of the popularity scale.

So this time I am featuring demitasse cups and saucers. These are the smaller versions of the full-size cups and saucers, and are called after-dinner coffee or demi sets.

Photo 1 - We'll start out with the oldest one to be used by an airline, the Pan American pattern for their flying boat service in the 1930s. Made by Homer Laughlin in Newell, West Virginia, this PAA set is decorated with a dark-blue logo and pinstripe. The ware that PAA selected is a very light-weight china and it is a wonder this piece has survived all these years without being broken.

Photo 2) Many years later Pan American used this pattern for what they called "The President Service." Noritake was the maker but none of the pieces are marked Pan Am.

Photo 3) Braniff featured this black and white china, supplied by Real of Brazil and ABCO International of New York.

Photo 4 & 5) Many tall mugs in this pattern have surfaced during the past few years. Could Alexander Calder have had anything to do with this design for a demi cup? Perhaps so. When Braniff was bragging about its Flying Colors during the late 1970s, this might have been the china used in first class, this might have been the china used in first class. The cup features a multi-colored decal and was made by Real of Brazil.

Photo 1: Pan American Airways



Photo 2: Pan American "President Service"



Photo 3: Braniff



Photo 5: Braniff

Photo 6) In 1985 American Airlines started using this blue and silver design for their international first-class service. Three manufacturers made this china - the Jackson, Sterling and Syracuse China companies.

Photo 6: American Airlines



Photo 4: Braniff



Photo 7: U.S. Army Air Forces

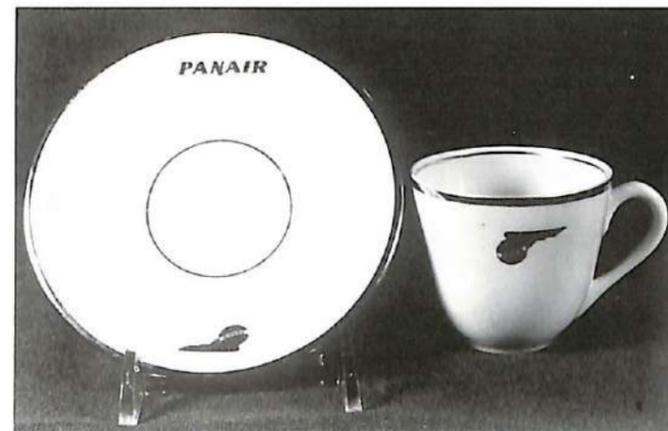


Photo 8: Panair do Brasil

Photo 7) While not an airline pattern, this is an interesting set made for the U.S. Army Air Forces. It is trimmed in a bright-gold decoration and backstamped "Grace China - Made in the U.S.A." In 1947 the Air Force became a separate service and was no longer part of the Army.

Photo 8) Some patterns from South America can be found. Panair used a demi set for their on-board service. The decoration is gold and the maker is Rio Branco of Brazil.

Photo 9) Ladeco of Chile had this older pattern, decorated in a dark blue. The manufacturer was Stetita of Brazil.



Photo 9: LADECO of Chile

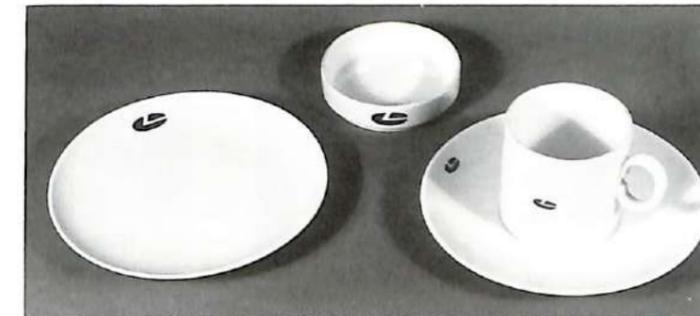


Photo 10: LADECO of Chile



Photo 11: LAN Chile



Photo 12: Trans Brasil

Photo 10) A current pattern for Ladeco (with only the logo, no name) is made by Florencia of Chile. The color is cobalt blue.

Photo 11) Lan Chile currently uses this cobalt-blue-and-gold trim decoration, also made by Florencia. Some pieces are marked with the airline name on the back.

Photo 12) Green and gold make up the colors of this pattern for Trans Brasil. The manufacturer is Real of Brazil.



Photo 13: VARIG



Photo 14: El Al

Photo 13) A bright gold is the single color for this Varig demi set. Varig is one of the oldest airlines in the world, having been formed in 1927. The maker of this piece was Polovi of Brazil.

Photo 14) There is one Middle-East pattern to share with you. It comes from El Al. Made by Schoenwald of Germany, this bone china is decorated in satin gold

Photo 15) Formerly SAS used this demi set for their service. The single-color decoration is gold and the manufacturer is Gustavsberg of Sweden.

Photo 16) The only marking on this set is the gold SAS lettering on the cup. This set was also made by Gustavsberg of Sweden.

Photo 17) This set was used by Swissair. It was made by Lagenthal of Switzerland. The decoration is gold.

Photo 18 & 19) Malev, the Hungarian airline, once used this brightly-colored cup made by Hollohaza of Hungary. This cup features a bright-red design.

Photo 20) This elegant, light-weight bone china was used by Bulgarian Airlines. The center decoration on the saucer is blue. The cup does not have a logo.



Photo 15: SAS



Photo 16: SAS



Photo 17: Swissair



Photo 18: Malev (Hungary)



Photo 19: Malev (Hungary)



Photo 20: Bulgarian Airlines

Photo 21) CSA is the airline from the former Czechoslovakia and continues as the airline of the Czech Republic. This demi set has gold trim, but the center lettering and the antique airplane on the cup are done in blue.

Photo 22) shows how the gift set was packaged. I would assume these sets were given to VIP passengers.



Photo 21: CSA (Czech Republic)



Photo 22: CSA gift pack)



Photo 26: Air Niugini



Photo 29: DO-X (Germany)

Photo 23) Iberia, the Spanish airline, currently uses the pattern on the left. The cup on the right depicts an older pattern. The current pattern is made by Santa Clara while Alvarez made the older piece.

Photo 24) A light gray adorns this

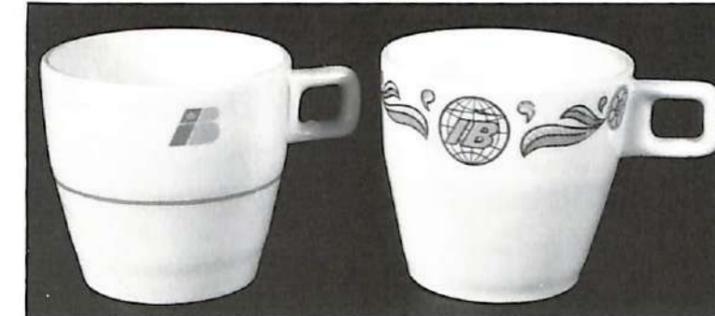


Photo 23: Iberia



Photo 24: Alitalia



Photo 27: Air Siam

Photo 25) Aeroflot, Russian International Airlines, has upgraded their china in first class. This cup and saucer set was made by Florencia of Chile. The logo and lettering are dark blue while the pinstripe is in silver.

Photo 26) Closing out the column are four demi sets. This first one was used by Air Niugini and was made by Noritake of Japan. The Bird of Paradise decoration is gold. Both pieces are backstamped with the airline's name. Air Niugini started operations in 1973 and became the national airline of Papua New Guinea upon the territo-

Photo 27) Air Siam used this demi cup on their international flights from Bangkok between 1965 and 1976. The logo on the cup is blue and the ware was made by Noritake.

Photo 28) This interesting geometric design appeared on a cup used by Cathay Pacific of Hong Kong. The repetitive design represents gray leaves. The outer pinstripe is bright silver. The saucer is marked with the airline's name on the back, but the cup is not.



Photo 25: Aeroflot



Photo 28: Cathay Pacific

ry's independence from Australia.

Photo 29) The oldest known demi set is this DO X piece. The logo combines the colors red and gold while the trim has an etched gold treatment. The china was made in 1929 for an experimental aircraft built by Dornier of Germany.

A Nostalgic Trip to Rotterdam: 35 years later



Airspeed Ambassador G-ALZY, msn 5221, started her airline career with British European Airways on 10 JUL 52 with the name "Sir Philip Sidney." After a stint as a VIP aircraft for King Hussein of Jordan, she went to the British independent airline Autair in FEB 63. When photographed at Rotterdam, The Netherlands, on 04 MAY 67, she was seven months away from storage at Lasham, where she was broken up sometime after that. (All photos by JOOP GERRITSMA at Zestienhoven Airport, Rotterdam)

In the absence of Photo Editor Richard Fedorco, I will use these pages to take you on a nostalgic tour of Rotterdam Airport in Holland in the 1960s. You will meet many of the minor airlines and aircraft of that time, their names now only small footnotes in the annals of airline history.

What made them so attractive to me then, and still today, is that they were a colorful lot of second-string outfits operating aircraft cast off by the "big carriers" when they were moving up to newer and bigger equipment. Most of these cast-off types have now become extinct as well, following the fate of their operators, but the survivors of a few gamely struggle on, although their names are firmly on the endangered-species list.

Unfortunately, my record-keeping left a lot to be desired in those early years of my photographing aircraft. Getting the picture was dominant over writing down when and where it was taken. I was young and I believed I would remember even the smallest details, including the dates, of those aircraft photo safaris forever. What a disappointment that turns out to be, some 35 years later.

I remember the hunt all right, the wild "shoot 'm and get out again fast" trips, the rush to try and cram as many smaller airports as possible into a weekend and I know of most photographs where they were taken because of a familiar background, but the when has long since faded from memory. I suppose it is that thing that people call "getting old."

I hope you'll like this selection anyway.



This DH-89 dropped in one day on a charter. Registered G-ALGE, she was operated by MacSmith Air Charter Limited. I don't know what she did at Rotterdam. She was there when I arrived and was still waiting when I left a few hours later.



G-AICT is a Bristol 170 Freighter Mk. 11A, msn12763, delivered new to Airwork on lease for the Berlin Air Lift. In APR 52 she went to work for West African Airways Corp. as VR-NAL "Gambia" and returned to England for service with East Anglian Flying Services in AUG 57. EAFS was renamed Channel Airways on 25 OCT 62 and G-AICT was used on the famous car ferry service across the English Channel.

Right: Douglas C-54A-10DC, msn 10335, was delivered to the US Army Air Force as 42-72230 on 22 JUN 44. After the war she was converted to a DC-4, the 23rd on the line, and delivered to Pan American World Airways as N88922 "Clipper Radiant." Later she carried the names "Cipper Nurnberg" and "Clipper Dusseldorf," presumably because she served on internal West German services. Balair of Switzerland acquired her for charters to the sunny south as HB-ILC on 17 JUN 60. She became G-ASFY of Air Ferry in MAR 63. She ended up with LAVCO in SEP 69 via the International Aviation Development Corp. and was broken up at Hal Far Airport, Malta in 1979. The weather must have been cool when I took this photo, because I remember that on sunny days the terrace in the foreground was often full of people enjoying a cool drink while watching the aircraft.

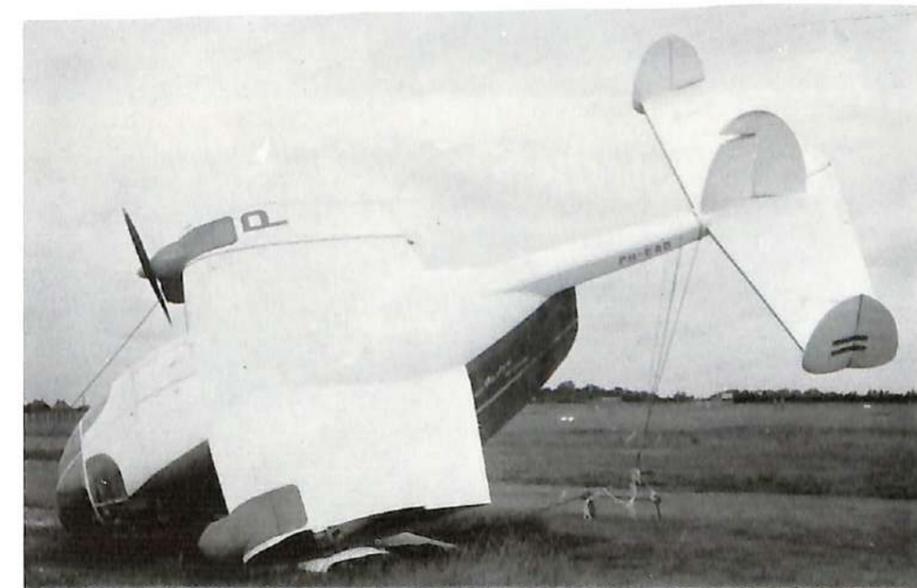


Right: In the mid-1960s British independent airlines began flying larger and more-modern aircraft, when BOAC and BEA switched to jets. BOAC Britannia 312 G-AOVJ, msn 13418, was on lease to British Caledonian when she picked up holiday makers for Spain at Rotterdam on 15 APR 68.



Left: Heron 1B G-APKW, msn 14046, was acquired by Channel Airways from the Congo in 1969. She operated on the airline's cross-Channel services with the titles Air England for a very short time, and that is when I "got her" that same year.

Right: The Miles M.57 Aerovan Mk.4 was a very unusual post-WW2 feeder airliner from Britain. PH-EAB, msn 6382, came to grief at Rotterdam sometime in 1962 when a storm blew her over. She was still lying there when I photographed her a few years later. Eventually she was sold (I believe to Switzerland) as a source for spare parts.



WHAT IS IT?

A historical journey of Canadian airlines long gone

Right: Another airliner that was once the pride of the BEA fleet. Vickers Viking 1 G-AHPC, msn 133, was delivered 21 NOV 46 with the name "Vassal." Hunting Air Travel acquired her in JAN 49 and under the name Hunting-Clan Air Transport used her for trooping flights for the British Army with military serial XF764, and on civilian work with its regular civil registration. She was sold to Tradair in MAY 60.



Above: Not every airline operated old aircraft into Rotterdam. British United Airways frequently arrived with the BAC One-eleven to pick up people for vacations in Southern Europe. G-ASJL, msn 013, a 201 AC model, was only half a year old when spotted sometime during the winter of 1966/1967.

Left: Another modern aircraft at Rotterdam in those years was this HS.748 G-A TEK, msn 1588 of Channel Airways, on a scheduled service from London on 11 MAR 67. She was delivered new to the airline on 28 MAR 66 and subsequently served with Leeward Islands Air Transport, Philippines Airlines, Ligacoes Aereas Regionais of Portugal and Air Senegal before being broken up for parts at Southend in JUL 91.

Left: Sabena's S-58 helicopters occasionally dropped in at Zestienhoven Airport when the downtown heliport was closed by fog. Such was the case when OO-SHP, msn 58-350, arrived on 28 MAY 66 on her scheduled service from Brussels via Antwerp.

In this issue of the CAPTAIN'S LOG I am taking you on a historical journey and show you some of the insignia of the several airlines, now a memory, that make up Canadian Regional Airlines. (I have shown some of these wings and badges previously, but they are included here for continuity.)

A & B) The journey begins with a hat badge and jacket wing currently in use with Canadian Regional front-end crew. These have been used since the formation of the company in 1993.

C) The name Calm Air was formed from the initials of the airline's owners: Carl Alrnold and L. Morberg. The airline was formed in 1970.

D) The next one is a Flight Attendant jacket wing of Canadian Partner of Manitoba, Canada formed out of Calm Air of Thompson, Manitoba. This wing was used from 1988 to 1993. Front-end crew at this time used the insignia of the original airline, Calm Air (see above).

E) Soundair, formed in 1980, was from Warton, Ontario.

F) Soundair was the parent company of Commuter Express of Toronto. This is the jacket pocket badge from 1988. No wings or cap badge were used.

G) Soundair was also the parent company of charter airline Odyssey International, also of Toronto.

H) In 1988 Soundair was renamed Air Toronto.



Fig. A



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F

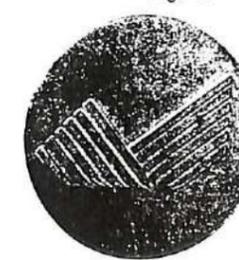


Fig. G



Fig. H

I & J) Ontario Express of Toronto, Ontario, was formed in 1989 out of Air Toronto. The hat badge and breast wing are shown.

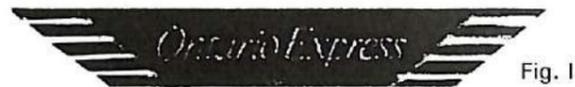


Fig. I

K & L) Intair of Montreal used this wing and hat badge in 1989-91.

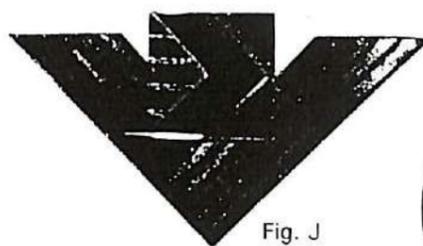


Fig. J



Fig. K

M & N) Intair became Inter-Canadian in 1991.

O & P) are the wing and hat badge of Time Air of Lethbridge, Alberta, 1966 - 1993, which also became part of Canadian Regional Airlines in 1993.

The corporate trail in the formation of Canadian Regional Airlines is confusing and difficult to follow. However, these are some of the flight crew wings and cap badges that have been in use over the years. A more-complete history can be found in the book "A History of the Airlines of Canada" by John Blatherwick, The Unitrade Press, 1989.

Fig. L



Fig. M



Fig. O



Fig. P



Fig. N

Now on to the good stuff:

ANSWERS

#157) is a wing of Island Air Ferries, says DAVID ROWE. It was formed in 1945 on Long Island, NY, to improve transport on Long Island and across the Sound to the New England states.

The identification was made from a baggage label in David's collection.

#184) BILL SOHMER says this is the cap badge of Hispania of Spain. Hispania was formed in 1983

#190) Insignia of China Southwest Airlines of Si Chuan Province of China.

#197) is a 1980s era Flight Attendant breast wing of Air France.

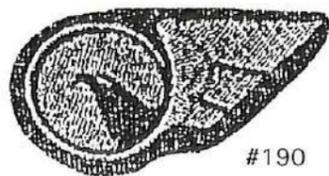
#157



#157



#184



#190



#197

#214) DAVE McCURRY says this wing is from Viva Air of Madrid, Spain. The airline's hat badge and jacket wing are the same.

#215) is from U.S. Airlines of Florida, 1946-55., say JOHN CORPENING and STAN BAUMWALD. They operated scheduled and charter cargo services with DC-3 and C-46. Passenger charters were operated in 1952 with Constellations.

#216) Hat badge of Argosy Airlines, a Florida-based company, defunct since 1978.

#219) Bahamas Air, Bill Sohmer tells us, in use in 1987.

The above answers (thank you all very much) are followed by

NEW QUESTIONS

#233



#234



#234A

GREEN
K.C.N

#233) This large badge, 3³/₄ inches (9¹/₂ cm) across, comes from HECTOR CABEZAS via Stan Baumwald. Who, where and where?

#234) From JIM GRAHAM comes this picture of a white metal wing with a heavy yellow letter "B" attached. The wing is heavy with screw posts and there is a logo on the back (#234A)

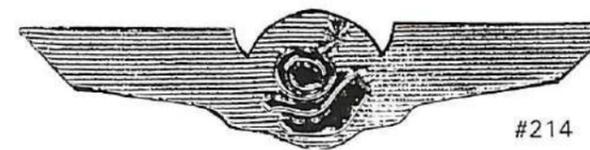
#235) JIM BURTON likes to know who this is? The logo shows a wedge and the compass directions N, E, S and W, with the words "Air" above the wedge and "Flite" below it.

#236) comes from ROY THOMPSON - a white-metal wing with a red bird on a blue disc. Who, what, where and when?

#237) is another of Roy's questions. Who is F S?

#238) Bill Sohmer would like to know the details on who FBA was.

Thank you for your letters, questions, answers and comments. They are all appreciated.



#214



#215



#216



#219



#235



#236



#237



#238

KLM junior pilot wing likely their first issue

I have received a letter from BOB YATES in Phoenix, AZ with a comment about a junior wing that was in question. He says the phoenix bird design is the official emblem of the City of Phoenix and that the wing we are talking about, was from Sky Harbor Airport. It was used as a give-away for several years.

HECTOR CABEZES, the great wing collector in Frankfurt, just sent me a picture of a junior wing that he found in a flea market with our friend LOTHAR GRIM (Fig. 1). This KLM wing is more than likely the first issue as we know it, because all of the other KLM junior wings have the same design until about 1990, when they were changed again. Now, if Hector found this junior pilot wing, there must be a junior hostess wing out there too. Keep looking, people.

(There is an interesting aside to this picture. It shows the only two air commodores KLM has ever had, Jan Moll, left, and Adriaan Viruly - note the crown above the four stripes on their sleeves. Viruly is explaining to the boy the features of KLM's new Convair 240. Both Moll and Viruly distinguished themselves as captains on the Amsterdam-Dutch East Indies service as early as the 1930s. The picture was taken in 1948-49. - Joop Gerritsma)

Every once in a while we make another great find in the area of junior wing collecting. Unlike the real pilot wings, here we have a real good idea of every junior wing ever produced, but when we make a new discovery, we are really elated. We have another great find, this time by TONY LOPEZ. Tony at one time had a really great collection of junior wings, but circumstances forced him to sell it. But he still keeps his eyes open and recognizes a good wing when he sees it. Tony just found an Alaska Airlines junior wing (Fig. 2) that is new to all of us. It would certainly qualify as a first issue type. The design is the same as Wien Air Alaska #1 and #2. This perfect condition wing is in silver with red and blue lettering. Fortunately, I was able to make a trade with Tony and now this wing is in my collection. BUT if there was a junior stewardess wing, there must certainly be a junior pilot wing out there.

At the ORD show of 12 APR 97, CLARK SKILLMAN, our pilot over at American Eagle Airlines, GAVE whoever want one, the new and only issue of American Eagle (Fig. 3), It is Stoffel design S-4 and made by them. This pin-back wing is in silver with red and blue design and lettering.

Also at the show I picked up an Executive Jet International wing (Fig.4). This is a silver wing with light-blue lettering and bar and is a pin pack.

That is it for now. Please keep your letters coming and happy collecting.



Fig. 1



Fig. 2



Fig. 3



Fig. 4

Drawings (c) 1997 by Herman van Dyk

Pan American's PACIFIC PIONEERS A Pictorial History of Pan Am's Pacific First Flights 1939-1946 by Jon E. Krupnick

Pictorial Histories Publishing Company, 713 South Third Street West, Missoula, Montana 59801, Tel. (406) 549-8488, Fax (406) 728-9280. ISBN 1-57510-027-4. Library of Congress Catalog Card No. 97-66774. Hardcover, 320 pages, more than 500 photos of aircraft, people, flight covers, maps, schedules, labels, newspaper clippings and other illustrations, most in color. Year of Publication: 1997.

Just when we thought everything that could possibly be published about Pan American's pioneering flying boat services across the Pacific in the 1930s, had been published, this book comes out.

The author has interwoven first-flight covers and historic photos from private collections (many never published before) with interviews with people who actually participated in the events described. I doing so, he tells the story of how Pan American conquered the Pacific.

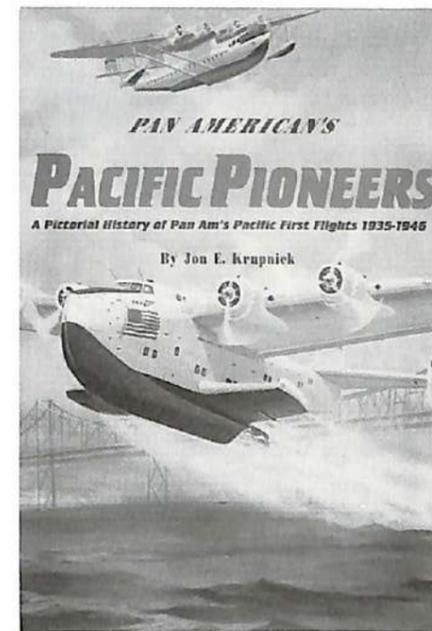
The survey flights to Hawaii, Guam, Wake, the Philippines, New Zealand, Hong Kong and Macao with the majestic Sikorsky S-42, Martin 130 and Boeing 314 Clipper flying boats are covered. He also provides basic technical details about these "ships of the air."

But the people are not forgotten. The flight crews, station managers, construction workers who built the flying boat bases on the islands of the South Pacific, and many others all get their turn.

Also told are the exploits of Pan American's trans-Pacific services during the second World War in the Martin Mariner, a navy patrol flying boat operated by the airline for transporting people, mail and cargo.

Tables throughout the book clearly set out the various survey flights, their dates, destinations and the names of the Clippers that operated them, often accompanied by other details.

On quickly flipping through this book, one is tempted to think it is of interest mainly to aerophilatelists who have a special interest in Pan American, because of the large number of illustrations of first-flight covers. But this doesn't do justice to either the author or the book. Yes, Jon Krupnick is, by his own admission, a dedicated Pan American flight cover collector, but to make this hobby more rewarding, he has gathered much "behind-the-scenes" information about why, when and by whom these covers were created. For airline historians, the post office cancellation marks on the covers clearly estab-



lish the dates on which the various flights were made.

This is a glorious book that offers much to the aerophilatelist and the airline historian.

(Review by Joop Gerritsma)

PILOTS WINGS OF THE UNITED STATES 1913-1995

by Philip Martin
Beach Cities Publications, P.O. Box 91051, Long Beach, CA 90809-1051, USA. U.S.\$30 + \$4 postage. Softcover.

A much-needed piece of work, with more than 230 pages of wings, cap badges, airline names and information, dates and places.

(Review by Ken Taylor)

JP AIRLINE FLEETS INTERNATIONAL 97/98

by Ulrich Klee and others
Bucher & Co. Publikationen, Kanalstrasse 17, CH-8152 GLATTBRUGG, Switzerland ISBN 3-85758-131-X Softcover, 724 pages, 72 full-color photos and nine color tail logos on cover Year of Publication: 1997

The 31st edition of this indispensable and incredibly-detailed annual world-wide airline fleet list book contains the fleet lists and administration details of more than 7,500 commercial airlines and other fleet operators. The entry for American Airlines and American Eagle alone takes nine pages, for Delta 6 1/2, for United and United Express nine and for US Airways seven.

Also alphabetical ICAO 3-letter and IATA 2-letter codes and of leasing company codes. Alphabetical listing of countries and of na-

tional prefixes and an alphabetical index for all airlines listed, and of airlines that ceased operations since the previous issue. Need I say more?
(Review by Joop Gerritsma)

PISTON ENGINE AIRLINER PRODUCTION LIST

by A.B. Eastwood & John Roach
The Aviation Hobby Shop, 4 Horton Parade, Horton Road, West Drayton, Middlesex, England, UB7 8EA. ISBN 0-907178-61-8 Softcover, 490 pages, 3 color, 48 B&W photos. Year of Publication: 1996, 2nd edition.

This title lists the history of every individual aircraft of all 24 post-World War 2 types of proliners that went into production, from the humble DH Heron and BN Trislander, to the majestic Stratocruiser and the ill-fated Avro Tudor. Also included is the Curtiss C-46, a type ignored by most similar books. Details for every aircraft are listed in msn order and include military transport versions. Right at the end of the listing for each type is a comprehensive index by registration/serial number.

(Review by Joop Gerritsma)

JET AIRLINER PRODUCTION LIST, Vol.2

by A.B. Eastwood & John Roach
The Aviation Hobby Shop, 4 Horton Parade, Horton Road, West Drayton, Middlesex, England, UB7 8EA. ISBN 0-907178-57-X Softcover, 377 pages, 3 color, 24 B&W photos. Year of Publication: 1995.

The complete production lists of all non-Boeing and non-Russian jetliners are presented in the same way as the piston airliners are in the book reviewed above, from the DH Comet to the latest Airbus types. The Boeing range and Russian types are not included because they each have their own volume. *(Review by Joop Gerritsma)*

WINGED SPRINGBOKS 1934 to 1996

by Ivan Spring
Spring Air, P.O. Box 92070, Norwood, 2117, South Africa ISBN 0-958-3977-4-0 Softcover, 34 pages, 9 color & 37 B&W photos. Year of Publication: 1996.

A nice photo guide to all aircraft types operated by South African Airways from the Gipsy Moth and Junkers F13s of Union Airways in 1932 to the 747 and Airbus models of today. With technical and service details of each type. Also chapters on the SAA Historic flight and the SAA museum aircraft. *(Review by Joop Gerritsma)*

AROUND THE WORLD

of Airline Schedules

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George Cearley Jr.

The schedule column in this issue of the CAPTAIN'S LOG consists of a survey of the first airline services of the Lockheed L-188 prop-jet "Electra." Included are initial operations by U.S. airlines in 1959 (Eastern, American, National, Braniff, Western, Northwest & PSA); and non-U.S. operators 1959-1961 (Ansett-ANA, Cathay Pacific, Trans-Australia, Tasman Empire Airways Ltd., KLM, QANTAS and Garuda Indonesian Airways).

Below: American Airlines was the first "Electra" customer, but second to place the aircraft in service. "Jet Powered Electra Flagship Service" was inaugurated January 23, 1959 between New York (La Guardia) and Chicago (Midway) with Capt. George McCabe at the controls. It was followed an hour later by the Chicago - New York trip piloted by Capt. A.H. DeWitt, who was killed in the crash of N6101A in the East River, February 3, 1959. On February 10, "Electra" flights were added between La Guardia and Detroit (Metropolitan); April 12 from Chicago (Midway) to Washington (National); May 17 Idlewild - Dallas-Ft. Worth; and May 24 Boston - Chicago (Midway) - Dallas-Ft. Worth.

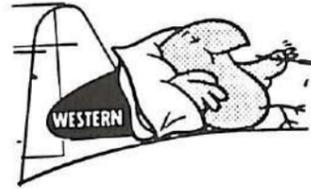
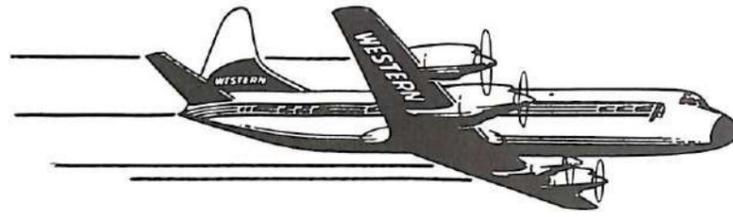


TABLE 13A		AT 658	SPR 838	AT 842	600
San Juan, P. R. (AST) Lv			59530		
MIAMI (EAL Term.) (EST) Ar					
MIAMI (EAL Term.) Lv	59500	59530		59545	110000
Miami (International Term.) Lv					
West Palm Beach, Fla. Lv					
TAMPA, FLA. Lv					
TAMPA, FLA. Lv					
St. Petersburg/Clearwater Lv					
Vero Beach, Fla. Lv					
Melbourne, Fla. Lv					
Orlando, Fla. Lv					
Ocala, Fla. Lv					
Gainesville, Fla. Lv					
Daytona Beach, Fla. Lv					
JACKSONVILLE, FLA. Lv					
JACKSONVILLE, FLA. Lv					
Tallahassee, Fla. Lv					
Albany, Ga. (EST) Lv					
Dothan, Ala. (EST) Lv					
Montgomery, Ala. (EST) Lv					
Waycross, Ga. (EST) Lv					
Macon, Ga. Lv					
Columbus, Ga. Lv					
ATLANTA, GA. Lv					
ATLANTA, GA. Lv					
Chattanooga, Tenn. Lv					
Brunswick, Ga. (Sea Island) St. Simons Lv					
Savannah, Ga. Lv					
Augusta, Ga. Lv					
Charleston, S. C. Lv					
Columbia, S. C. Lv					
Florence, S. C. Lv					
CHARLOTTE, N. C. Lv					
CHARLOTTE, N. C. Lv					
Winston-Salem, N. C. Lv					
Greensboro/High Point, N.C. Lv					
Raleigh/Durham, N. C. Lv					
Richmond, Va. Lv					
WASHINGTON, D. C. Lv					
WASHINGTON, D. C. Lv					
BALTIMORE, MD. Lv					
BALTIMORE, MD. Lv					
Wilmington, Del. Lv					
Atlantic City, N. J. Lv					
PHILADELPHIA, PA. Lv					
PHILADELPHIA, PA. Lv					
Lancaster, Pa. Lv					
Reading, Pa. Lv					
Allentown/Bethlehem/Easton, Pa. Lv					
Wilkes-Barre/Scranton, Pa. Lv					
Binghamton/Endicott/Jhan. C. Lv					
Syracuse, N. Y. Lv					
Watertown, N. Y. Lv					
New York (La Guardia Ter. Ar)					
New York (Idlewild Ter. Ar)					
New York (International Lv)					
New Haven, Conn. Lv					
Hartford/Springfield Lv					
Providence, R. I. Lv					
BOSTON, MASS. Lv					
Albany/Troy/Schenectady Lv					
Glens Falls, N. Y. Lv					
Rutland, Vt. Lv					
Saranac Lake/Lake Placid. Lv					
Burlington, Vt. Lv					
Plattsburg, N. Y. Lv					
Malone, N. Y. Lv					
Massena, N. Y. Lv					
MONTREAL (EST) Ar					
OTTAWA (EST) Ar					
MONTREAL (EST) Ar					

TABLE 13		AT 658	SPR 838	AT 842	600
MONTREAL (EST) Lv					
OTTAWA (EST) Lv					
MONTREAL (EST) Lv					
Massena, N. Y. Lv					
Malone, N. Y. Lv					
Plattsburg, N. Y. Lv					
Burlington, Vt. Lv					
Saranac Lake/Lake Placid, N. Y. Lv					
Rutland, Vt. Lv					
Glens Falls, N. Y. Lv					
Albany/Troy/Schenectady, N. Y. Lv					
BOSTON, MASS. Lv					
Providence, R. I. Lv					
Hartford/Springfield Lv					
New Haven, Conn. Lv					
New York (La Guardia Term. Ar)					
New York (La Guardia Term. Ar)					
New York (International Ar)					
New York (Idlewild Term. Ar)					
Newark Term. Ar					
Newark Term. Ar					
Watertown, N. Y. Lv					
Syracuse, N. Y. Lv					
Binghamton/Endicott/Johnson City, N. Y. Lv					
Wilkes-Barre/Scranton, Pa. Lv					
Allentown/Bethlehem/Easton, Pa. Lv					
Reading, Pa. Lv					
Lancaster, Pa. Lv					
PHILADELPHIA, PA. Lv					
PHILADELPHIA, PA. Lv					
Atlantic City, N. J. Lv					
Wilmington, Del. Lv					
BALTIMORE, MD. Lv					
BALTIMORE, MD. Lv					
WASHINGTON, D. C. Lv					
WASHINGTON, D. C. Lv					
Richmond, Va. Lv					
Raleigh/Durham, N. C. Lv					
Greensboro/High Point, N. C. Lv					
Winston-Salem, N. C. Lv					
CHARLOTTE, N. C. Lv					
CHARLOTTE, N. C. Lv					
Florence, S. C. Lv					
Columbia, S. C. Lv					
Charleston, S. C. Lv					
Augusta, Ga. Lv					
Savannah, Ga. Lv					
Brunswick, Ga. (Sea Island) (St. Simons) Lv					
Chattanooga, Tenn. Lv					
ATLANTA, GA. Lv					
ATLANTA, GA. Lv					
Columbus, Ga. Lv					
Macon, Ga. Lv					
Waycross, Ga. (EST) Lv					
Montgomery, Ala. (EST) Lv					
Dothan, Ala. (EST) Lv					
Albany, Ga. (EST) Lv					
Tallahassee, Fla. Lv					
JACKSONVILLE, FLA. Lv					
JACKSONVILLE, FLA. Lv					
Daytona Beach, Fla. Lv					
Gainesville, Fla. Lv					
Ocala, Fla. Lv					
Orlando, Fla. Lv					
Melbourne, Fla. Lv					
Vero Beach, Fla. Lv					
St. Petersburg/Clearwater, Fla. Lv					
TAMPA, FLA. Lv					
TAMPA, FLA. Lv					
West Palm Beach, Fla. Lv					
Miami (International Term.) Lv					
Miami (EAL Term.) Lv					
MIAMI (EAL Term.) (EST) Lv					
San Juan, P. R. (AST) Ar					

Effective August 1, 1959

NATIONAL

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FLY THE JET-POWERED ELECTRA BETWEEN BOSTON NEW YORK AND FLORIDA

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The Nation's biggest, fastest, most comfortable JET PROP AIRLINER

AMERICAN AIRLINES

NEW YORK EVERY HOUR ON THE HOUR CHICAGO

TABLE 14	DC-7	Electra	DC-6	Electra	DC-6	Electra	DC-6	Electra	DC-6	Electra
New York (La Guardia) EST Lv	731	301	203	303	609	217	309	223	311	
New York (N. Y. Int'l) EST Lv										
New York (Newark) EST Lv										
Chicago (O'Hare Field) CST Ar										
Chicago (Midway) CST Ar										

TABLE 15	DC-6	Electra	DC-6	Electra	DC-6	Electra	DC-6	Electra	DC-6	Electra
New York (La Guardia) EST Lv	133	331	201	333	137	337	123	197	127	127
New York (N. Y. Int'l) EST Lv										
New York (Newark) EST Lv										
Detroit/Windsor (Detroit Metropolitan) EST Ar										

Above, left and center: On January 12, 1959 Eastern became the first airline to operate the "Electra" in scheduled service. Initial flights included Miami - Idlewild - Montreal, and Idlewild - Atlanta - Tampa. Other markets served as of that day included Houston, San Antonio, Chicago, Washington D.C., Detroit, Newark, and Cleveland. Nonstop Idlewild - San Juan flights were added February 22, 1959.

Far right and Top right: National inaugurated "Electra" flights April 23, 1959, between Idlewild & Miami. That summer "Electra" services were offered from Idlewild to Miami & Havana, as well as additional domestic markets, including Boston, Washington, Tampa, Jacksonville, and St. Petersburg.

TABLE 1 FLIGHT NUMBERS

FLIGHT	FT	ENCL	201	337
BOSTON	EST	14		
PROVIDENCE	Ar			
PROVIDENCE	Lv			
NEW YORK (Idlewild)	EST	14		
NEW YORK (Idlewild)	Lv			
NEW YORK (Newark)	EST	14		
NEW YORK (Newark)	Lv			
PHILADELPHIA	EST	14		
PHILADELPHIA	Lv			
BALTIMORE	EST	14		
BALTIMORE	Lv			
WASHINGTON	EST	14		
WASHINGTON	Lv			
BRUNSWICK	EST	14		
BRUNSWICK	Lv			
NEWPORT NEWS/HAMPTON	EST	14		
NEWPORT NEWS/HAMPTON	Lv			
NORFOLK PORTSMOUTH	EST	14		
NORFOLK PORTSMOUTH	Lv			
NEW BERN	EST	14		
NEW BERN	Lv			
FAYETTEVILLE	EST	14		
FAYETTEVILLE	Lv			
WILMINGTON	EST	14		
WILMINGTON	Lv			
CHARLESTON	EST	14		
CHARLESTON	Lv			
SAVANNAH	EST	14		
SAVANNAH	Lv			
JACKSONVILLE	EST	14		
JACKSONVILLE	Lv			
DAYTONA BEACH	EST	14		
DAYTONA BEACH	Lv			
ORLANDO	EST	14		
ORLANDO	Lv			
LAKELAND	EST	14		
LAKELAND	Lv			
TAMPA	EST	14		
TAMPA	Lv			
ST. PETERSBURG	EST	14		
ST. PETERSBURG	Lv			
CLEARWATER	EST	14		
CLEARWATER	Lv			
SARASOTA	EST	14		
SARASOTA	Lv			
SARASOTA BRADENTON	EST	14		
SARASOTA BRADENTON	Lv			
FORT MYERS	EST	14		
FORT MYERS	Lv			
WEST PALM BEACH	EST	14		
WEST PALM BEACH	Lv			
FORT LAUDERDALE	EST	14		
FORT LAUDERDALE	Lv			
MIAMI	EST	14		
MIAMI	Lv			
KEY WEST	EST	14		
HAVANA	EST	14		

BRANIFF AIRWAYS

FLY BRANIFF'S
Jet Power
ELECTRA

EQUIPMENT	FLIGHT NUMBER	Electra 2
Brownsville	(CST) Lv	
Corpus Christi	" " Lv	
San Antonio	" " Lv	E 7 45
Houston	" " Lv	
Austin	" " Lv	
Waco	" " Lv	
Fort Worth	" " Lv	
Dallas	" " Lv	8 40
Memphis	" " Lv	9 15
Nashville	" " Lv	
Chattanooga	(CST) Lv	
Washington	(EST) Lv	
Washington	(EDT) Lv	
New York	" " Lv	
NEWARK AIRPORT	" " Lv	
IDLEWILD (INT'L AIRPORT) (EDT) Lv	" " Lv	3 10
		PM

EQUIPMENT:	FLIGHT NUMBERS:	DC-6 600	DC-6 400	Convair 440	Convair 440	Convair 440	Electra 30
Mexico City	(CST) Lv						
Monterrey	" " Lv						
Brownsville	" " Lv	From Latin America See Page 21	From Latin America See Page 21	Daily Except Sunday	Sunday Only		
Corpus Christi	" " Lv					9 00	
San Antonio	" " Lv					9 46	
Austin, Tex.	" " Lv			10 05		10 05	
Houston	" " Lv			10 34		10 34	
New Orleans	" " Lv			10 44		10 44	
Waco	" " Lv						10 50
Shreveport	" " Lv						
Fort Worth	" " Lv						
Dallas	" " Lv			11 44	11 44	11 44	
Fort Worth	" " Lv			12 20	12 20	12 20	
Fort Worth	" " Lv			12 35	12 35	12 35	
Texarkana	" " Lv			12 46	12 46	12 46	
Ft. Smith	" " Lv						
Oklahoma City	" " Lv						
Tulsa	" " Lv						
Wichita	(CST) Lv						
St. Louis	(CDT) Lv		1 23				
Kansas City	(CST) Lv		1 45				
Omaha	" " Lv		2 06				
Des Moines	(CST) Lv						
Chicago	(O'Hare Field) (CDT) Lv						
(Midway Airport) (CDT) Lv							3 40
Waterloo	(CST) Lv						
Rochester	(CDT) Lv						
Sioux City	(CST) Lv						
Sioux Falls	(CST) Lv						
Minneapolis-St. Paul	(CDT) Lv						

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Effective SATURDAYS too!

Your family goes 15-fare anywhere in the U.S. on first class flights when you pay one-way regular fare Mondays after noon, Tuesdays, Wednesdays, Thursdays until noon and all day Saturdays. Children under 12 when accompanied are charged half-fare any time.

SEPTEMBER '59	OCTOBER '59
S M T W T F S	S M T W T F S
1 2 3 4 5	4 5 6 7 8 9 10
6 7 8 9 10 11 12	11 12 13 14 15 16 17
13 14 15 16 17 18 19	18 19 20 21 22 23 24
20 21 22 23 24 25 26	25 26 27 28 29 30 31

FIRST NON-STOP COAST-TO-COAST ELECTRA/JET SERVICE!

NEW NORTHWEST LONG RANGE ELECTRA/JETS now provide fastest service plus the ultimate in comfort (no extra fare) on these important routes:

SEATTLE-NEW YORK
... 1 Hr. 40 Minutes faster! One eastbound, one westbound flight daily, both non-stop! Famous, luxury Imperial Service or economical new Coronation Coach Service.

MINNEAPOLIS-ST. PAUL-NEW YORK
... 38 Minutes faster! Daily one-stop service via Milwaukee. One hour eight minutes faster Milwaukee to New York. Luxury Imperial Service or economical new Coronation Coach Service.

CHICAGO-TWIN CITIES
... 15 Minutes faster! Two round-trip, non-stop flights daily. Luxury Imperial Service... fastest, finest available between these important centers.

LEAVE NEW YORK (Int'l)	ARRIVE SEATTLE/TACOMA	ENROUTE STOPS	FLIGHT and SERVICE	DAILY Except as noted	EQUIPMENT	MEAL SERVICE
8:30 am	7:06 pm	Five-Stop	11 F		Strato	B, D
9:05 am	5:31 pm	Three-Stop	71 FT		DC-7C	S, L
12:00 am	8:11 pm	Three-Stop	205-75 FT		Strato/7C	L, D
3:15 pm	9:35 pm	One-Stop	77 FT		DC-7C	S, D
4:00 pm	7:18 pm	NON-STOP	1 FT		Electra	S, D
9:05 pm	4:56 am	Two-Stop	73 FT		DC-7C	S, B

LEAVE NEW YORK (Int'l)	ARRIVE TWIN CITIES	ENROUTE STOPS	FLIGHT and SERVICE	DAILY Except as noted	EQUIPMENT	MEAL SERVICE
8:30 am	12:57 pm	Two-Stop	11 F		Strato	B, L
9:30 am	1:35 pm	Two-Stop	505 F		DC-6B	L
12:00 am	3:27 pm	One-Stop	205 F		Strato	L
1:10 pm	4:47 pm	One-Stop	521 F		DC-6B	L
3:00 pm	5:25 pm	NON-STOP	100 FT	Su. only	DC-7C	D
4:00 pm	8:36 pm	Three-Stop	523 F		DC-6B	D
4:30 pm	7:15 pm	NON-STOP	7 F		Strato	D
6:00 pm	7:56 pm	One-Stop	209 F		Electra	D

LEAVE CHICAGO	ARRIVE TWIN CITIES	ENROUTE STOPS	FLIGHT and SERVICE	DAILY Except as noted	EQUIPMENT	MEAL SERVICE
MDW 7:00 am	8:25 am	One-Stop	465 FT		DC-7C	B
MDW 8:00 am	8:41 am	NON-STOP	401 FT		DC-7C	B
MDW 8:30 am	9:17 am	NON-STOP	403 F	Sa.	DC-6B	S
MDW 9:30 am	10:19 am	NON-STOP	409 F	Sa. Su.	Strato	
MDW 11:10 am	2:00 pm	Three-Stop	415 F		DC-4	L
MDW 11:10 am	11:57 am	NON-STOP	413 F		DC-6B	L
MDW 12:30 pm	1:11 pm	NON-STOP	701 FT		DC-7C	L
MDW 1:15 pm	1:38 pm	NON-STOP	419 F		Electra	S
MDW 2:00 pm	3:30 pm	One-Stop	421 F		DC-4	
MDW 3:10 pm	3:57 pm	NON-STOP	423 F		DC-6B	
MDW 4:00 pm	4:47 pm	NON-STOP	521 F		DC-6B	
MDW 4:30 pm	5:17 pm	NON-STOP	429 F	Sa.	DC-6B	S
MDW 6:00 pm	6:23 pm	NON-STOP	431 F		Electra	D

Braniff Airways inaugurated "Jet Power Electra" flights June 15, 1959 between San Antonio - Dallas - Idlewild, and Houston - Dallas - Chicago (Midway). Other markets served by Braniff "Electras" in 1959-60 included Washington D.C. (Sept. 1st); Kansas City, Wichita, & Oklahoma City (Oct. 1st); Denver, Colorado Springs & Amarillo (Nov. 16th); and Minneapolis/St. Paul (Jan. 20th, 1960).

Above left and right: Northwest inaugurated Lockheed L-188C "Electra" flights on September 8, 1959 between Chicago (Midway) - Minneapolis - Idlewild - Milwaukee - Minneapolis, and nonstop between Idlewild and Seattle/Tacoma.

PSA PROUDLY PRESENTS
Electra JET SERVICE
First Class care...at a reasonable fare

PSA JETS

FLIGHT SCHEDULES
A SCHEDULED AIRLINE

SAFETY • COMFORT • DEPENDABILITY

17²⁶
11⁸¹
5⁴⁵

YOUR LOCAL TRAVEL AGENT

Right and below: PSA inaugurated "Electra/Jet" service on December 11, 1959 in the San Diego - Los Angeles - San Francisco and San Diego - Burbank - San Francisco markets.

Effective August 1 through Sept. 30, 1959

WESTERN AIRLINES

NOW!
FIRST IN THE WEST WITH
electra JETS

FASTEST FLIGHTS
ALONG THE PACIFIC COAST
AND AT NO EXTRA FARE!

WESTERN AIRLINES NORTHBOUND from MEXICO CITY • PHOENIX • SAN DIEGO • LOS ANGELES to SAN FRANCISCO • OAKLAND • PORTLAND • SEATTLE/TACOMA

Read Down

FLIGHT NUMBER	WESTERN	Electra	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach
MEXICO CITY	CST	Lv													
PHOENIX	MST	Lv													
SAN DIEGO	PDT	Lv													
SAN DIEGO	Lv														
PALM SPRINGS	Lv														
ONTARIO	Lv														
LONG BEACH	Lv														
LOS ANGELES	Lv														
BURBANK	Lv														
OAKLAND	Lv														
OAKLAND	Lv														
SAN FRANCISCO	Lv														
SAN FRANCISCO	Lv														
OAKLAND	Lv														
OAKLAND	Lv														
PORTLAND	Lv														
PORTLAND	Lv														
SEATTLE/TACOMA	Lv														

Western was the fifth U.S. airline to operate the "Electra" with flights being inaugurated August 1, 1959 between Los Angeles - San Francisco - Seattle, Los Angeles - Seattle, and Los Angeles - San Francisco - Portland - Seattle. On October 10, 1959, Western added "Electra" service in the Los Angeles - Salt Lake City - Minneapolis/St. Paul and Los Angeles - Phoenix markets. Flights between Los Angeles and Las Vegas began June 1, 1960.

PSA PACIFIC SOUTHWEST AIRLINES

INTERNATIONAL FLIGHTS

EFFECTIVE DECEMBER 11, 1959

PSA flies on Boeing 707 time

FLIGHT NUMBER	PSA	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach
Northbound	703*	809†	123	239	539	633									
Lv San Diego	7:00	8:00	12:35	2:35	5:35	6:30									
Ar L.A. (Intl)	8:25	3:00	6:00												
Lv L.A. (Intl)	8:40	3:15	6:15												
Ar L.A. (Burb)	7:30	1:05				7:00									
Ar L.A. (Burb)	7:45	1:20				7:15									
Ar San Francisco	8:35	9:35	2:10	4:10	7:10	8:05									
Southbound	734†	106	144	406	634	746									
Lv San Francisco	7:30	10:00	1:45	4:00	6:30	7:45									
Ar L.A. (Burb)	8:20	2:35	7:20												
Ar L.A. (Burb)	8:35	2:50	7:35												
Ar L.A. (Intl)	10:55	4:55			8:40										
Ar L.A. (Intl)	11:10	5:10			8:55										
Ar San Diego	9:05	11:35	3:20	5:25	8:05	9:20									

FLIGHT NUMBER	PSA	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach	Coach
Northbound	839*	103	129	223	329	511	559	643	829	901	133	119	153		
Lv San Diego	8:30	11:00	12:35	2:15	5:15	6:45									
Ar L.A. (Intl)	8:55	1:00													
Lv L.A. (Intl)	9:10	1:15													
Ar L.A. (Burb)	11:30	2:45													
Ar L.A. (Burb)	11:45	3:00													
Ar San Francisco	10:05	12:35	2:10	3:50	4:20	6:25	6:50	8:20	10:10	12:05	12:05	12:00	12:00		
Southbound	906†	124	208	304	436	500	716	720	854	956	104	136	134		
Lv San Francisco	9:00	12:00	2:00	3:00	4:30	5:00	7:00	7:20	8:55	9:50	10:45	11:30	12:35		
Ar L.A. (Burb)	12:50	3:50							9:45	11:35			12:35		
Ar L.A. (Burb)	8:35	1:05	4:05										11:30		
Ar L.A. (Intl)	9:55	2:55	5:25										12:25		
Ar L.A. (Intl)	10:10												12:35		
Ar San Diego	9:05	10:50	12:35	2:35	5:35	8:05							1:00	2:05	

TIMETABLE
ANSETT ANA AUSTRALIA

FARES

SERVICE INFORMATION

The Nation's Most Experienced Airline System

EFFECTIVE 18th DECEMBER, 1959

GOLDEN JET SERVICE

Flight No.— Aircraft Frequency	304 Electra Mk. II Daily	308 Electra Mk. II Daily	330 Viscount Daily	332 Viscount Daily	304 Electra Mk. II Daily	324 F/Ship Daily Ex. Sat.	324 Viscount Daily Ex. Sat.	314 Electra Mk. II Daily	300 Electra Mk. II Mon. Tue. Wed. Thur.	300 Viscount Fri. Sat. Sun.	352 Viscount Daily	322 Electra Mk. II Daily Ex. Sat.
MELBOURNE	Lv. 08.00	10.00	12 noon	12.15	14.00	15.05	17.05	16.00	18.00	18.00	20.00	20.00
CANBERRA	Lv. 09.30	11.20	13.35	14.05	15.20	17.25	18.15	17.20	19.20	19.20	20.05	21.20
SYDNEY	Lv. 09.50	11.20	13.35	14.05	15.20	17.25	18.15	17.20	19.20	19.20	20.05	21.20
COOLANGATTA	Lv. 11.15	11.20	13.35	14.05	15.20	17.25	18.15	17.20	19.20	19.20	20.05	21.20
BRISBANE	Lv. 11.15	11.20	13.35	14.05	15.20	17.25	18.15	17.20	19.20	19.20	20.05	21.20

Flight No.— Aircraft Frequency	345 Electra Mk. II Daily Ex. Sun.	317 F/Ship Daily Ex. Sun.	307 Viscount Daily	301 Electra Mk. II Daily	305 Electra Mk. II Daily	333 Viscount Daily	303 Electra Mk. II Daily	322 F/Ship Daily Ex. Sat.	343 Viscount Daily	315 Electra Mk. II Mon. Tue. Wed. Thur.	355 Viscount Daily	309 Electra Mk. II Mon. Tue. Wed. Thur.
BRISBANE	Lv. 07.25	09.15	09.40	12 noon	13.30	14.00	15.30	16.00	17.45	18.00	18.50	21.00
COOLANGATTA	Lv. 09.30	09.25	09.40	12 noon	13.30	14.00	15.30	16.00	17.45	18.00	18.50	21.00
SYDNEY	Lv. 09.30	09.25	09.40	12 noon	13.30	14.00	15.30	16.00	17.45	18.00	18.50	21.00
CANBERRA	Lv. 09.30	09.25	09.40	12 noon	13.30	14.00	15.30	16.00	17.45	18.00	18.50	21.00
MELBOURNE	Lv. 09.30	09.25	09.40	12 noon	13.30	14.00	15.30	16.00	17.45	18.00	18.50	21.00

Ansett-ANA of Australia was the first non-U.S. airline to offer "Electra" service. Flights were inaugurated March 10, 1959 between Sydney & Melbourne, and later that year to Brisbane. As of Summer 1960, Ansett-ANA was offering "Electra" flights between Melbourne - Sydney, Melbourne - Sydney - Brisbane, Melbourne - Sydney - Brisbane, Melbourne - Perth, and Melbourne - Adelaide - Perth.

TAA soars further ahead in jet-age leadership with world's first Electra Mk. II

TAA ELECTRA MK. II JETLINERS

Built by Lockheed
Powered by General Motors

Fly TAA Electra Mk. II Jetliners at 400 m.p.h. plus... between Brisbane, Sydney, Melbourne, Adelaide and Perth

Only TAA Electras Mk. II come direct from the Lockheed assembly line to you with vibration cut by 60%.

TAA's new Electra Mk. II Jetliners are the world's most advanced Electras! Here's Electra flight as it should be! Speeded over at 400 m.p.h. - Vibration slashed an incredible 60 per cent - noise reduced to a whisper! Only TAA Electras were equipped with these major improvements at the U.S. Lockheed factory by the men who designed and built them. Small wonder TAA preferred to wait for these mightier, more modern Electras. And with TAA, you get the world's latest Electra luxury features, plus the famous TAA service that is so spontaneous, so friendly, and so fair! For the smoothest, quietest, fastest flight of your life, you'll have to fly TAA Electra Mk. II Jetliners!

FLY TAA THE NATION'S JETLINE

Aircraft Type	SUPER VISCOUNT	ELECTRA Mk. II
Flight Number	412	534
Frequency	Daily	Daily Ex. Sun.
Class	First & Tourist	First & Tourist
MELBOURNE	Lv. 7.50	
COROWA (Albury)	Lv. 8.10	
CANBERRA	Lv. 8.30	
SYDNEY	Lv. 9.45	
NEWCASTLE	Lv. 11.10	
COOLANGATTA (Surfers Paradise)	Lv. 11.10	
BRISBANE	Lv. 11.10	

Left and above: From the beginning of service on July 8, 1959, Trans-Australia Airlines referred to their "Electras" as "Electra Mark II" or "Electra II". Electra II was also the designation adopted after the LEAP program for the modified aircraft of airlines such as American, Braniff, National, Northwest and Western in 1961, two years later! TAA's initial "Electra" flights were operated between Sydney - Melbourne - Brisbane. Left and above: From the beginning of service on July 8, 1959, Trans-Australia Airlines referred to their "Electras" as "Electra Mark II" or "Electra II". Electra II was also the designation adopted after the LEAP program for the modified aircraft of airlines such as American, Braniff, National, Northwest and Western in 1961, two years later! TAA's initial "Electra" flights were operated between Sydney - Melbourne - Brisbane.

cathay pacific airways

FAR EAST SERVICES

Electra First and Tourist Class, all others Tourist only

City	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
TOKYO	09.30	16.20	14.00	18.00	17.00	18.00	10.00
SEOUL	10.40	17.30	15.10	19.10	18.10	19.10	11.10
TAIPEI	11.50	18.40	16.20	20.20	19.20	20.20	12.20
HONG KONG	13.00	19.50	17.30	21.30	20.30	21.30	13.30
MANILA	14.10	21.00	18.40	22.40	21.40	22.40	14.40
DARWIN	15.20	22.10	19.50	23.50	22.50	23.50	15.50
SYDNEY	16.30	23.20	21.00	25.00	24.00	25.00	17.00
BANGKOK	17.40	24.30	22.10	26.10	25.10	26.10	18.10
SINGAPORE	18.50	25.40	23.20	27.20	26.20	27.20	19.20
KUALA LUMPUR	19.50	26.50	24.30	28.30	27.30	28.30	20.30
COCHIN	21.00	28.00	25.40	29.40	28.40	29.40	21.40
CEYLON	22.10	29.10	26.50	30.50	29.50	30.50	22.50
INDIA	23.20	30.20	28.00	32.00	31.00	32.00	24.00
AFRICA	24.30	31.30	29.10	33.10	32.10	33.10	25.10
EUROPE	25.40	32.40	30.20	34.20	33.20	34.20	26.20
AMERICA	26.50	33.50	31.30	35.30	34.30	35.30	27.30

Now in service! Lockheed prop-jet

Electra

TOKYO · HONG KONG · MANILA · DARWIN · SYDNEY · BANGKOK · SINGAPORE

Cathay Pacific Airways inaugurated "Electra" services April 24, 1959 between Hong Kong - Bangkok - Singapore, and Hong Kong - Manila. Bristol Britannias were flown on Cathay Pacific's "Electra" routes in 1960-61 while the "Electras" were being modified in the Lockheed Electra Action Program (LEAP). As of mid-1961 Cathay operated "Electras" in the following markets: Manila - Hong Kong; Singapore - Bangkok - Hong Kong; Singapore - Kuala Lumpur - Hong Kong; Sydney - Darwin - Manila - Hong Kong; and Tokyo - Taipei - Hong Kong.

AUSTRALIA - NEW ZEALAND
(Operated by T.E.A.L.)

SYMBOLS: ★★ Super Constellation. Ⓜ Electra.

TABLE No.	+ or - on Q.M.T.	READ DOWN Times Local	Daily	Mon.	Tue. Wed. Fri., Sun.	Wed.	Thu.	Tue., Thu.
			TE632 F/T Ⓜ	TE434 F/T Ⓜ	TE954 F/T Ⓜ	EM/TE 772 F/T ★★	TE842 F/T Ⓜ	TE444 F/T Ⓜ
13 EASTBOUND	+10	SYDNEY ... dep.	12.30		13.00			11.00
	+10	MELBOURNE ... dep.		13.00		07.00	12.30	
	+12	AUCKLAND ... arr.	18.00	19.25		15.00		14.30
	+12	CHRISTCHURCH ... arr.			18.30		18.30	

EM/TE service operated by Qantas under charter to T.E.A.L.

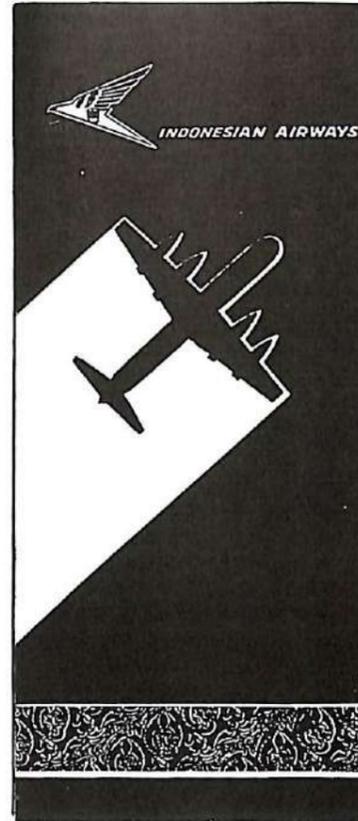
Tasman Empire Airways, Ltd. (TEAL) inaugurated "Electra" flights Dec. 1, 1959 between Auckland - Sydney, Auckland - Melbourne, Christchurch - Sydney and Christchurch - Melbourne. TEAL changed its name to Air New Zealand in 1965.



TO GREECE—TURKEY—NEAR AND MIDDLE EAST

EASTBOUND	MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY		SUNDAY	
	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL	T/DL
AMSTERDAM	13:50	15:15	11:05	16:30	10:50	15:30	11:05	15:00	11:20	16:40	16:55	11:05	11:30	15:45
DUSSELDORF	13:50	15:15	11:05	16:30	10:50	15:30	11:05	15:00	11:20	16:40	16:55	11:05	11:30	15:45
FRANKFURT	13:50	15:15	11:05	16:30	10:50	15:30	11:05	15:00	11:20	16:40	16:55	11:05	11:30	15:45
MUNICH	13:50	15:15	11:05	16:30	10:50	15:30	11:05	15:00	11:20	16:40	16:55	11:05	11:30	15:45
PRAGUE	17:10	17:25	12:55	18:40	12:15	17:10	13:15	19:05	13:15	19:05	13:15	19:05	13:15	19:05
VIENNA	17:10	17:25	12:55	18:40	12:15	17:10	13:15	19:05	13:15	19:05	13:15	19:05	13:15	19:05
GENEVA	17:10	17:25	12:55	18:40	12:15	17:10	13:15	19:05	13:15	19:05	13:15	19:05	13:15	19:05
ZURICH	17:10	17:25	12:55	18:40	12:15	17:10	13:15	19:05	13:15	19:05	13:15	19:05	13:15	19:05
BUDAPEST	19:30	19:45	15:05	20:50	14:05	19:30	21:30	22:35	21:25	22:30	21:25	22:30	21:25	22:30
ROME	19:30	19:45	15:05	20:50	14:05	19:30	21:30	22:35	21:25	22:30	21:25	22:30	21:25	22:30
SOPIA	19:30	19:45	15:05	20:50	14:05	19:30	21:30	22:35	21:25	22:30	21:25	22:30	21:25	22:30
ATHENS	23:30	23:45	19:45	25:30	18:45	23:30	24:35	23:30	24:35	23:30	24:35	23:30	24:35	23:30
ISTANBUL	00:15	00:30	20:05	00:20	18:45	00:15	01:05	19:30	21:30	22:35	21:25	22:30	21:25	22:30
ANKARA	01:25	01:40	19:25	19:55	13:25	01:25	02:15	19:55	20:45	21:35	20:45	21:35	20:45	21:35
BEIRUT	02:10	02:25	19:55	20:25	13:25	02:10	03:00	20:00	20:50	21:40	20:50	21:40	20:50	21:40
DAMASCUS	03:20	03:35	20:05	20:35	13:25	03:20	04:10	20:00	20:50	21:40	20:50	21:40	20:50	21:40
CAIRO	04:05	04:20	20:40	21:10	13:25	04:05	04:55	20:40	21:30	22:20	21:30	22:20	21:30	22:20
BAGHDAD	07:10	07:25	23:05	23:35	13:25	07:10	08:00	23:05	23:55	00:45	23:55	00:45	23:55	00:45
TEHERAN	07:40	07:55	23:35	24:05	13:25	07:40	08:30	23:35	24:25	01:15	24:25	01:15	24:25	01:15
ABADAN	07:40	07:55	23:35	24:05	13:25	07:40	08:30	23:35	24:25	01:15	24:25	01:15	24:25	01:15
BASRA	07:40	07:55	23:35	24:05	13:25	07:40	08:30	23:35	24:25	01:15	24:25	01:15	24:25	01:15
DHAHRAN	07:40	07:55	23:35	24:05	13:25	07:40	08:30	23:35	24:25	01:15	24:25	01:15	24:25	01:15

Left: KLM began "Electra" service on December 8, 1959, between Amsterdam and Cairo via Central Europe. Flights to other African nations and the Middle East via Central and Southern Europe followed in 1960.



Remember!!

That ...

It took an extremely LONG TIME to come from this GARUDA once the Carrier of the Hindu God Vishnu.

down to this GARUDA, the carrier of the Indonesian Red and White

But, it takes only a very SHORT TIME to cover the distance

on the wings of a Lockheed-Super Electra of the GARUDA Emerald Service

operated by - Garuda Indonesian Airways

Tet Power ELECTRA

A PICTORIAL AND ILLUSTRATED HISTORY OF THE LOCKHEED 188 "ELECTRA"

This new book features text and illustrations covering the Electra's early history and development, design finalization in 1955; initial stages of manufacturing - 1955; design and structure of the "Electra" wing, quick engine change (QEC), Allison 501-D13 powerplant, and Aeroproducts 606 propellers; "Electra" aircraft systems including hydraulic, flight controls, electrical, air-conditioning, radiant heating, fueling, pneumatic, and oxygen; "Elation" test bed for Allison engines and "Operation Hourglass"; "Electra" from design to production and flight in 26 months; first flight of "Electra" prototype; additional prototype "Electras" in proving and certification programs; and "Electra" type certification, August 1928.

Tables with comparative data on the "Electra" and other four-engine projects of the same vintage; first "Electra" orders and deliveries to original customers; initial services by U.S. airlines in 1959; and "Electra" inaugurals by non-U.S. airlines, 1959-1961.

Photos and illustrations depicting the "Electra" in initial U.S. airline operations with Eastern, American, National, Braniff, Western, Northwest and Pacific Southwest; as well as non-U.S. early service with Ansett-ANA, Cathay Pacific, Garuda Indonesian, KLM, QANTAS Empire, Tasman Empire (TEAL), and Trans-Australia.

An overview of "Electra" accidents, 1959 to the mid-1960s, with an in-depth comprehensive analysis and discussion of the "Electra" crashes in 1956 and 1960, including American (East River), Feb. 3, 1959; Braniff (Buffalo, Texas) Sept. 29, 1959; and Northwest (Millstone - Tell City/Cannelton), Indiana, March 17, 1960; FAA speed restrictions; theories of propeller auto precession, propeller "whirl flutter", and nacelle-wing harmonic coupling leading to catastrophic wing failure - the so-called "whirl mode" theories; comparisons and contrasts of Buffalo and Millstone accidents, and summaries and probable causes of each; the LEAP program 1960-61; and 1963 test of LEAP-modified 1/8-scale "Electra" in the Langley wind tunnel.

A discussion of other 1960s accidents including American Airlines - LaGuardia, 1960; Eastern - Boston Harbor, 1960; KLM - Cairo, 1961; Northwest - Chicago, 1961; American - Knoxville, 1962, and Braniff - Dawson, TX, 1968.

A pictorial overview of second- and third-generation "Electra" operators.

For further information, contact:

George Cearley, Jr.,
P.O. Box 12312
DALLAS, TX 75225, USA



Qantas announces International Electra Flight

SYDNEY - PORT MORESBY - MANILA - HONG KONG - TOKYO

The introduction of 7-miles-a-minute International Lockheed Electras on Qantas Far East routes will mean a big speed-up in services between Australia, Manila, Hong Kong and Japan. Serenely smooth, high-flying International Electras offer a new concept of luxury. Ultra-spacious cabins, roomily relaxing seats, air-conditioning,

plus incomparable Qantas service, make International Electra/Flight with Qantas a dramatically different and enjoyable experience. Four 3,750 horse-power engines whisk you through the smooth upper air to cut time in flight by 25 per cent. See your travel agent or Qantas for reservations now.

READ DOWN All times local	Mon.	Wed.	Fri.
	EM144 P/T	EM144 F/T	EM142 F/T
SYDNEY dep.	21.00	21.00	23.59
PORT MORESBY arr. dep.			Sat. 03.00 05.45
DARWIN arr. dep.	Tue. 02.43 03.30	Thu. 02.45 03.30	
MANILA arr. dep.	08.00 08.45	08.00 08.45	11.20 12.20
HONG KONG arr. dep.	10.55 11.40	10.55 11.40	14.30
TOKYO arr.	18.00	18.00	

As of early 1960, QANTAS was operating international "Electra" flights between Sydney - Darwin - Manila - Hong Kong - Tokyo; and Sydney - Port Moresby, New Guinea - Manila - Hong Kong. QANTAS had inaugurated Sydney - Hong Kong "Electra" service on December 19, 1959.

SYMBOLS:
☐ Electra International.

Days	Tuesday	Friday	Wednesday	Friday	Monday	Saturday	Sunday
Route No.	GA 906	GA 904	GA 808	GA 802	GA 804	GA 800	GA 806
Aircraft	ELT	ELT	ELT	ELT	ELT	ELT	ELT
Class	P/Y	P/Y	P/Y	P/Y	P/Y	P/Y	P/Y
DJAKARTA	d. 02.00	02.00	07.00	07.00	07.00	08.00	15.00
SINGAPORE	a. d. S	S	B 08.45 09.30	B 08.45 09.30	B 08.45 09.30	.....	.....
KUALA LUMPUR	a. d. S	S	.....	.....	S 10.25 11.10	.....	.....
MEDAN	a. d. S	S	.....	.....	L 13.00	.....	.....
BANGKOK	a. d. S	S	11.40 12.25	11.40	.....	.....	.....
MANILA	a. d. S	S 07.30 08.25	L 17.05	.....	.....	.....	.....
HONGKONG	a. d. S 08.25 09.15	S 10.45 11.35	.....	.....	.....	.....	.....
TOKYO	a. d. S 15.30	L 17.50	.....	.....	.....	.....	.....

In March 1961 Garuda inaugurated "Electra" flights between Djakarta - Denpasar; Djakarta - Hong Kong, and Djakarta - Singapore - Bangkok - Schedules and advertisement above from 1963.



...from the left hand seat...

by Paul F. Collins



AI '97 is now history, and I would like to thank Roy and Margit Thompson for inviting us to Colorado Springs. We had great scenery, two great train rides, lots of fun at Cripple Creek, snow for the first time since 1992, a great German dinner, and, yes, another great convention. I found over 100 new postcards and a nice assortment of Air Bus stickers for my collection. After talking with others, it seems they had as good luck as I did. A great welcoming party, two days of trading, buying, and selling, as well as a nice closing banquet provided us all a good time. What more could be asked for? Well, we will find out next June in Seattle when we visit that lovely city for the second time. Host Jon Proctor is planning a lot of nice things for us so we are looking forward to our second trip to the great Northwest!

As a final note to AI '97, I would like to thank Delta for their poor service on our return trip to Jacksonville. We boarded our Sunday 3:00 PM flight to DFW, where we were to make a connecting flight to JAX, with final arrival time of 11:15 PM. Our flight to DFW was delayed over 2 1/2 hours due to "thunderstorms" in the DFW area. We were moved to a 6:00 PM flight to Atlanta where we were told we would be able to catch a flight to JAX. After another 1 1/2 hour delay, the plane departed DEN for Atlanta. The flight arrived Atlanta 20 minutes AFTER our connecting flight left for Jacksonville. A LOT of folks on the flight missed connections. Delta provided a night's lodging at a local motel where I would not have considered staying if I had had a choice of places to stay!

After about four hours sleep, my wife and I packed up our flight bags and returned to the airport for what we thought would be an 8:30 AM flight to JAX. WRONG! The flight was over-booked, and we had to go from Term A to Term B to try for a 10:30 AM flight to JAX, still on a stand-by status. Luck was with us, and we were able to depart Atlanta on the 10:30 AM flight. We are currently not very happy with Delta. A letter posted to them on our arrival back to Jacksonville has not been answered. By the way, have you ever tried getting the telephone number for Delta to talk to a real person? It is one of the best kept secrets in Atlanta! At this point in time it looks like NWA will be getting our business next year to Seattle.

At the Saturday morning business meeting, Jon

Proctor gave an update on the events to take place at AI '98. Jon and his committee have done quite a bit of work so far, and it looks like there will be a lot to do in Seattle. There were two cities interested in hosting the convention in 1999—St. Louis and Miami. After presentations by both cities, a hand vote was taken with St. Louis winning by just a few votes. I am sure the St. Louis area has changed since we were there last. Additional information on AI '99 will be forthcoming as the committee gets its dates and location firmed up.

In a recent issue of the LA Times, an article appeared on airline memorabilia collecting. It was a very nice article, and it listed the address of the Society as a reference source. We received a number of letters and phone calls from people in the area in regards to the value of certain items that they had. Pat and I both tried our best to answer all questions, and those we could not, we forwarded to Society members we thought could be of help. This leads me to the following request. I would like to ask any Society member who feels that he or she is an "expert" in his/her field of collecting, to consider "volunteering" to be on a call/ mailing list. We could refer to you requests for information on specific items of memorabilia. Pat receives a number of calls from movie production companies and people writing books or doing research on different aspects of commercial aviation. They all ask questions that she and I cannot answer, but maybe some members could. If you would be interested in being a member of this "board of experts" please send me your name, address, phone/FAX/E-Mail number and area of interest. Your help will be appreciated.

The list of those ordering the 1997/98 Roster booklets continues to grow. If you're interested in obtaining a copy, the cost is \$10 for U.S. subscribers and \$15 for those living outside the U.S. The first update will probably be published by October and mailed as a separate item. This first update will be a big one since many of you have renewed since the initial cut-off date. We have a number of new members who have joined our ranks as well. Be sure to keep the Society advised of any change of address you may have.

I would like to thank those members who returned the postcard enclosed with their issue of the LOG letting me

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

know when their issue of the LOG was received. This issue of LOG was delivered a little faster than the previous one.

The subject that I am now going to bring up is one that I have not really given much thought to, until recently. As most of you know, except for the editorial work, all other duties of running the Society and publishing the LOG are performed by me and my wife. Maintaining the membership roster, taking care of renewals, seeking new members, advertising solicitation, answering mail, and mailing out the LOG (stuffing envelopes and zip code sorting) are just a few of the jobs Pat and I are doing. I am also getting older (58) and developing a few health problems that come with age. Nothing serious at this time, but with my age and weight, who knows? The bottom line is that it is my belief that now is the time for those long-standing members to begin thinking about who will run the Society when I am ready to turn over the reins or, forbid, have a major health problem that would not allow me to perform my current duties. I would appreciate hearing from any individual or group that might be interested in taking over the duties of operating the WAHS and publishing the LOG. Please write or give me a call at Society HQ.

Until the next issue, happy collecting and keep the blue side up!

FOR THE GOOD OF THE SOCIETY

The following remembrance was sent to me by Society member Henk Heiden. I know all of you who knew Don Thomas will share his feelings.

Recollections of Don Thomas

Sadness was my first feeling when I learned of the death of my good friend Don Thomas. My first association with Don came in 1976 when he wrote me after receiving my name from a mutual friend. He offered to trade airline labels, an offer which I gladly accepted since I was a beginner at the time. This started our friendship that only ended with his death. When Don made a trip to Europe in 1978, he made time to stay at my home for an evening of enjoyable trading and conversation. Don went through my collection in great detail, making notes and even drawings of the labels he had not seen before (mostly new modern ones). It was a most enjoyable evening, and one I will long remember. Over the following years, I was able to stay with Don at his home in

Florida eight different times. We always had a good time talking about labels, about his time as a radio operator, and about his prize winning bird and butterfly collections. He loved traveling around the globe, and he did much traveling after his 88th birthday. Thanks to his efforts, we have an extensive catalog of airline labels. At age 81, when most people are glad to take it easy, Don started to write books about airline publicity materials. He wrote and published six books between 1987 and 1993. I am proud to have all of them with a dedication written by Don in each. He will stay in my memory forever. Henk Heiden

Editor's Note: For those new members who did not know Don Thomas, he was an amazing gentleman. If it had to do with early aviation, Don was around somewhere taking it all in. He favored us by being the label editor of the LOG for many years. I will miss him, as I am sure all who knew him will miss his mild manner and dry wit.

Society member Al Tasca advises that he has a copy of the "48 Hours" program that shows about a 10 minute segment of AI '96 featuring aircraft spotting and shots of the convention floor and slide show. Al says that he will make copies of the show for \$10.00 each which includes a new VCR tape, mailer, and shipping. Al can be reached at 19836 SW 118 Ct, S Miami Hgts., FL 33177-4441.

The USPS has recently released a very nice sheet of 15 32 cent stamps featuring dinosaurs. The stamps are cleverly printed on two panels featuring the natural setting of the earth during the dinosaur period. This is a very nice collectable for those that like stamps or dinosaurs. The sheet sells for \$4.80. If interested I will be happy to purchase sheets for you at the \$4.80 sheet rate plus \$3.00 to ship to you Air Mail (1 to 5 sheets). Please advise Society headquarters if interested. Act fast. I am sure they will not be available long. Paul Collins



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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.

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

October 18, 1997 TORONTO, CANADA Airliners International Toronto Royal Canadian Legion Hall, 3263 Derby Road, Malton, Ontario, Canada

October 25, 1997 MIAMI Sheraton Gateway Hotel Miami International Airport (East Side) Contact Linda or Don Levine (305-935-2922 or 305-935-1791)

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 Dragges, 526 Ventura, San Mateo, CA 94403 (415-574-8111)

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

November 22, 1997 CHICAGO Holiday Inn Elk Grove Village (Route 83) Contact Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 (773-775-5623)

April, 4, 1998 DALLAS Holiday Inn DFW Airport North, 4441 Highway 114 & Esters Blvd., Irving, TX 75063 Contact Tony Trapp, 5343 1st Avenue, N.W., Naples, FL 34119 (941-352-0216)



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April 11, 1998 SEATTLE

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October 17, 1998 SEATTLE

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AI '98 UPDATE, NO. 1

Your AI '98 planning committee has been busy arranging for our return to Seattle next June 25-27. The big event will be held at the same hotel which hosted us in 1990. However, the former Red Lion Sea-Tac has been renamed The DoubleTree Hotel at Seattle Airport. In addition to the great hospitality we enjoyed last time, those delicious chocolate chip cookies will now replace bed pillow mints! The convention room rate will be \$94 for 1-4 people and, for each night's occupancy, includes complimentary full breakfast for two at the hotel's Garden Restaurant. Even the most inexpensive eateries in the area charge upwards of \$5 for breakfast, so attendees can save about \$10 a night per room, bringing lodging costs down to the mid-\$80 range.

We have confirmed tours arranged at Alaska Airlines' pilot training and maintenance facilities, and are negotiating for several exciting sightseeing opportunities, including rides on float planes and antique aircraft. Although it is too early to confirm other activities, the committee is working on Boeing Everett tours and programs with the Museum of Flight. With constantly stepped-up security, we cannot promise ramp tours, but are making every effort to bring them to fruition. Some of the tours, incidentally, may be scheduled on the days immediately prior to the convention, June 23 and/or 24.

Next year we will institute a few schedule changes and display hall entrance policies. For the first time, the hall will be open Thursday afternoon to fully registered attendees, from 2 PM - 6 PM (dealer setup will begin at noon). The AI welcoming party will follow, from 6:30 PM until 8 PM. It will be held in a room adjacent to Maxi's Restaurant on the hotel's top floor, offering a panoramic view of Sea-Tac International Airport.

On Friday, dealer setup will commence at 7:30 AM, with registrants and the public admitted between 9 AM and 5 PM. We will hold the business meeting at 5:15 PM Friday to select our site for the year 2000.

Dealer setup Saturday will commence at 8 AM, and the hall will again open for registrants and the public at 9 AM, closing at 4 PM.

We are pleased to announce that retired United Airlines Captain Al Haynes will be our banquet speaker on Saturday evening, June 27. Captain Haynes—pilot-in-command of the ill-fated DC-10 flight 232 which crash-landed at Sioux City in 1988—also spoke at AI '92. Attendees at this year's Colorado Springs business meeting overwhelmingly voiced a desire to welcome him back. Be sure to make plans for this special event, especially if you were unable to attend in 1992.

AI '98 will once again feature logo baggage labels, laminated name badges, and upgraded souvenir bags. Full convention information will be published in the first **CAPTAIN'S LOG** of 1998. We expect tables and hotel rooms to sell out early, and urge you to send in your registration as

soon as possible after receiving the forms.

General questions may be addressed to us on the Internet at

airliners@nidlink.com

In addition, our Web Site is up and running at <http://www.sirius.com/~baahs/AI98.htm>

The site will be updated frequently, so check in with us often at this address in cyberspace.

Tell your friends and industry associates about AI '98. We hope you will plan to come early and stay late, in order to enjoy Airliners International and the beautiful Pacific Northwest.

Jon Proctor

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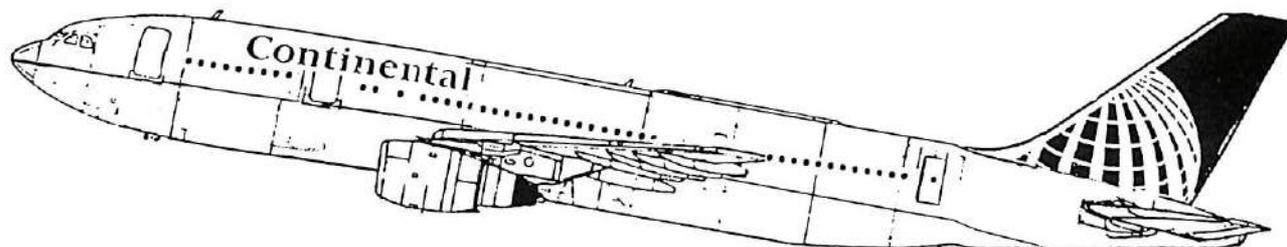
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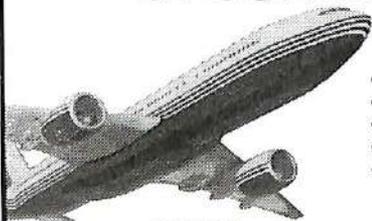


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