



The Quarterly for Airline Memorabilia Collectors around the World

Vol. 23 - No. 2 - 1997

CAPTAIN'S LOG

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WORLD AIRLINE HISTORICAL SOCIETY

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The DROVER, a Herdsman from Australia

Just after the second World War, the DeHavilland of Australia company designed a small feederliner to serve the "outback" of the country and its many "stations." For a number of reasons, this early commuter aircraft did not become a success (see p. 40).

(Photo by John Hopton, Aircraft Antiquarian, via Joop Gerritsma files)

CAPTAIN'S LOG

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All we can do is ask you to understand

After the publication of the Vol. 23, No. 4 issue of the CAPTAIN'S LOG, I received three or four telephone calls and one letter from WAHS members who asked me why we don't maintain a regular publication schedule, promptly every three months. Two of the callers said they found it somewhat frustrating to receive the new issue two or three weeks, sometimes longer, after they expected it.

I can't agree more with those sentiments. I, too, would be very happy if we could mail out the magazine on the same day every three months.

But I can't guarantee this, and neither can Paul. All we can do is promise we'll do the best we can. You see, editing and publishing the CAPTAIN'S LOG is not our full-time occupation. It is a hobby. Paul works for the railroad during the day and often works irregular shifts. And if you think it takes hardly any time at all to keep up the membership roster, check for people who haven't paid their renewal in time, label and stuff more than 1,200 envelopes every three months and sort them by ZIP code, is easy, just try it some time. (See his comments in the previous issue, Vol. 23, No. 1, p.45)

I work for a daily newspaper and always have irregular shifts. Often I don't know until Thursday or Friday what shifts I am working the following week. That doesn't make it easy to plan ahead when I can work on the CAPTAIN'S LOG. Sometimes I work until 11 p.m. or midnight for two days in a row and am expected back at work at 9 a.m. the third day. When that happens, there is no way that I can do anything more than tinkering on the evening of that third day before I hit the sack early.

There are also days I am so drained from writing all day (I am a reporter) that I just don't want to see a computer when I get home. Those days are the worst. I know I should work on the magazine, but I just can't and I feel guilty about it all evening.

And it is not only the CAPTAIN'S LOG that gets backed up. Right now I can, without any trouble, think of half a dozen things I should do around the house before winter starts. There probably are more. I don't know when I'll get around to doing them.

Most of your editors are in the same position - witness our model editor, Gerry Cole. Effective with this issue, he is resigning because he simply doesn't have the time anymore to write his column and do a good job on it (see p. 25). I knew it was coming, because for the past five or six issues he has had trouble meeting the deadlines. Twice his column failed to appear before the deadline and he called me to ask if he could be a week late. Fortunately I was able to accommodate him both times because I was behind by that much myself. Other editors, too, have sometimes missed the deadline by a few days, not because they wanted to, but because there were matters that were more important at the time than the CAPTAIN'S LOG. I don't like it because it makes my task even more difficult, but I cannot fault them for it. After all, bringing home a paycheck so you can eat and pay your bills is sometimes more important. It is called "Work before play."

Take this issue, for instance. There are two or three columns where I ended up with half a page "left over" at the end. I know I could have prevented this if only I would have had the time to do a better layout. Sometimes I do, but not this time. I just used "free-standing photos" as filler. Even with that, this issue is going to Paul 10 days behind the schedule I had set for myself. Again, I don't like it, but that's the way it is.

I really and truly love producing the CAPTAIN'S LOG for you, the readers, and if the above sounds like whining, I am sorry and apologize. It was not my intention. It is merely an explanation of why we can't guarantee that each issue of the CAPTAIN'S LOG is dropped into your mailbox the same day every three months. Again, all we can do is our best, and ask you to understand.

TALKING ABOUT THIS ISSUE

Talking about this issue, you will no doubt notice that most of you editors have again put together an interesting mix of material for your enjoyment. They (and I) were helped this time with an abundance of material from WAHS member Daniel Martel, who visited Hong Kong and received much co-operation from Cathay Pacific Airways and the Kai Tak Airport authority in compiling his material. My own contribution this time is a two-page history of the DeHavilland Drovor, a trimotor feeder airliner developed in Australia right after the second World War to link small communities in the country's "outback" with larger centres. Today we would call it a commuter aircraft. With only 20 built, the aircraft was not the success the manufacturer hoped for. I wrote this history for the CAPTAIN'S LOG three issues ago, but it got bumped everytime. Fortunately I did keep it, because it saved me at least an evening's work this time.

Since this is the last issue before the end of 1997, I wish you all, also on behalf of your Editors, a good Christmas and a Happy and Prosperous 1998. And if you have something you would like to contribute to the CAPTAIN'S LOG in the new year, we will be most pleased to hear from you. Write me or the editor who handles the subject.



P.S. Remember those Greyhound Air collectibles that Ken Taylor talked about two issues ago? If you don't have any yet, better grab what you still can. The airline halted all operations on 21 JUN 97. Its parent company, Greyhound Canada bus lines, was taken over by Laidlaw Transportation of Burlington, Ontario, Canada, but the new owners wanted no part of money-losing Greyhound Air.

Cathay Pacific Airways

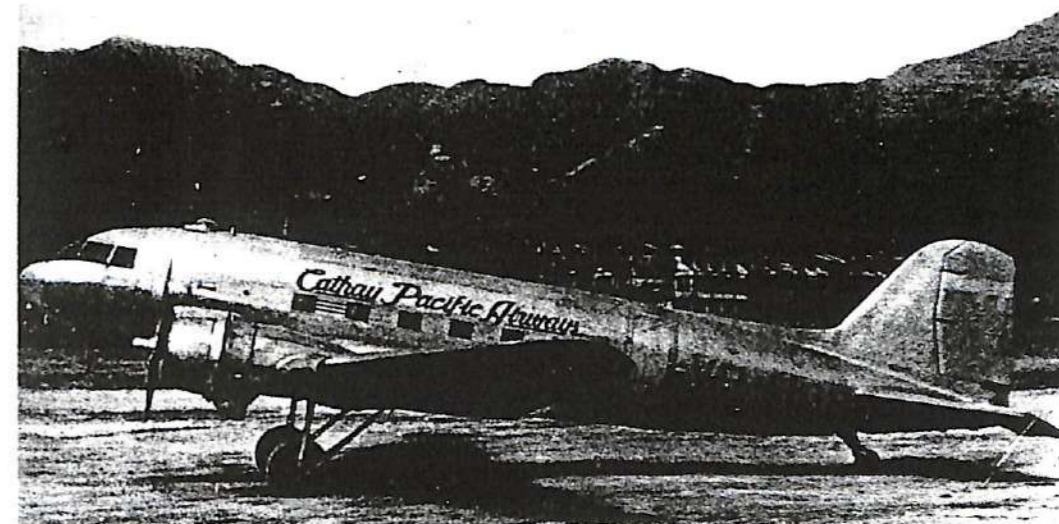
Pearl of the Orient

By DANIEL MARTEL

Cathay Pacific Airways was founded in 1946 by two adventurers, the American Roy C. Farrell and the Australian Sydney de Kantzow. They had met during the second World War when they were both flying DC-3s/C-47s for the China National Aviation Corporation (CNAC) and both were looking for ways to continue their careers as pilots after the war. Back in the United States after the war, Farrell bought a military surplus C-47 at Bush Field in Georgia. After it had been converted

for civil use and christened "Betsy," the aircraft was flown to Shanghai via South America, North Africa and the Middle East. Its first flight out of Shanghai was to Sydney, Australia via Hong Kong to pick up a load of toothbrushes and housecoats. Soon the DC-3 was flying successful ad hoc charters out of Shanghai¹.

But influential businessmen in the city, envious of the success the two men were having, tried to buy out Farrell and De Kantzow. When they did not want to give up control, the businessmen made life so difficult for the two entrepreneurs that they soon abandoned Shanghai for Hong Kong. The company was officially reg-



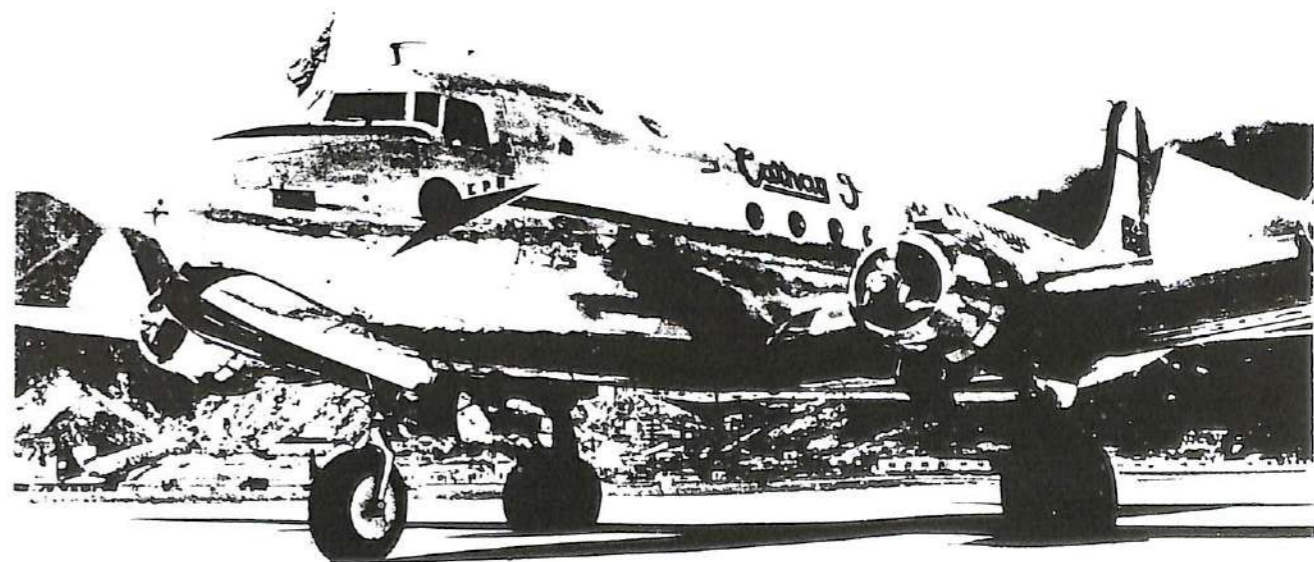
Douglas DC-3 "Betsy," VR-HDB was the first aircraft of Canadian Pacific Airways when the airline started operations in 1946. (Cathay Pacific via Joop Gerritsma files)

istered in Hong Kong on 24 SEP 46 under the name Cathay Pacific Airways, after Cathaya, the mythical destination of numerous pioneer travellers of old.

In 1947 the young airline bought five more DC-3s. They operated the first international routes, to Manila, Bangkok, Rangoon

VR-HEU Cathay Pacific's first DC-4, was the aircraft shot down by Mainland Chinese Air Force fighters off Hainan Island on 23 JUL 54. (Cathay Pacific Airways via Gerritsma files)

⁽¹⁾ In 1984, the original "Betsy" was found in Australia by a Cathay Pacific pilot aided by aircraft historians. It was bought back by the airline and made a series of commemorative flights during the 40th anniversary year of Cathay Pacific in 1986. Today it occupies the place of honor in the Museum of Science and Technology which she so richly deserves.



and Singapore. Cathay also bought five Catalina amphibians in 1946-48, but only two appear to have been operated, the others being used for spare parts. They operated the short-haul services to neighboring Macao. One of these Catalinas, VR-HDT, became the first airliner in the world known to have been hijacked. This took place on 16 JUL 48 when three Chinese men tried to take it over after it had left Macao. When Capt. Dale Kramer refused, he was shot dead and the Catalina crashed into the sea from 1,000 ft with the loss of all but one on board. One of the hijackers was the sole survivor. Following this incident, Cathay abandoned its Catalina operations and the sole remaining operational aircraft was sold.

In an unsuccessful venture in 1948, Cathay Pacific planned to start a domestic network in Burma with two small Avro Anson aircraft. The Anson proved totally unsuitable for this and the venture was abandoned after only five months.

In the same year, one of the leading Hong Kong trading companies, the Swire Group, took a majority interest in the airline and during the following year a DC-4 joined the fleet. This aircraft, VR-HEU opened operated on Cathay's regional long-haul routes, such as to Singapore, but it was shot down by Mainland Chinese Air Force fighters while returning to Hong Kong from Rangoon, Singapore and Bangkok on 23 JUL 54. It crashed into the sea and only nine people survived.



Another DC-4 was leased and on 23 MAY 53 services were extended to Calcutta, Hanoi, Sadakan and Jesselton (today named Kota Kinabalu). The aircraft remained in service until 1953.

1955 saw the introduction of a pressurized DC-6 followed by a DC-6B in 1958. The DC-6B marked a huge step forward. For the first time Cathay Pacific had bought a new aircraft directly from the manufacturer. Between them, the DC-6 and DC-6B inaugurated several new, long-haul services for Cathay Pacific. They included Hong Kong - Bangkok in APR 55, non-stop Hong Kong - Singapore in OCT 55, Taipei - Osaka - Kobe on 04 JUL 59 and Bangkok - Calcutta on 08 AUG 59. Sydney was added in 1958.

Today's Cathay Pacific was born in 1959 when the airline absorbed its competition, Hong Kong Airways. This was an associate company of BOAC and was operating two Viscounts on services to Manila, Seoul, Taiwan and Tokyo. Cathay, however, did not take over the Viscounts, finding them too small and not having enough range. The same year, the airline took delivery of its

first turbine aircraft, two L-188 Electras. The first one went in service on the highly-competitive route to Manila, Bangkok and Singapore on 24 APR 59. They seated 12 first-class and 66 economy-class passengers. The second Electra entered service on 09 JUL 59 and the network was expended to Saigon, Kuala Lumpur, Tokyo, Taipei, Darwin and Sydney. When the Electra was grounded in 1960 because of structural problems, Cathay leased a Bristol Britannia 102 from BOAC for three months, DEC 60 to FEB 61, until the Electras were returned. In 1961, the airline retired its last DC-3.

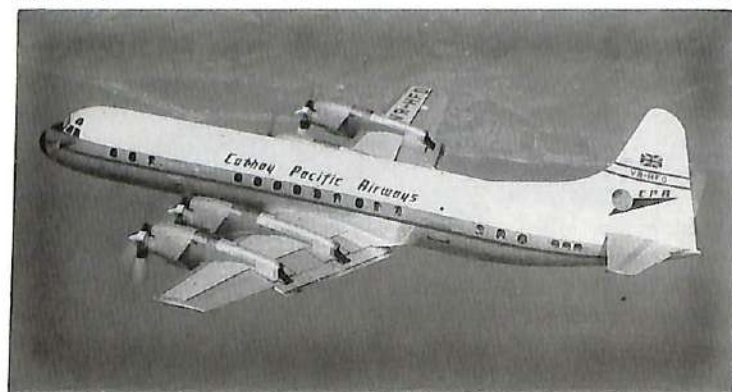
When BOAC introduced the Comet on its Hong Kong - Sydney service in 1961 and Qantas the 707, Cathay Pacific withdrew from its Australian service and leased its rights to BOAC. It felt the Electra could not compete with the new jet aircraft. This reduced the number of destinations from 19 to 16.

Cathay Pacific entered the jet age in APR 62 with the delivery of its first Convair 880-22M. Three of these fast jetliners were acquired and in parallel with their delivery, the DC-6, DC-6B and the relatively new Electras, were retired. The last Electra left the fleet in 1966. From that moment on the airline relied exclusively on the 880. The first service was operated on 08 APR 62, from Hong Kong to Manila and Tokyo and in 1964 Cathay Pacific's 880 became the first international jet service into Osaka.

The first three 880 were new aircraft, from a not-delivered Capital Airlines order. Cathay Pacific acquired six more second-hand aircraft, mainly from Japan Air Lines, from 1965 to 1970. The 880 were retired in 1974-75.

DC-6B VR-HFK was the only one of its kind in the Cathay Pacific fleet. It was the second aircraft bought new by the airline, after a standard DC-6. (Cathay Pacific Airways via Joop Gerritsma files)

Cathay Pacific turned to the L-188 Electra for its Far East services in 1959. It bought two to replace the DC-6 and DC-6B. VR-HFO is seen in delivery colors. (Lockheed)



Convair CV-880 VR-HGG is a -22M model, msn 60, and was formerly with Japan Air Lines as JA8024. Retired by Cathay Pacific in OCT 74, she was parked at Kai Tak but operated a few services in AUG and SEP 75. Seen here against the mountain backdrop of Kai Tak on 19 APR 72. (Peter Keating photo from Joop Gerritsma files)

By 1970 the 880 had become too small and Cathay started looking for a replacement. It bought four second-hand 707-351B from Northwest Airlines in 1971-72 and the first entered service on 19 AUG 71 on the Taipei - Osaka - Tokyo service. They were followed by eight 707-351C, also ex-Northwest, in 1973-74. One of these, VR-HGQ, was converted to a freighter in 1976.

The 707 made it possible for Cathay Pacific to enter into a period of strong route expansion. MAR 77 saw the inauguration of the Singapore - Jakarta service and on 04 JUL 72 the 707 was introduced to Manila.

The first 707-351C entered service in JAN 73. The Hong Kong - Sydney service was re-started on 21 OCT 74. They inaugurated the Bahrain service on 16 NOV 76 and began service to Penang in 1977. In 1979 the frequency of the service to Sydney and Melbourne was increased to daily. Dubai, Perth and Kuala Lumpur were also added to the network.

But soon even the capacity of the 707 was not enough on certain routes and in MAR 75 Cathay Pacific ordered two new TriStar -100 from Lockheed. They were delivered later that same

year and the first one went on the Taipei - Tokyo service on 16 SEP 75. From then until 1988 the airline bought one other -100 and 18 TriStar-1 second hand, with 13 coming from bankrupt Eastern Air Lines. The second-hand -100 was soon sold again and as more and more TriStars-1 joined the fleet between 1977 and 1983, the 707s were also sold.

In FEB 78 an order was placed for one 747-200B and Cathay Pacific became the first buyer to specify the Rolls Royce RB211 engine. The aircraft arrived in Hong Kong on 31 JUL 79 and later that year the airline ordered three more.

Cathay Pacific became a true global player when it launched daily Hong Kong - London/Gatwick service with the new 747 on 16 JUL 80 with a stop at Bahrain. Frankfurt and Vancouver were added in 1984 and the total number of ports of call was now 29. Links to Amsterdam, Rome and San Francisco were started in 1986. Service to Paris was inaugurated in 1987, to Zurich in 1988 and to Manchester in 1989. During these years the number of destinations in Asia had grown little. Frequencies, however, were increased considerably. Nonstop Hong Kong - Vancouver service

Boeing 707-351C VR-HHE joined Cathay Pacific on 02 AUG 74 from Northwest where she was N359US. She was the last 707 in Cathay Pacific service when withdrawn from service in APR 83. Seen here at Perth, Australia, 12 AUG 76. (Roger Freeman Photo from Joop Gerritsma files)





TriStar VR-HHW at Kai Tak was an L1011-385-1 model and was the airline's second to be acquired from collapsed Court Line of Britain. She entered service on 30 OCT 77 and remained with the airline until stored at Marana, AZ, five or six years ago.

(Photo from Roger Wasley collection via Joop Gerritsma files)

began on 01 MAY 83 with the 747-200B and non-stop Hong Kong - London on 02 JUL 83, both with the 747-200B.

After buying eight -200B series aircraft, Cathay Pacific ordered its first of six -300 series 747 on 20 MAY 83 and the first one joined the fleet in JUN 85.

In 1985, Cathay Pacific was one of about half a dozen large airlines which were invited by Boeing to help define a "new" 747, which became the -400 series. After placing a firm order for two in 1986, the airline has now 21 in service. In 1990 the airline inaugurated the longest non-stop civil air route of its time, Hong Kong - Los Angeles.

The aging TriStars were replaced by the revolutionary European Airbus A330/340 family in the past few years and at the time of writing, the 747-200 are being phased out in favor of the 777-200 and -300. It is even rumored Cathay Pacific might become one of the launch customers for the new Airbus A 3XX.

Today, Cathay Pacific spreads its wings to 44 destinations on four continents and the airline's service is renowned for being one of the best world-wide. It was therefore a particular pleasure for me to try it for myself on a flight from Zurich to Hong Kong and back. I was not disappointed, in either the service or the Airbus A340-300, which is a real masterpiece of aircraft engineering.

Since 1982, when he first all-cargo 747-200 was delivered, Cathay Pacific has been a global player in the cargo business as well. A second one joined the fleet in 1987, a third in 1989 and a fourth in 1992. In 1994 and 1995 two cargo 747-400 were added. Today, cargo accounts for 20% of the airline's global revenue. Some 531,000 tonnes were carried in 1996.

Photos of Cathay Pacific's 747 freighters are rare. This -467F (SCD) model, VR-HUK, was the airline's second when delivered in JUL 95. Note the 50th anniversary logo below the word "Cathay." Seen landing at Kai Tak in 1996.

(Daniel Martel photo)



Report from the Field

Kai Tak - A Spotter's Paradise lost?

By DANIEL MARTEL

(The author visited Hong Kong and Kai Tak Airport before they were turned back over to Chinese jurisdiction on 01 JUL 97 - JG)

The intellectual and economic exchange between China and Europe can be traced back to Antiquity. In the eighth and ninth Centuries Arab merchants brought evidence of a wonderful kingdom named Cathaya somewhere in the Orient, to the rest of the world. Marco Polo is said to have been the first European to have seen its splendors, in the late 13th Century. In 1557 the Portuguese founded the first permanent European colony on Asian soil and named it Macao. A day's trip further east were a peninsula and a nearby hilly island. Since its local economy was principally based on the export of good-smelling merchandise such as tropical woods, the nearest harbor bore the name "Harbor of Good Perfumes" or "Heung Keung."

Some three centuries later the British took possession of the island and the peninsula across from it. The name "Heung Keung" in the local language was far too complicated for the masters of the world and pragmatic as they were, they simplified it to Hong Kong.

HONG KONG IS WORTH A VISIT

The city is a must for the serious world traveller. Don't miss a tram ride to the Peak, the Museum of Science and Technology and a cruise in the harbor. However, Kai Tak Airport is irresistible from the start. It is one of Asia's busiest airports and there is a lot to see and photograph. The 747s, A 330/340s and 777s of Cathay Pacific Airlines make up to 60% of all movements. Dragon Air's A 330s and A 320s come and go all day long as well. Several airlines from Mainland China and Taiwan are also frequent sights. Air China and China Airlines usually rely on widebodies. More

Boeing 747-267B VR-HID is seen from across the roof of the terminal building at HKG/VHKK. Ideal for a spotter who lives or works in one of the adjacent buildings.

(Daniel Martel photo)



Boeing 747-467, VR-HOP on finals to HKG gives a good view of how close the build-up area of the city really is.

(Cathay Pacific Photo/ Gerritsma files)

exotic carriers like China Southern, China Eastern and Mandarin rub shoulders with even smaller local airlines. Visitors from other Asian countries are regular guests as well. Asiana, Japan Airlines, Korean Air, Malaysian, Philippine Air Lines, Royal Brunei, Singapore Airlines and Qantas are operating more than one flight per day. The Middle East is represented by Air India, Royal Nepal Airlines and Pakistan International. Gulf Air and Emirates are linking Hong Kong to the Gulf region. South African Airways is the long-time envoy from the African continent. The Americas are represented by Federal Express, United Airlines, Varig and Canadian Airlines International.

Finally, Hong Kong is a major destination for all major European airlines. Several of them, such as British Airways and Lufthansa, are even operating several flights per day. At first you might be slightly disappointed. Like most airports, Hong Kong has seen a constant decline of spotting opportunities for aviation enthusiasts. The Roof Garden is gone, although the signposts still exist. However, there is ample compensation. The multi-level parking garage behind the terminal building is an excellent place to get a great view of the air traffic, but access to nearby rooftops is now officially forbidden. It is therefore preferable to join a group. I was lucky enough to meet three Germans and a Dutchman. Shortly after we had taken our positions on the first rooftop next to the runway, we were approached by a private security guard. We pretended not to understand him and tried to settle the matter in a diplomatic way. This worked for some time. But not long after, he was back, waving a cardboard sign reading, "NO LOITERING." The discussion grew louder and louder. Finally, we surrendered and went on - to the next rooftop, where we were greeted by a sign with the same warning. Later we joined other spotters, from the U.S., France, Switzerland and Hong Kong on the most-famous aircraft spotting place, the 11th floor of an apartment block. An open balcony next to the staircase offers unrivalled views of incoming aircraft, but it got much too dark too early. It was time for a final goodbye. I would never again experi-

ence the airport enjoyed by thousands of members of the craft of airplane spotting. My schedule and my budget had made it my first, unique and last stay in Hong Kong for years to come.

Since I didn't live in the Golden Sixties and Seventies, I particularly enjoy pictures taken by those lucky enough to have experienced those wonderful days. So, please, dear fellow companion, do as I do, sit back and daydream.

PARADISE LOST?

Kai Tak Airport was used by the Japanese during the second World War. Since then it has been the city's Gateway to the World. In the 1950s and 1960s the facility was gradually expanded to cope with increasing traffic and its ever-changing needs. In 1995, 27.4 million passengers and 1.4 million tonnes of cargo were handled at Kai Tak. However, this fascinating airport will soon be history. Old photos clearly show the airport was quite a distance from the residential areas of Kowloon. In the past 30 years the city has been absorbing the territory. This situation is the same all over the world. The airport was established long before the surrounding residential areas, but now it is more and more considered a nuisance.

In April 1998 a new airport at Chek Lap Kok is scheduled to open on the artificial island of Lan Tau. After completion it will boast a Y-shaped terminal with 38 gates. Initial capacity of this 24-hour-a-day airport will be 35 million passengers and three million tonnes of cargo a year. Chek Lap Kok can be reached either by road or by railway. The train takes only 25 minutes from Hong Kong island. The future complex will be one of the greatest of its kind and passengers will certainly like it. It is one of the first airports in the world capable of handling the future megaplanes such as the Airbus A3XX that are now on the drawing boards. Cathay Pacific will concentrate all its administrative and technical services at the airport and make it its home base.

A guided tour of the building site shows work of almost titanic dimensions. I was deeply impressed by this symbol of belief in a bright future that the people of Hong Kong are sending to the world.



ABOVE: Part of the massive terminal complex at HKG. The terminal at the new airport at Chek Lap Kok will be several times bigger.

All photos this page by Daniel Martel

BELOW: Cathay Pacific 747-436 landing at Kai Tak, right over the city. This will only be a happy memory for spotters when the new airport opens.



ABOVE: Construction at Chek Lap Kok is taking place at a furious pace to meet the 1998 opening.

LEFT: One of the rooftops from where hundreds of spotters have taken thousands of photographs of airliners on short finals to Kai Tak. NO LOITERING signs are everywhere now.

THE PHOTO CORNER

All photos by Daniel Martel

More photos from Kai Tak



Top: Airbus A330-342, VR-HLC of Cathay Pacific.

Top: Airbus A330-342, VR-HYC, of Dragon Air.

Above: Airbus A300-600R, N8887 of China Airlines.

Above: Boeing 747-406 (SCD), PH-BFC of KLM asia.

Below: Airbus A340-200 of Cathay Pacific Airways.

Below: Boeing 747-4RF (SCD), LX-FCV of Cargolux.



The "Best of the World" together at COS, plus a complete Mohawk postcard list

Have you ever played the game "Twister?" It is great for children and young marrieds. You spin the dial, place the left hand on the blue dot, spin the dial again and place your right foot on the red dot. With a good group it can be hilarious and breaks down the inhibitions and all.

Well, that is what it was like in Steve Pinnow's room in COS in June.

As many as 13 of the "best in the world" were together - trading, buying, selling, negotiating, cracking jokes. There were bodies and cards in very nook and cranny. It was really fun and truly international, which certainly adds to the flavor. I just had to share Steve's photo with you. It reminds me of the old postcard: "The scenery is here, wish you were beautiful!"

One night at dinner, we had a lawyer from Switzerland, a banker from Germany, a beer importer from Canada, a pharmaceutical industry management consultant and his lovely wife from Basel (by way of the U.K. and Barbados) and a retired businessman from the U.S.A., all united in a common hobby; it speaks well for us all. And it was most enjoyable.



Some of "the best of the world" at AI'97 at COS this year. Seated is Rick Neyland; Middle row: Lothar Grim, Al Canales, Reed Clary, Chris Skimmer, Kent Gillespie; Back row: Barry James, Bruce Charkow, Allan Van Wickler, Dave Prins. Missing are Jorg Jaggin, Carsten Kribber and Steve Pinnow, who took the picture.

Getting on, John Danner and Larry Myers have done a heck of a job in compiling a list of every known postcard of that famous little northeastern U.S. carrier known as Mohawk. They have generously allowed us to print their list in the interest of our hobby and I hope you can use it for reference. And just maybe a few of the cards shown are new to you. Read on and enjoy!

CHECKLIST OF MOHAWK AIRLINES AIRCRAFT ON POSTCARDS

(With many thanks to John Danner and Larry Myers for their invaluable expertise and attention to detail.)

- AI = Airline Issued
- AP = Actual Photo
- b&w = Black & White
- FL = Facing Left
- FR = Facing Right
- i.a = in air
- o.g. = on ground
- pub. = published

Alpha-numeric in parenthesis are registration numbers of aircraft. Publishers' names and numbers are listed where known. Cards are standard U.S. size and in color unless otherwise described.

BAC-111

BAC-111 & CV-240 o.g. facing each other at BGM. Pub. by Ad Art Photo Service. O-120.31126. *Photo 11 this column.*

BAC-111 i.a., AI, K-13757. *Photo 16 this column.*

BAC-111 i.a., I.A.W.P.C. HC-148

BAC-111 FL, i.a., Jumbo size, info on airline on non-postcard. Pub. by BAC. *Photo 18 this column.*

BAC-111 FR, i.a., Jumbo size (8 1/2 x 5") Pub. by BAC

Observation deck and plane ramps at Newark Airport. Photo courtesy of The Port of New York Authority.



#1. DC-3 at Newark. B&W, Photo by Port Authority of New York. Card published by Garfield News.

BAC-111 FR, i.a. as inset, AI, vertical format card shows 4 stewardesses modeling Saks Fifth Ave. uniforms. *Photo 13 this column.*

BAC-111 FR, o.g. (N1113J) at UCA. Margo Studio, 88674. *Photo 14 this column.*

BAC-111 FR, o.g. (N1136J), Aviation World Inc. B107.86062-D

BAC-111 FR, o.g. at Port Erie. Continental size card pub. by Lakeport Dist. 111, 10 x 110436. *Photo 17 this column.*

BAC-111 FR, i.a. AI, K-14960. *Photo 15 this column.*
BAC-111 FR, o.g., I.A.W.P.C. HC-387

Boeing 727

BOEING 727-200 FL, i.a., I.A.W.P.C. FAP # 6.

Convair 240 & 440

CV-240 & Martin facing each other at ALB with AA DC-6 FR in foreground. Pub. by Princlys on Lusterchrome by Tichnor

CV-240 FR, o.g. at ALB with AA DC FL in foreground. Pub. by Princlys on Tichnor, K-11145

CV-240 FL, o.g. (N1024C), I.A.W.P.C. HC-039

CV-240 o.g., I.A.W.P.C. HC-038

CV-240 FR, i.a. Pub. by Louis Heindl & Son for the airline.

Photo 6 this column.

CV-240 FR, o.g. (N1018C0), I.A.W.P.C. HC-150

CV-240 FR, o.g., b&w, I.A.M. CS-048.

CV-240 (2 aircraft) FL, o.g. Color aerial view of BGM by Joe Kast of Wyalusing, PA on Dexter 95934-1.

CV-240 FL, o.g. in hangar for maintenance. Pub. by Hannau Color Productions for the airline. *Photo 7 this column.*

CV-440 FR, o.g. at Plattsburgh. Pub. by Lavin Candy Co. on Plastichrome. P58392. *Photo 8 this column.*

CV-440 FR, o.g. at UCA (Oneida County Airport). Pub. by Margo Studio on Dexter. 47752-B. *Photo 9 this column.*

CV-440 FL, o.g. (N4403), Pub. by Hannau Color Productions for the airline. 47907. *Photo 10 this column.*

CV-440 FL o.g. at EWR. Aerial view with aircraft very small. Other aircraft also visible. Pub. by DeLuxe Greeting Card Co., 12923

CV-440 FL, o.g. I.A.W.P.C. HC-256

CV-440 FL, o.g. with sedan parked in front of it. Pub. by Larry Myers LM001.170290.

Douglas DC-3

DC-3 facing front & left at Watertown (Dexter Airport). Pub. by Sterling Wholesale on Plastichrome. P12531. *Photo 2 this column.*

DC-3 FL, i.a. (33370) I.A.M., b&w CS-007

DC-3 FL, i.a. b&w, AP, Kodak back. Same view as the one above

DC-3 FL, o.g. (N21749), b&w with Kodak back

DC-3 FL, o.g. (N409D) Gaslight livery. Aviation World D-026. 68841-D

DC-3 FL, o.g. at EWR, b&w. Pub. by Garfield News Co. on Lustertone. *Photo 1 this column.*

DC-3 FL, o.g. I.A.W.P.C. HC-037

DC-3 FR, o.g. (N21749) b&w with Kodak back

DC-3 FR, o.g. (N400D) I.A.W.P.C. HC-385

DC-3 FR, o.g. at BGM (Broome County Airport). Pub. by Stickley Photo Service on Plastichrome P.18360. *Photo 4 this column.*

BROOME COUNTY AIRPORT

Binghamton, N.Y.
Serving the Binghamton, Endicott, Johnson City, and Owego Area.

#4. Companion Card to #4 from John Danner Collection. Published by Stickley/Plastichrome 18360.

DEXTER AIRPORT
Serving Watertown and The 1000 Islands
Operated by the City of Watertown, located just ten miles from the Heart of the City. The Airport is served by Colonial Airlines and Mohawk Airlines, with direct flights to Washington, New York, Ottawa and Montreal.



#2. DC-3 at Dexter Airport, Watertown, chrome. Plastichrome, P12531.

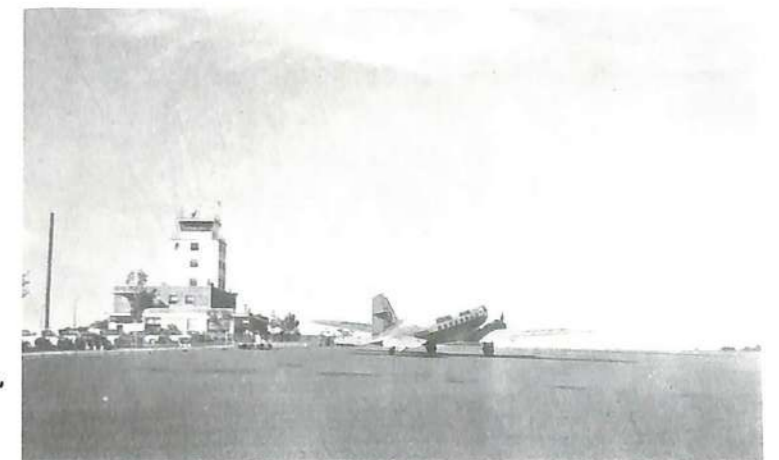
ONEIDA COUNTY AIRPORT

Oriskany, N.Y.

Located midway between Utica and Rome, this fine, modern port serves the entire central New York area with passenger air mail, air freight and charter service.



#3. DC-3 at Oneida County, NY. Chrome published by Margo Studio, YL7850.



DC-3 FR, o.g. at BGM. Pub. by Bob Wyler on Dexter B-11. 79873.

Photo 5 this column.

DC-3 FR, o.g. at Chemung Co. Airport. An aerial shot of airport with airplane very small in the picture. Also shows a Capital DC-3. Pub. by Scott Studio on Plastichrome. P66608

DC-3 FR, o.g. at EWR at night. AA CV in foreground. Pub. by The Mayrose Co.

DC-3 FR, o.g. at Newark with American CV in foreground. Pub. by Gramatan Art Co. in Curteichcolor. 4C-K192

DC-3 FR, o.g. at SYR, only portion of a prop and bottom of wing shown. The picture shows a terminal building at SYR from under the airplane. Pub. by Carhart Photo Service

DC-3 FR, o.g. at UCA (Oneida County Airport) Pub. by Marks & Fuller on Dexter. 64261

DC-3 FR, o.g. at UCA (Oneida County Airport), Pub. by Margo Studio and printed by YotKolor Process. YL7850.

Photo 3 this column.

DC-3 FL, o.g. at UCA (Oneida County Airport). Pub. by Carhart Photo Service on Plastichrome. P16147. The same view (and card number) was published by Ryders Inc., Utica, N.Y.

DC-3 FR, o.g., split-level card, also showing a Capital DC-3 30875L2

DC-3 FR, o.g., split-level card also showing downtown Binghamton. Pub. by Stickley Photo Service on Plastichrome. P18369

DC-3 FL, o.g., b&w, Real Photo at "Newark Airport Terminal Area" by Progressive Publications, Inc.

DC-3 FR, o.g., b&w Real Photo "Planes Resting On Terminal Apron" by Progressive Publications.

Fairchild FH-227

F-27 FL, o.g. (N8236?)* I.A.W.P.C. HC-253

FH-227 FR, o.g. (N7810M) I.A.W.P.C. HC-248

FH-227 RF, ia., I.A.M. CS-069

FH-227 FR, o.g. at GFL (N7805M). Pub. by Dean Color on Dexter. 23895-C. D-675. *Photo 12 this column.*

FH-227 FR, o.g. at Keene, N.H. Pub. by Forward's Color Productions, Inc. NH139. 123167.

FH-227 o.g. at Keene, N.H., viewed on ramp from inside Red Roof Inn.

Martin 4-0-4

M 4-0-4 FR, o.g. (N462M) I.A.W.P.C. HC-149

M 4-0-4 FR, o.g. I.A.M. CS-068

Sikorsky

Sikorsky S-55 FL, o.a., b&w AP, Kodak back, No. 62

Sikorsky S-58 FR at take off. I.A.W.P.C. HC-232.

Buildings

Executive Offices Bldg of Mohawk in color at Utica/Rome by Margo Studio. 88677.

Mohawk Jet Training Center in color at Utica/Rome by Margo Studio. 118108.

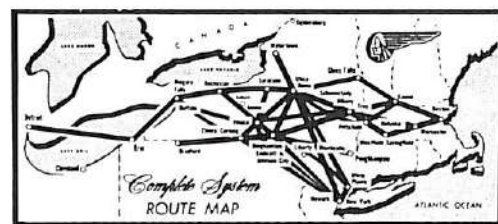
* There was no such registration for an F.27, nor an FH-227 (JG)

B11 — BROOME COUNTY AIRPORT — At the Industrial Hub of the Southern Tier, just minutes from the TRIPLE CITIES. Equipped to handle all types of aircraft, from a cub to the largest commercial carriers. Official U. S. Weather Bureau and Tri-Cities Aviation School on premises.

Enchroma by Bob Wyler. All rights reserved.



#5. DC-3 at Broome County. Rare. Chrome by Bob Wyler 79873. Mailed OCT. 1955.

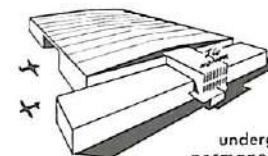


THE MOHAWK CONVAIR 240—pictured on the reverse side of this card links the principal cities of the industrial Northeastern U. S. along the Route of the Air Chiefs . . . connects them with the nation and the world. Fly MOHAWK!



#6. Convair 240 company card by L. Heindl & Son, Process 8919. Chrome.

If you have or know of any postcards showing the original Mohawk Airlines aircraft or personnel not listed here, please furnish complete details to me so that I can update this list. Write to: Larry Myers, 2539 Millers Woods Road, BOONVILLE, N.Y. 13309-5020, USA. Tel. (315) 942-2659, Fax (315) 942-5898 E-mail Green Door Menu.



MOHAWK Convair Cosmopolitan

undergoes phase overhaul in permanent work dock which allows maintenance men to reach every area of plane, an exclusive feature of new \$3 million Headquarters Plant at Oneida County Airport, Utica-Rome, New York, which has two hangars each as large as a regulation size football field.

PLATTSBURGH MUNICIPAL AIRPORT Plattsburgh, New York



#8. Rare CV-440 card at Plattsburgh, N.Y. Plastichrome 58392 by Lavin County Co. from John Danner Collection. Mailed in 1969.

ONEIDA COUNTY AIRPORT

Utica-Rome, New York

More than 140,000 passengers a year pass through this port. There are 35 daily flights to points such as Cleveland, Pittsburgh, Detroit, Boston and New York City with connections to all parts of the world. Home of Mohawk Airlines, one of the largest of America's local service carriers.



#9. Convair 440 at Oneida County (UCA). Chrome by Dexter/Margo Studio, 47752-B.

O-120

BROOME COUNTY AIRPORT
Binghamton, New York

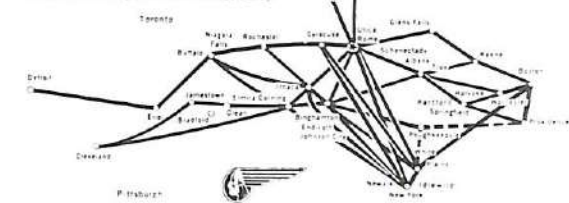
#11. Convair 240 facing BAC-111 at Broome County (BGM), Binghamton, N.Y. Ad Art Photo, chrome O-120.



Convair 240 company card. Undergoing overhaul at Oneida County headquarters. Hannau card. Chrome.

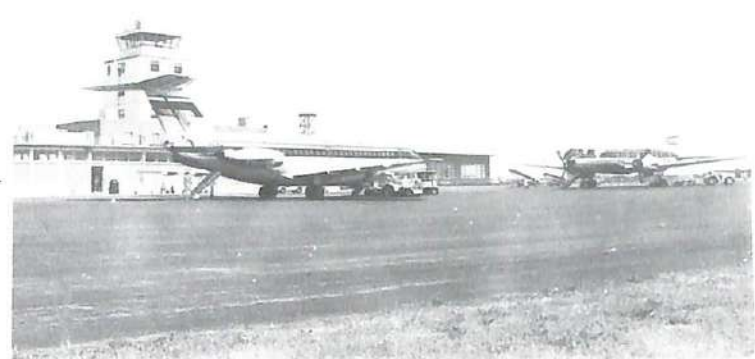
Complete System ROUTE MAP

MOHAWK AIRLINES Serves . . . of the Nation
From Detroit and Cleveland to Boston and Providence
From New York City to the St. Lawrence Valley



MOHAWK'S Luxurious GOLDEN Metropolitan 440

#10. Convair 440 N4403. Co. card, chrome. Published by Hannau.



Warren County Airport

Glens Falls, N. Y.

Located in the heart of the Adirondack Resort Area, serving Warren, Washington, Saratoga & Essex Counties. Mohawk Airlines feature latest Jet Aircraft in year around operation. Also available... Charters, complete field services, Weather Station, Storage, Tie-downs, Snack Bar, Car Rentals.

Color by R. K. Dean



#12. Fairchild 227 N7805M at Warren County, Glens Falls, N.Y. Chrome 23895-C by Dean Cole/Dexter Press.

ONEIDA COUNTY AIRPORT

Utica-Rome, New York

One of Mohawk Airlines' BAC 111 Fan-Jets sits on the apron in front of the control tower.



#14. BAC-111 at Utica-Rome. Airport chrome card by Margo Studio, 88674.



FLY MOHAWK

The First Airline in the East with ONE-ELEVEN fan-jet service!

Inventive Air Fares from Mohawk

\$25 *Weekends Unlimited*—the popular air fare that lets you fly to a host of Mohawk cities in the U.S. on Saturday and Sunday for one fare. \$45 *LONG Weekends Unlimited*—adds Monday to *Weekends Unlimited* for only \$20 more. Mohawk serves 73 cities in 10 states. (Fares not good in Canada.)

The Fashionable World of Mohawk

Girl at left is wearing Mohawk's summer customer service ensemble, next the winter stewardess outfit, third, the winter customer service ensemble, and the new summer stewardess ensemble.

MOHAWK AIRLINES



Fashions created exclusively for Mohawk Airlines by *Saks Fifth Avenue*

#13. Mohawk's delightful "stew" card. Quel period piece! Also note the weekend fare promotion on the reverse. Chrome.



#15. The perfect airline-issued postcard of the 60s, eh wot? Just superb! Chrome K-14960

MOHAWK'S ONE-ELEVEN FAN-JET

The newest jet in the sky in '65 is designed especially to serve Mohawk's busy commuter routes. The powerful Rolls-Royce Spey fan-jet engines are at the rear of the plane... for swift, silent travel. The spacious seating and luxury interiors offer living-room comfort at 550 miles per hour!



#16. The obvious predecessor card to #15, with original radome. Also published in jumbo size. Chrome co. card K13757.

PORT ERIE INTERNATIONAL AIRPORT, ERIE, PA.



Port Erie International Airport, Pennsylvania

#17. Continental size Port Erie International Airport, Erie, Pa. Airport card issued by Lakeport Dist. Inc., Erie, Pa. Mailed in 1972. 10x110436.



#18. Rare jumbo card issued by British Aircraft Corp. 4c Chrome. From the John Danner collection.

PRINTED MATTER

BAC
ONE-ELEVEN

Mohawk Airlines of New York has placed an order for the BAC ONE-ELEVEN now being built by British Aircraft Corporation. Mohawk is the first U.S. Regional Carrier to choose the ONE-ELEVEN and its President Mr. Robert E. Peach said: "After intensive study, we believe it to be ideally suited to our routes... adequate in capacity for the heaviest segments, yet economical to operate over relatively short stage distances".

The BAC ONE-ELEVEN, jet successor to the Viscount, has even better than Viscount economics, cruises at 540 mph, is designed for quick turn round, for independence from ground equipment, and is engineered from the unrivalled short-haul experience of over 400 Viscounts, powered by two Rolls-Royce Spey Turbofans.

BRITISH AIRCRAFT CORPORATION
100 PALL MALL, LONDON SW1
Printed in England

Douglas DC-3 VR-HDA "Niki" was the second aircraft of Cathay Pacific Airways. It made the airline's inaugural flight to London, England, leaving Hong Kong on 23 OCT 46. Note the 1950s color scheme. "Niki" was sold to Foshing Airlines, Taiwan in 1961. (Arthur Pearcey photograph via Joop Gerritsma files)



Carsten Kribber of Germany has been a postcard collector for more than 15 years. He collects only airline-issued cards and many serious collectors around the world know him.

Every three months Carsten publishes a list of new airline-issued postcards that were produced in the previous three months. He sends the list to collectors around the world.

Carsten has suggested his lists may be of interest to readers of the CAPTAIN'S LOG, although with his and our publication schedules, the latest list may be two or three months old when you get it. By that time serious collectors already know what's out there. However, I (JG) believe there are many collectors who do not regularly attend various conventions or who do not have the same resources to find out what is new as Carsten does. I am one of those. Besides, my interest in postcards is limited to Dutch airlines (KLM etc.) and Fokker F.27, F.28, 50, 70 and 100.

To find out if there is an interest for Carsten's lists among CAPTAIN'S LOG readers, I am printing his April-June 1997 issue, the latest one available at the 01 SEP 97 deadline for this issue of the CAPTAIN'S LOG.

Please let our postcard editor Allan Van Wickler, or myself (Joop Gerritsma) know what you think. If there is an interest, I will try to include the list in the CAPTAIN'S LOG on a regular basis. (Please note: I will NOT print lists of cards issued by commercial publishers.)

AIRLINE ISSUE POSTCARDS, APRIL - JUNE 1997
By Carsten Kribber

Information is presented in the following order: Airline name, type of aircraft, registration when known. b/w = black & white
Card size: C = continental, A = American, O = oversize, V=vertical
Position: f = in flight, g = on the ground, to = taking off, lto = landing or tising off, w= on water, < > = direction of nose.

- 1. Aeroflot IL-96M, RA-96002 C, g >, 1996 set
- 2. Aeroflot AN-124 C, g <, 1996 set
- 3. Air Atlantique DC-3, G-AMRA C, f > Above clouds
- 4. Air Canada Regional Jet, C-FMLO O, f < Real postcard back
- 5. Air Inter F-27-500, F-BPNG C, g <, Serie N°1 (2° Ed.)
- 6. Air Inter F-27, F-BPNB Cockpit card, Serie 1°, (2° Ed.)
- 7. Air Inter, All a/c flown by carrier C < painting
- All 3 Air Inter cards have a white border
- 8. Air Kenya DC-3, 5Y-BGU C, f < Above clouds, blue
- 9. Air Malta 737-300, 9H-ABT O, t/o < \ border
- 10. Air Malta A 320, 9H-ABP O, g <
- 11. Air Mandalay ATR 72, F-OHLC O f > Again a different shot
- 12. Air Nova BAe 146, C f > Fl.no.206, white border
- 13. Air Portugal 737-300, CS-TIB A g > "Expo 98" colors
- 14. Air Portugal 737-300, CS TIC A g > "fly algarve" color.
- 15. Air 2000 757, G-OOOS C f < Tapestry colors, 2nd ai
- 16. Air Zimbabwe Fokker 50 O f > Colorful border
- 17. Alitalia Cargo 747-200F, I-DEMRC C, f < Japanese text on front
- 18. American Airl. F-100, N14088 O .f < painting
- 19. American Airl. MD-80 O f < painting
- 20. American Airl. 727-200, N848AA O f < painting
- 21. American Airl. 757, N612AA O f < painting
- 22. American 767-300ER, N848AA O f < painting
- 23. American Airl. A300-600R, N7083A O f < painting
- 24. American Airl. DC-10-30, N143AA O f < painting
- 25. American Airl. MD-11, N17508 O f < painting
- 26. American Airl. fleet (all a/c on 1card) O f < painting
- 27. America West Airlines, 3x757 C/V f black border
- 28. All Nippon 747-400 O t/o whale clrs

\ 94L-16R on front

- 29. All Nippon 747-400, JA ...961 C g < "Peanuts/Snoopy"
- 30. Avia Special AN-2 C g < two pax & dog in front
- 31. Aviaton Portneuf Co.206, DHC-3, DHC-2 (C-GSJO, ??) f/w/w
- 32. Bangkok Air ATR-72, HS-PGA O f < painting /Ar'clrs
- 33. Braathen's SAFE 737-500 LN-BRJ, O f < "Trondheim 1000
- 34. British Midland 737-300 G-ECAS, C f >, new colors
- 35. British Midland 737-300, G-ECAS C f <, new colors
- 36. City Bird MD-11, OO-CTB O l >, no postcard back
- 37. Continental DC-10 C g < at EWR, N.Y. in backgr
- 38. Delta 767-300 O to <, in front of N.Y. skyline
- 39. Deutsche BA 737-300, D-ADBJ C, g >, in front of hangar
- 40. EasyJet 737-300 C, f <, 2nd airline issue,
- 41. Faucett 727-200 C, g > \ close up
- 42. Garuda 737-300 O, f <, model, 1997 set
- 43. Garuda 737-400, PK-GWL O, f >, real photo, 1997 set
- 44. Garuda A 300-600R O, f >, 1997 set /set
- 45. Garuda A 330 O, f >, above clouds, 1997
- 46. Garuda MD-11, EI-CDI O, f < (does not belong to
- 47. Garuda 747-400 O, F, 1997 set \ the set
- 48. Greyhound Air 727-200 C, f >, white border
- 49. Hapag Lloyd A 310 C, g <, behind palm trees
- 50. Hawaiian Air DC-6B, N90xxx C, <, /ing
- 51. Hawaiian Air DC6B C, f >, above coast, paint
- 52. Hawaiian Air DC-9 f >, above water,
- All 3 Hawaiian cards have a white border
- 53. Interair 727-200 C, f >, white border, logo on front
- 54. Japan Air System, cockpit C, white border
- 55. Japan Air System A300-600 f <, white border
- 56. Japan Air System 777 C/V, f <, text on front
- 57. Japan Air System 777, JA-8977 C, f >, "Rainbow 777"
- on bottom front / / on top front
- 58. Japan Air System 777, JA-8977 C, f >, "Rainbow 777"
- 59. Japan Transocean Air 737-400, JA-8524 C, g >, white border, dawn
- 60. KLM Cityhopper Fokker, 70 PH-KZE C, f <, lower left corner
- 61. Korean Air A 330, F-WWKN C, f > \inset of captain
- 62. Kyokushin Air BN Islander, JA-5321 C, g >, white border,
- 63. Lufthansa Regional Jet, D-ACLZ C, f > \helicopter in
- 64. Lufthansa AVRO RJ 85, D-AVRM C, f < \background
- 65. Lufthansa 737-500, D-ABIH C, f <
- 66. Lufthansa A319-100, A-AILA C, f > / front part only
- 67. Lufthansa A320-200 C, f > "Heidelberg"
- 68. Lufthansa A 321-100, DAIRH C, f >
- 69. Lufthansa A310-300, A-AIDD C, f >
- 70. Lufthansa A340-200 C, f >, close up
- 71. Lufthansa 747-200 C, f <, front shot
- 72. Lufthansa 747-400 C, f < front part only
- 73 - 76 Lufth. Traditionsflug JU-52/3m, D-AQUI, various shots
- 77. LTU MD-11 C, cockpit card, white border
- 78. LTU MD-11, 2 x A330, D-AERX/J? C, g >, tails only, white border
- 79. LTU MD-11, 2 x A330 C, g < >, front part MD-11, tails A 330s
- 80. Mexicana Fokker 100, XA-SHI C, f >, logo on front
- 81. Mexicana A 320 C, f >, logo on front
- 82. Myanmar Airways 757 O/V, f >, white border
- 83. Niagara Heli. Bell 407, C-FLRH C, f <, L-13258-E \ above temple
- 84. Niagara Helicopters Bell 407 C, f <, L123645-E, heli far away
- 85. Olympic A.W. A 300-600, SX-xxK, O, f >, white border, new clrs
- 86. Ryuky Air Commuter DHC-8, JA-8972 C, g >, white border
- 87. Seaplane Safaries, Cessna on floats? Z-LUL, C, w < >, 4-pix card, \ 2 show a/c
- 88. Singapore Airl. Airspeed Consul, MC-Axx, C, f <, "50 years" pc.
- 89. Swissair DC-4, HB-ILA C/V, f <, new painting from poster
- 90. TACA 767-300ER + 737-300, ?/N374TA O, f >, logo on front
- 91. Trans Travel Airlines DHC-8 C, g <, logo on front
- 92. Turkish Airlines A 340, TC-JOJ O, f >, white border, logo on front
- 93. Westcam / Q.S. Helicopters Bell 206B, OO-VCC C, g >
- 94. Westcam / V.C. Helicopters AS 350B C, g >

They were at the top of their form when it counted most

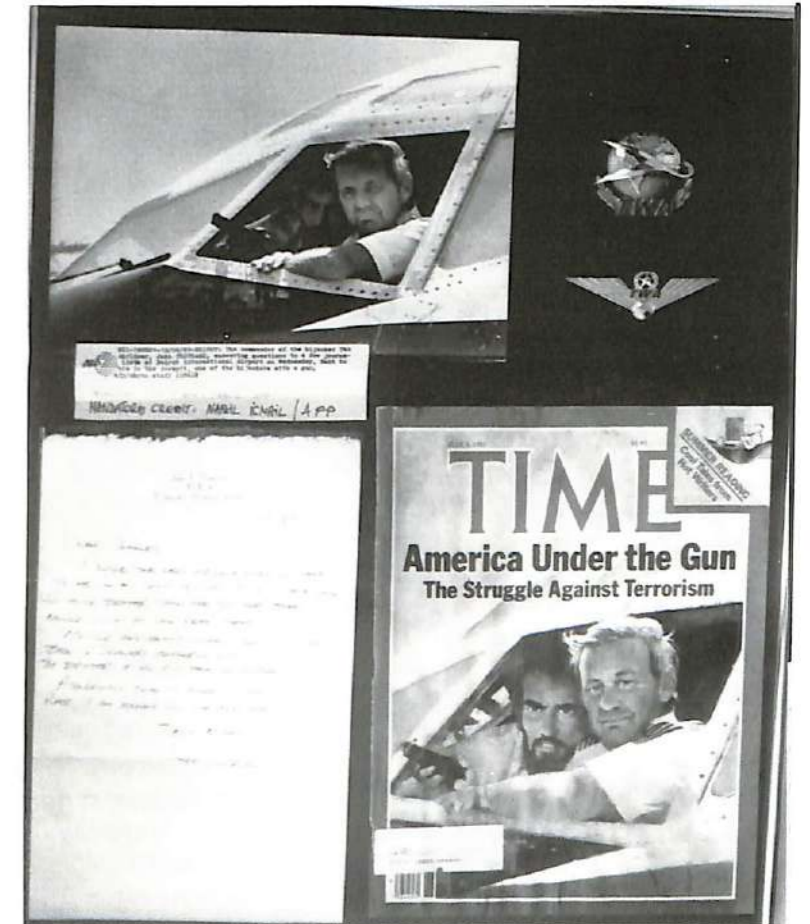
Whenever collectors get together to talk about their displays, the conversation eventually turns to the subject of the rarests, oldest, newest or any other superlative adjective to describe the centerpiece of the collection. It could be a team ball, inverted biplane air mail stamp, autograph of a famous celebrity, limited production automobile. In my case, several years ago, I decided to set up a "wall of fame" which would feature the wings of pilots who have demonstrated the ability to work well under pressure. I am amazed that many of the pilots have contacted, have been gracious enough to send me their insignia to display in my collection. I think that their contributions make my display truly historical.

As I recall, there was an old saw that went along the lines of some people seeking fame while others have it thrust upon them. In every case, the people represented in my centerpiece display would rather have been somewhere else when the event took place. I am sure that even though he had been trained for such an emergency, every captain would have been overjoyed to retire in obscurity rather than be the central character in made-for-television movies and paper back books. In some cases there was great loss of life. In the overall scheme of things, the passengers and crew members of the flights in question were fortunate to have these men at the controls. I am trying to use their examples to convince the kids in the Baltimore, Maryland area that they can do things they never imagined possible if they learn all they can in school and not get jammed up by legal or illegal drugs.

The gag line says: "If you can keep your head while those about you are losing theirs . . . You obviously don't understand the gravity of the situation." My display features pilots who were placed in terrible situations, but by understanding what had to be done - and doing it well - they made outstanding efforts to save their passengers and their aircraft. They put their years of training and expertise to use under the most-difficult and stressful circumstances.

CAPTAIN JOHN TESTRAKE, TWA Flight 847, June 1985

I met Capt. Testrake at BWI Airport two years after the hijacking incident in the Middle East which cost Navy diver Bobby Stedham his life. His Boeing 727 had been taken over by armed men on a trip between Athens and Rome and he was forced to fly from city to city with a gun at his head. After a five-day flying ordeal, the passengers and crew were held in Beirut until their release could be arranged. He had transitioned to the L1011 and was flying the Baltimore - Frankfurt route. I had heard he was on that trip and I kept checking the outward General Declarations, knowing that if he went east one day, he'd be back in Baltimore two or three days later. I did everything I could to make sure I was



TWA's Capt. John L. Testrake is pictured here on Time Magazine cover painted after the Agence France Press photograph by Nabil Ismail (show top left). Behind Testrake is one of the armed hijackers who took him, his crew and passengers and his 727 on a wilde flight through the Middle East in 1985. To the left is a letter from Capt. Testrake and in the right top the actual wing and cap badge he wore during the flight (also see to the right).



going to be on duty when he returned. I also made sure that I had a set of brand-new TWA insignia (captain's wing and hat badge) from my collection on hand. As luck would have it, I was on duty three days later when his cycle brought him back to BWI. I had a chance to meet and ask him he would mind using the insignia from my collection for a while so that I could display the wings and cap badge he had used on that forced Middle East odyssey. He said he would do it and added he was going to bid for the Cairo trips and the insignia would be worn in the same area in which the events took place. I thought that was great, but I was even more impressed when a package arrived at my home from Capt. Testrake with a cap badge and wing insignia and a letter that said, in part, "I wore the insignia that you gave me, on my last trip to Cairo. They look so much better than the old ones that I would just as soon keep them. My old artifacts usually wind up in the back of drawers gathering dust, so it would be better if you put them on display. Accordingly, since you asked for them in the first place, I am sending you the old ones." I managed to secure a photograph taken by a pool photographer from Agence France Presse and the cover of TIME magazine, which had been painted using the photograph as a model, and framed them along with the insignia and Capt. Testrake's letter.

CAPTAIN AL HAYNES, UNITED Flight 232, July 1989

Capt. Haynes addressed our convention in Orange County in 1992 and had us riveted to our seats while he told us of resource management and how to react during emergency situations. Had we known about the impending rude wake up call we would receive the next morning (magnitude 7.5 on the Richter scale), we would have taken notes.

Capt. Haynes was in command of UA 232 when a catastrophic failure of a compressor fan severed all of the DC-10's hydraulic lines and turned the aircraft into something less than an aircraft. For 39 minutes, he and his crew and a Denver-based United flight instructor who happened to be on board, learned how to maneuver a machine which had almost totally lost control. They made it to within 30 or 40 feet of the runway before disaster struck and the aircraft crashed and burned. There were more than 100 fatalities.

I knew he had retired several months before we met at the convention but I passed him a set of United Airlines insignia and asked him to wear them during one of his talks if he wore a United uniform in a future presentation. He returned them a few months later and I added them to my display.

CAPTAIN ROBERT PEARSON, Air Canada 143, July 1983

After my success with captains Testrake and Haynes, I decided to shoot off a letter to Capt. Pearson, who had managed a dead stick landing in a Boeing 767 after it ran out of fuel during a flight between Montreal, Quebec, and Edmonton, Alberta. It was an incident that should not have happened, but it did. A new aircraft, a new service and perhaps a company which was unwilling to let the person it hired and trained to do a specific job, actually do that job. They overrode his original decision to cancel the trip due to inoperative fuel quantity displays and by whatever means, convinced him that the fuel quantity could be determined by "sticking the tanks."



Display frame with the biography of Capt. Al Haynes. It also shows two notes from him, his business card and a wing and cap badge. He wore the wing and badge during a talk he gave about the events of Flight 232, after he retired.



Capt. Bob Pearson's wings, cap badges, letter, business cards and a newspaper article about his deadstick landing of his 767 that had run out of fuel.

That was done, but Air Canada had gone metric and the Boeing had not. Through a monumental series of errors, the 767 lifted off from Dorval without sufficient fuel to reach its destination. Unlike in the TV movie, there was little time for planning. I had the chance to talk with Capt. Pearson several times at Dorval Airport while his fate was being decided by the corporate bigwigs at Air Canada. He told me that when the engines stopped, it was like a barn door had been hung on each wing. Turbine blades don't feather and the only place he was going, was down... really quickly too! His First Officer, Maurice Quintal remembered a Canadian Forces base at Gimli, Manitoba. The base had been decommissioned and was being used as a dragstrip, but the approach was textbook perfect and the aircraft suffered only a broken nose gear and a "scraped chin" when it hit a guardrail used to separate race lanes.

The package I received from Bob Pearson had a customs form declaring "six used insignia." I thought he was perhaps sending me three sets of current Air Canada wings and cap badges. Not so. Inside the box were the wings and cap badge of Trans Canada Air Lines, a current Air Canada cap badge and three styles of Air Canada wings. I had every set of insignia the company had issued him. I am not sure, but perhaps Air Canada's decision to put him in the right-hand seat for six months influenced his decision to allow me to display his Air Canada insignia.

He wrote, "It is a pleasure for me to pass on the enclosed wings and hat badges that I have worn in my career, and hope that they are an asset to your admirable collection. I took an early retirement package from Air Canada on Sept. 30, 93 and now fly the B747-400 for Asiana Airlines out of Seoul."

CAPTAIN LEUL ABATE, Ethiopian Airlines Flight 961, December 96

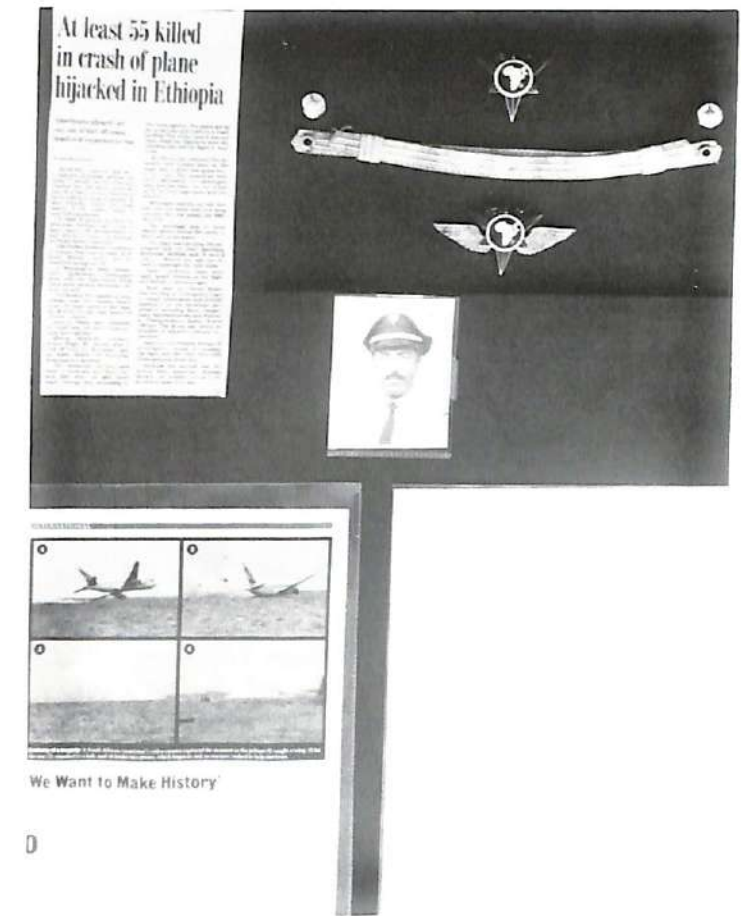
Capt. Abate's Boeing 767 was taken over by hijackers shortly after take-off from Addis Ababa, Ethiopia on a scheduled trip to Nairobi, Kenya. The reported number of hijackers ranged from three to eleven. At least three rushed the cockpit and beat the two-men crew, threatening them with a fire ax and an item wrapped in a paper they said was a bomb. They demanded that the trip divert to Australia, but refused the request by the crew to land for refueling. As the aircraft ran out of fuel, Capt. Abate and his first officer attempted a water landing just off the beach of Grand Comore, part of the small island nation of the Comoros in the Indian Ocean, off Mozambique. Only 50 of the 175 souls survived. I wrote to Capt. Abate late in JAN 97. It was not until APR 97 that I received a reply. The letter accompanying the package was humble. I'll let it speak for itself.

"... Sorry to keep you waiting for the reply of your request to have my pilot insignia and cap badge so long. Actually I was too busy in going through intensive medical check-up as well as writing various reports. Most of all I had to wait until the actual insignia which I wore during the accident had been recovered from the ocean near the Comoro island."

Who says lightning doesn't strike twice in the same place? In his letter Capt. Abate also mentioned he was also hijacked in MAR 95 on a domestic flight in a 737. Wow, that is heavy!

We have many groups of school children passing through BWI Airport on "field trips." The ages run from four or five in the pre-school groups to the mid-teens when groups of "at risk" kids get to see how an airport operates. During part of my talks, the groups might demonstrate the normal fidgeting of the younger groups to the rude disinterest of the older "know it all" teens. It still amazes me when the groups go silent and pay close attention as I relate the stories of the men and incidents outlined above.

If it makes even a small number of kids think twice before they give in to peer pressure and try something that will harm



This display of Capt. Leul Abate's Flight ET961 shows a Newsweek article about his flight and hijacking with photos of the 767 ditching in the Indian Ocean, a photo of Capt. Abate himself a newspaper article, a letter from him and his wings and badges. For a close up photo and description of the wings, see next page.

them, or if Bob Pearson's story lets them know that an error in judgment need not be fatal and can be overcome by using skill and training, the pride I have in the display is magnified. A lot of these kids have only "super stars" or "super sports players" as heroes or role models. I try to show them that folks who have regular, year-round jobs, who study and train hard, and work well under adverse conditions without losing their heads, are the real stand up folks.

I hope to continue using my display in these drug demand reduction talks. At the same time, I hope that there are not many more incidents which will lead me to try and enlarge my "Wall of Fame."

Mea Culpa. I had my fingers working faster than my brain when I penned the column for the Vol. 22, No. 4 issue. The center design of the last Nordair wing and cap badge (p. 26) represents a segment of the compass rose. The sunrise to which I referred was represented by the flash of yellow paint behind the cockpit window on the last livery of Nordair.

The Why? Who? and When? are never ending

Airliners International 1997 was a great meet. A bit smaller than those I have attended in the past, but a very good job by Roy Thompson and his workers. Beth and I enjoyed your AI 97 and the outstanding hospitality. We even "climbed" Pike's Peak - in a bus!

I found some good stuff, we met with old friends, found some new friends and collected more wings and cap badges than ever before. But, there are the always-present questions of Why? and Who? But most-often the question is: When?

A) When did Western Pacific merge with Frontier?

B) When did Trans Texas Airlines switch from silvertone badges and adopted gold badges of the same type?

C) When did Transcontinental and Western Air use a Transcontinental and Western Air cap badge and a Trans World jacket wing? Or did they? Is this just wishful thinking?

D) How many different cap badge types were used by Continental Airlines?

E) When did America West change badge designs?

F) Did Alaska Coastal Ellis Airlines have a distinctive cap badge and wing design? Or were the Alaska Coastal Airlines badges and wings used through the "Ellis" era? Shown are the badges used in the "Ellis" era. But are these the badges of Alaska Coastal?

G) Who is Family Airlines? Where are they from and when?



Fig. A



Fig. A



Fig. B



Fig. F



Fig. E



Fig. G



Fig. F



Fig. E

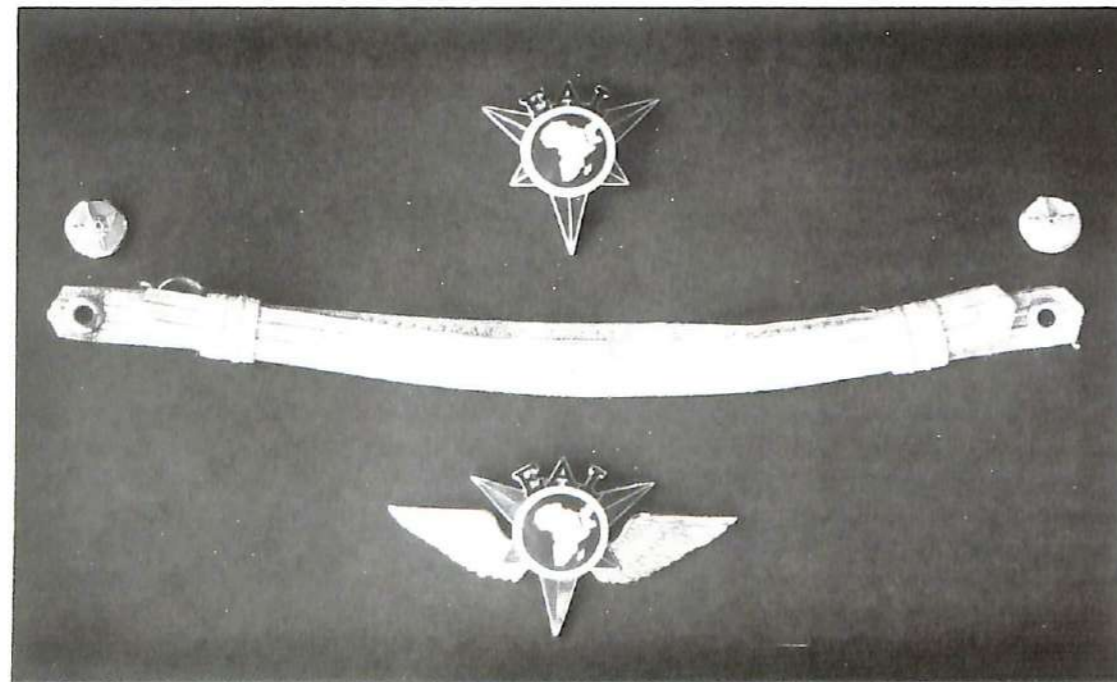


Above: Trans-Canada Air Lines badge and wing from former Air Canada Capt. Bob Pearson. The wing is all-brass, including the speedbird in the center. It has two screwposts and is hallmarked: Scully Ltd Montreal. The cap badge has a silver speedbird and letters TCA. Also with screw posts and hallmark: Scully Ltd Montreal.

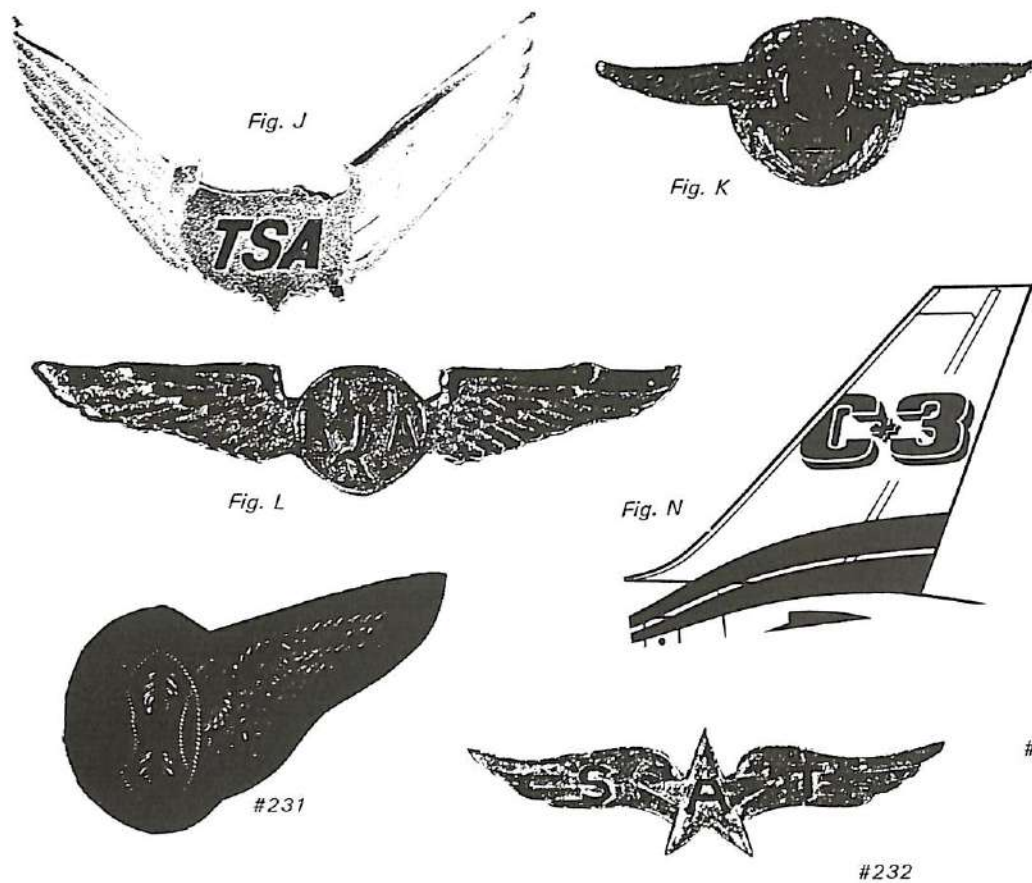


Above right: Air Canada badge and wings from Capt. Bob Pearson. The badge has gold bullion thread over a red background. Below it, the top wing has a dark blue background behind the gold maple leaf. This indicates a Montreal-based pilot. The center wing was used by all flight deck members prior to the current wings and the bottom wing is the current issue. A captain has a wreath under the maple leaf and three stars above it. A first of-

ficer has only a wreath below the maple leaf and a second officer has just the maple leaf. The blue-backed wing is hallmarked: Made in Canada by Bond Boyd. The middle wing is hallmarked: Made in Canada by Boyd Bond Toronto. Both have two screw posts. The current wing also has two screw posts for the jacket and clutch back for the shirt. Also hallmarked: Made in Canada by Boyd Bond Toronto.



Capt. Abate's insignia were returned to him after they had been recovered from the bottom of the Indian Ocean off the Comores Islands. Salt water corrosion can be seen on the left grommet of the hat's chin strap. The wing (bottom) is brass / gold and large at 3 1/2" (8.9 cm) wide with a 1 3/4" (4.5 cm) tail. The bottom point is slightly bent. It is a pin back. The cap badge (top) has the same design as the center of the wing. Colors are a yellow enamel circle and outline of Africa on green enamel. The letters E A L are in dark red. The wings and cap badge are hallmarked: Russell Uniform Company.



H) When did United Air Lines front end crews change from silvertone cap badges and wings to goldtone ones of the same design?

I) Does the new Panam have a distinctive badge design or are the former badges used?

J) Who is T S A?

K) Did Panagra use only the one badge and wing pattern design in their entire 38 years of life?

L) Who is R A? This crudely-made goldtone wing showed up at AI 97. Some said it is a fake, some did not agree, but no one had seen a similar badge. I (Ken Taylor) think it is unreasonable to make a fake badge that doesn't copy or represent a real one. Do you, the reader, have an answer?

M) Southwest Airlines has a new badge design. Does anyone have a picture for this column?

N) Canada 3000 has a new look. They call it C-3000. I wonder if the badges will change.

#239. A letter from NIEK VERMEULEN asks about a barf container he found in the American Airlines museum collection in Dallas, Texas. The photo, #239, shows a cylindrical cup that appears to be approximately 3 inches (7.6 cm) in diameter, 8 to 10 inches (20 x 25 cm) high with a white lid on top. The cup appears to be dark blue in color. The American flying eagle and letters A A are in an off-color white. The cup would be made of

plastic or of paper tube construction. Niek is asking when this cup was used. Also, is one of these containers available for him to purchase or photograph? Does anyone have any information on this type of container having been used by any other airline?

#231. TOM MALLOY writes this wing is from Kenya, Africa. It is a miniature (shirt) wing for a navigator of the Kenyan Air Force.

#232. Niek Vermeulen has the same logo on a barf bag. This wing is from SAT Flugesellschaft of Germany. No home base or dates of operation are available.

STEVE EMMENS of Toronto added some more information about the CP Air Interplanetary patch, see Fig. B, CAPTAIN'S LOG 22/2, 1996, page 45:

He writes, "I came across some brochures from a past local attraction. This patches were available in the souvenir shop at the "Tour of the Universe" ride at the base of the CN Tower in Toronto. The ride was sponsored by CP Air and later Canadian Airlines International. It featured a space-like theme and ended with a six-minute simulated ride into space. The ride was enjoyable and I even purchased one of those patches.

Thanks Steve, your letter is much appreciated.

Thanks to all of you for the questions and answers you have been sending me. Please write again soon.

JUNIOR CREW WINGS

Stan Baumwald

Eastern wing found "on card"

The airlines don't issue as many wings as in the past

Drawings (c) 1997 by Herman Van Dyk.

This time we have four new junior wings to report and one old one that has been found "on card."

Fig. 1. This Eastern Air Lines wing is listed in my book as EAL-6 (1). The card has three folds in it. The most-interesting thing is that the card refers to an Eastern Jr. Stewardess, yet the wing itself does not distinguish between male and female. This very interesting find was made by PEDRO MUNIZ, who used to fly for Eastern as a purser and is still very active in the collecting of all sorts of Eastern memorabilia.

At the international show in Colorado Springs, I picked up three new wings:

Fig. 2. This is the second issue by Austrian Airlines. It is made of plastic, comes in light gray with red for the arrow point and lettering, and a gold bar at the bottom. The wing is a pin back.

Fig. 3. New wing from TACA International Airlines, its third issue. It has gold wings with gold lettering and logo on a very dark blue disc in the center.

Fig. 4. A button-type junior pilot wing from Braathens's S.A.F.E. of Norway. The disc is blue with white lettering and airplane top. The cheatlines are red and black. This is the sixth junior wing issue by Braathens, but their fourth button. I guess they just like this style.

Fig. 5. America West has revised its junior wing issue. It is exactly the same as my listing known as AWE-5, but the main color is now light green instead of maroon.

That is it for now on the junior wing front. It seems the airlines are not issuing as many new junior wings as in the past. And when they do, they are usually found only on international flights. But you frequent flyers should keep asking because you never know when a new junior wing will be put out.

Happy collecting!



TEAR ALONG DOTTED LINES TO USE CARD IN WALLET

Junior Stewardess Pin



EASTERN
Here is Your

(Captain

BY PARTICIPATING IN A SCHEDULED PASSENGER FLIGHT OF EASTERN AIRLINES.

EASTERN JR. STEWARDESS

ON THIS DAY OF

AGE

This is to Certify that

EASTERN

United seven-destination sticks remain a mystery

There could be as many as 224 different pieces, but are there?

Once again no specific topic, so I will talk about a stick that has been around for a while and of which I keep coming up with new variations. I could use some input on these, such as where, when and why. I am referring to the seven-destination United Air Lines set that was issued possibly as early as the 1950s, since the name "United Air Lines" is in their early script style, without a logo on the stick. The seven destinations, Chicago, Los Angeles, New York, (The) Rockies, San Francisco and Seattle, appear on the tops, but that is where the similarity ends, as you will see further on.

Before I continue, I must mention one thing. Around the beginning of April, I received a card from a fellow member on an enquiry about the Western flying "W" sticks that appeared in my previous article. Unfortunately, someone at the post office put the code bar sticker right across the return name and address, and I have no idea who the sender was. If he (or she) reads this article, please drop me a line so that you don't think that I am just ignoring you.* And yes, that is the stick, but the one that I am looking for in blue has to have a flat end on it, not a pointed end. With that said, back to this column.

First a description of the tops. The tops are all the same oval shape and size, with two different sides. One side has the name of the destination at the top and the slogan "The Friendly Skies" below it, while the other side shows a landmark or event of what that destination is best known for. The text and the symbol are both raised. The only one that puzzles me, is the one for ORD, which shows what seems to be a lobster or other shellfish. Perhaps one of you Chicagoans can fill us in on what it is, and why it is there. The other six are: Hawaii with, you guessed it, a pineapple; Los Angeles with a movie camera; New York with the head of the Statue of Liberty; the Rockies with a rides on a bucking bronco (This could have something to do with Wyoming as they used to have, or perhaps still have, a similar symbol on their car licence plates); San Francisco with the famous cable car and Seattle, with the restaurant on top of the space needle.

The sticks are all flat and 5 1/2 inches (14 cm) long with a flat shank and a flat, round bottom.

Now to the variations.

On some the shank is plain while on others it has the raised "United Air Lines" on both sides in script just below the top. The first set I acquired is all-white with no name on the shank and with "Spir-it" above "USA" about 1 3/4 inch (4.5 cm) from the

end on the side with the landmark. I also have a complete set in yellow and a chocolate-colored set, of which I have all but ORD, SEA and the Rockies. Both of these sets also have the same manufacturer's name in the same place and are otherwise identical to the white set. If all are complete sets, it would make a total of 21 different sticks. But I also have a white ORD stick with the name on the shank and ORD, Rockies and SEA sticks with no name on the shank in an off-white, which, if complete, could bring the entire set to 56 - 14 for each of the four colors with and without the name. And on that note, even the white ones have two slight color variations, some being more of a pale white.

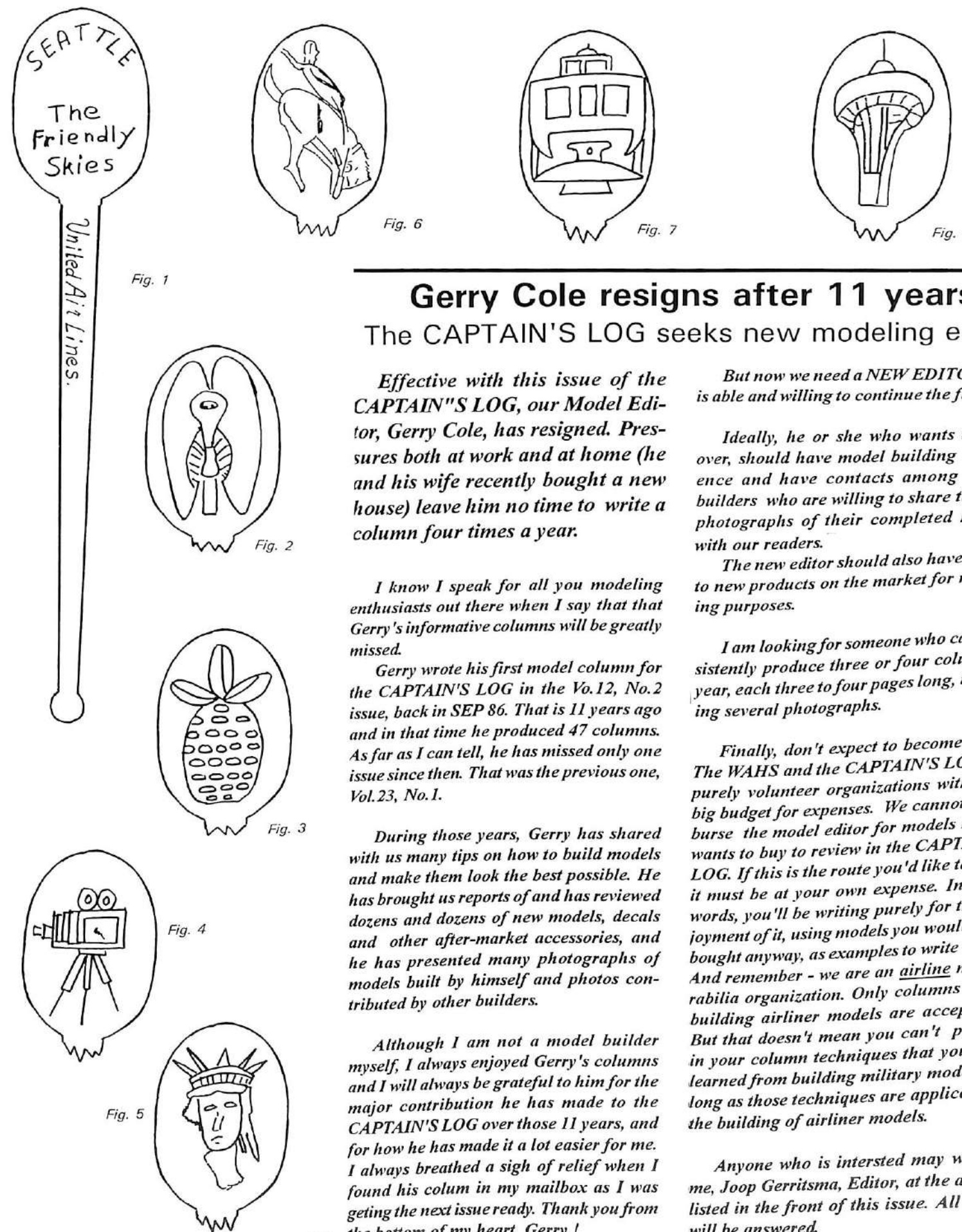
There is also a pick set and here the variations can also be numerous. First of all, although the tops of these 4 1/2 inch (11.5 cm) double-pointed end picks are identical, even in shape and size, some have the same type of raised name on the shank, and some do not, just like in the stick set. These also have the white and pale-white variations and the off-white color, but even the off-white ones have a lighter and a darker variety. And then there is an actual beige set and ... you guessed it, light and slightly darker. All of these picks, though, have the same manufacturer's name as the sticks, in the same way and also on the landmark side just above the end. I have never seen any of the picks in either the yellow or chocolate color, but that doesn't mean they don't exist. All in all, this set could total as many as 224, if all the colors and shades are considered. I have tried cleaning these variation sticks because some look like they have nicotine stains on them, but the color doesn't change, so it must be the actual color variation. In summary - two shades of white, two shades of off-white, two shades of beige, yellow and chocolate.

Anyone who knows of any that are not mentioned here, please drop me a line and let me know.

Once again, a sincere thank you to all who have written me and/or sent me stuff, and if you don't hear from me, please drop me a line because I have a tendency to get scatterbrained with my correspondence at times. I try to acknowledge every letter.

Fig. 1: Shows the destination on the top. It can be Chicago, Hawaii, Los Angeles, Rockies, New York, San Francisco or Seattle (shown) in block letters.

Fig. 2: Chicago, Fig. 3: Hawaii, Fig. 4: Los Angeles, Fig. 5: New York, Fig. 6: Rockies, Fig. 7: San Francisco, Fig. 8: Seattle.



Gerry Cole resigns after 11 years

The CAPTAIN'S LOG seeks new modeling editor

Effective with this issue of the CAPTAIN'S LOG, our Model Editor, Gerry Cole, has resigned. Pressures both at work and at home (he and his wife recently bought a new house) leave him no time to write a column four times a year.

I know I speak for all you modeling enthusiasts out there when I say that that Gerry's informative columns will be greatly missed.

Gerry wrote his first model column for the CAPTAIN'S LOG in the Vol.12, No.2 issue, back in SEP 86. That is 11 years ago and in that time he produced 47 columns. As far as I can tell, he has missed only one issue since then. That was the previous one, Vol.23, No.1.

During those years, Gerry has shared with us many tips on how to build models and make them look the best possible. He has brought us reports of and has reviewed dozens and dozens of new models, decals and other after-market accessories, and he has presented many photographs of models built by himself and photos contributed by other builders.

Although I am not a model builder myself, I always enjoyed Gerry's columns and I will always be grateful to him for the major contribution he has made to the CAPTAIN'S LOG over those 11 years, and for how he has made it a lot easier for me. I always breathed a sigh of relief when I found his column in my mailbox as I was getting the next issue ready. Thank you from the bottom of my heart, Gerry!

But now we need a NEW EDITOR who is able and willing to continue the fine job.

Ideally, he or she who wants to take over, should have model building experience and have contacts among model builders who are willing to share tips and photographs of their completed models with our readers.

The new editor should also have access to new products on the market for reviewing purposes.

I am looking for someone who can consistently produce three or four columns a year, each three to four pages long, including several photographs.

Finally, don't expect to become rich! The WAHS and the CAPTAIN'S LOG are purely volunteer organizations without a big budget for expenses. We cannot reimburse the model editor for models he/she wants to buy to review in the CAPTAIN'S LOG. If this is the route you'd like to take, it must be at your own expense. In other words, you'll be writing purely for the enjoyment of it, using models you would have bought anyway, as examples to write about. And remember - we are an airline memorabilia organization. Only columns about building airliner models are acceptable. But that doesn't mean you can't pass on in your column techniques that you have learned from building military models. As long as those techniques are applicable to the building of airliner models.

Anyone who is interested may write to me, Joop Gerritsma, Editor, at the address listed in the front of this issue. All letters will be answered.

* Perhaps this is a good time to remind readers to always also put their name and address on the letter that goes inside the envelope, not just on the outside of the envelope - JG

AIRLINERS AT LAX, AND BOOKS FROM AUSTRALIA

Airliners at LAX
Los Angeles International
Airport 1956-1976
 by Robert D. Archer

World Transport Press, Inc., P.O. Box 521238, Miami, FL 33152-1238, USA 1997. ISBN 0-9626730-6-4
 Hardcover, 11 x 9 inches, 120 pages, 115 Color & 4 B&W photos.

"LAX" is a glorious book for those who love airline picture books. Full-page photos show the development of airliners during the 20-year span covered. From the last DC-3s to the wide bodies of today, they are all here. So are numerous airline color schemes that are now only vague memories to those of us who lived through those exciting years, and that may be new to those young enough not to have been there: the dark-blue cheat lines on the four-engine Douglas propliners of Delta and United, the narrow red stripes on TWA's Connies, Western's Convairs, the orange tails of Bonanza F-27s "Silver Darts," the all-yellow F-27s of Hughes Airwest, the first generation 707s, DC-8s and DC-9s, some of the last few Martins, and on and on it goes.

Each full-page photograph comes with a thumbnail history of the particular aircraft it shows and with a few lines about the airline that operated it.

And YES !!! There is a photo index !!! Thank you !!!

Birds of Prey
Boeing vs. Airbus
A battle for the Skies
 by Matthew Lynn

Four Walls Eight Windows, New York, 1997
 ISBN 1-56858-086-X
 Hardcover, 6 x 9 inches, 244 pages, no photos.

A revised edition of "Birds of Prey" first published in England in 1995, this title discusses the political, financing and technical aspects, as well as the pride, that are part of the competitive struggle between the two largest manufacturers of commercial aircraft in the world today.

Interesting reading as background to the continuing struggle, posturing, maneuvering and even accusations back and forth between these two giants, as well as of the governments of the countries involved.

The International Directory
of CIVIL AIRCRAFT
1997/1998
 by Gerard Frawley

Aerospace Publications Pty Inc., P.O. Box 1777, Fyswick, ACT 2609, Australia, 1997. ISBN 1-875671-26-9
 Softcover, 8.5 x 11 inches, 220 pages, nearly 200 color photos.

Published every two years, this second edition of Civil Aircraft is an extremely useful guide to airliners in service today, from the DC-3 and Beech 18 variants to the latest types such as the Russian TU-334 and IL-114, the Indonesian ITPN N-250 and more.

Each aircraft has one color photo and half a page with performance details and a short development history.

As the title suggests, this book also includes many modern light aircraft, biz propjets, biz jets, and non-airline helicopters. But this should not stop you, even if you are strictly an airliner fan. This directory is extremely useful if you want to remain up to date about what's going on in our (airliner) world.

In the back is a pretty complete listing with basic details of all airlines around the world operating as a minimum jet equipment. It lists their addresses and the number of each type in service.

The book is published every two years, alternating with a military aircraft directory in the other years.

In case you have problems locating this book in your favorite aviation book store, the publisher responds favorably to mail enquiries, so long as you provide you credit card details.

So Many Worlds
Inventon, Management, Philosophy
and Risk in the Life of
Leroy Hill
 by Craig Miner

Texas Tech University Press, Lubbock, TX 79409-1037, USA, 1997
 ISBN 0-89672-380-1
 Hardcover, 6 x 9 inches, 306 pages, several B&W photos.

Described as "Aviation History/Biography" on the dust jacket, this book is of only peripheral interest to the airline buff.

The subject, Lroy Hill, was an inventor and

All reviews this page by Joop Gerritsma

businessman who, at different times in his life, produced aircraft parts and ran a catalog vending operation, Air Associates, that sold aircraft parts and even whole aircraft through mail orders.

Airport of the Nine Dragons
Kai Tak, Kowloon
A story of
Hong Kong Aviation

by Capt. Charles Chic Eather
 ChingChic Publishers, Surfers Paradise, Australia, 1996.

ISBN 0 9586746 0 4
 Hardcover, 7 x 10 inches, 254 pages, 173 B&W photos, several maps & diagrams.

This book is published at an important time: just before Hong Kong and its famous airport Kai Tak were returned to Mainland China last 01 JUL.

The author talks in great detail about the origins, establishment and growth of Kai Tak up to the year of publication. He also discusses the airlines and personalities involved, Hong Kong nationals as well as foreigners, who played a role in making this fascinating airport what it is today. Did you know, for instance, that the first tenant at what is now Kai Tak, was an American adventurer called "Crazy Harry" who called his 25-acre section of the airport the Kowloon Aviation Field? Or that the field was so close to a lard factory and an open sewage lagoon that early travellers could smell the stench the moment they stepped from their airplane?

The problems of having a busy airport almost right in the city are also discussed.

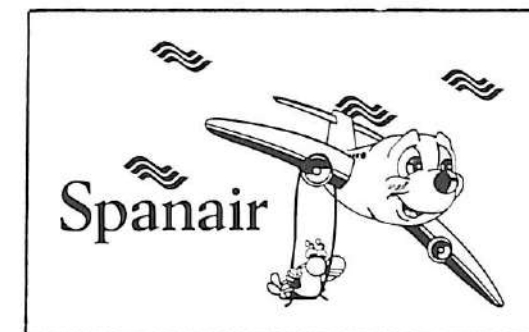
There are 14 appendices, ranging in subjects from the senior personnel of the Hong Kong of the Civil Aviation Department, to a complete register of aircraft on the Hong Kong aircraft register over the years, to the aviation-related companies that were (are?) established at the airport and the many pioneer long-distance flights of the 1920s that dropped by. There is also an extensive bibliography.

Worth having for anyone interested in airport development in general and Far East aviation in particular.

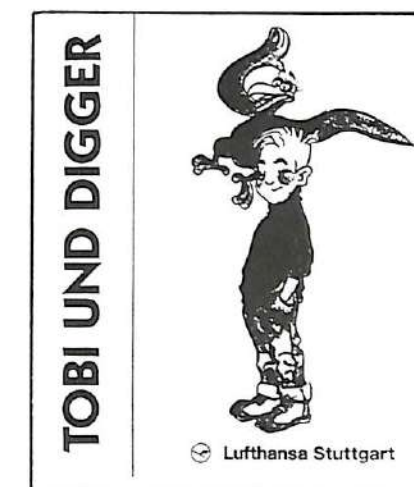
From a "funny face" helicopter to a "seductive beauty" Carvair
 Plus many other stickers and labels - old and new - from around the world



#1



#2



#4

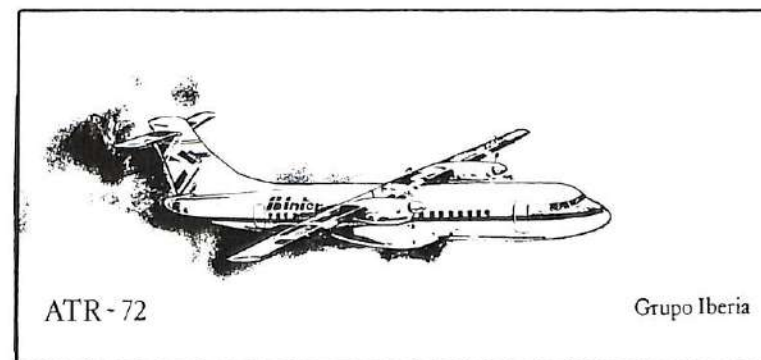
I start this column with a number of contributions from PETER RENTZCH of Hamburg. He recently sent me a box containing more than 1,000 stickers - I had a wonderful time sorting them all out. Many thanks again, Peter

#1 shows a new destination for KLM: to Orlando. Colors are two-tone blue with the route in red. It comes in two sizes: 3 1/2 x 3 3/4" (9 x 9 1/2 cm) and a smaller one.

#2 comes from the Spanish operator Spanair in blue and orange on white. The significance of a bee swinging from the engine escapes me.

#3 was issued by the Iberia Group and shows an ATR-72 of Binter, which operates local services in the Canary Islands. Binter is one of several small airlines owned by Iberia of Spain.

#3



#5

#4 comes from the prolific Lufthansa, this one from the Stuttgart base. I suppose the bird is a caricature of the crane in Lufthansa's logo, but who is Tobi?

#5 shows a real gem from the past, Hadag Air, which used to fly Twin Otters around the Frisian coast of Germany - I always get a real buzz when oldies like this turn up. The colors are primarily red, green and blue. (The text says: Be up there, learn to fly! - JG).

As always, DAVE CHERKIS of Las Vegas had a few new goodies for me and I have chosen

#6 from Air Atlanta of Iceland. It features their TriStar, which, one assumes, is maintained in the Gulf.

#7 is from Virgin Express, another part of Richard Branson's empire. Very attractive in red, white and blue. Note the mouth with the tongue hanging out!

GRAHAM ALLIANCE of Bethesda has also sent me a huge number of stickers during the past few months, so many that I could probably fill the entire column with them. I have selected:

#8 which was issued by Swissair, commemorating the airline's 50th anniversary of service across the North Atlantic. It shows the DC-4 HB-ILA "Spirit of Swissair" that operated the first service in APR 47. This one also comes in two sizes, the larger being 3" (7 1/2 cm) in diameter.

#9 TAP Air Portugal also celebrated a 50th anniversary: The airline was founded in 1945 and started services the year after. This sticker comes in the airline's red and green on a white background, but with "50 1945-1995" and the lower right quadrant of the circle in gold.



#6



#8



#7



#11



#10

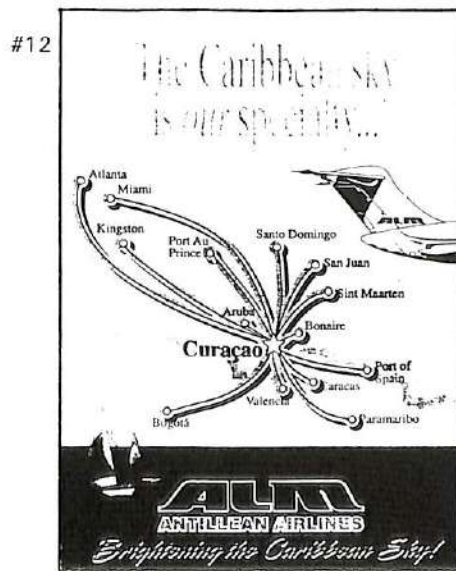


#9

#10 shows that NCA of Japan also had something to celebrate: 10 years of service in 1995. Colors are shades of blue.

#11 is from Braathens SAFE of Norway. This yellow, green, red and blue piece comes on a white background and shows a Viking longboat with the tail of a 737. Different to say the least!

#12 from ALM of the Antilles features their current routings as far as Atlanta and Miami, with the tail of their DC-9.



#12

#13 is a very smart sticker in burgundy, grey and white from Island Air of Nantucket. They fly Cessna 402s but also have a single DC-3.

The final two items from Graham are

#14 of Mexicana, depicting their 757 with green tail. The background motive is in light blue, "757" in dark blue and the name and logo are in black.

#15 comes from Air Zambia with dark blue border, logo and text on on bright yellow. The airline operates 737 from Lusaka.

I am afraid I have no other contributions from members to include this time. I don't mind just showing labels and stickers from my own collection - I should think I have enough for the next 50 years at least - but I would like some of Don Thomas' old contributors to send me contributions for this column. Send them either direct or via Joop if necessary. He'll pass them on to me.

#16 Finally, a "funny face" helicopter sticker! It shows a Bell 412 wearing a 10-gallon cowboy hat and riding spurs. Colors are light green on white, with the hat, spurs and text in black.

#17 is obviously a manufacturer's issue. I have China Eastern, Varig, Thai and Korean Air todate. Are there any others?

I thought I'd take up Joop's challenge and surprise him with a few more unusual aircraft on labels and stickers. Included are:

#18 is from SANSO of Costa Rica and features their Spanish-built CASA 212 Aviocar.

#19 The Twin Otter on skis is not an unusual aircraft, but there are not a lot of stickers around from the Falkland Islands although I have recently acquired my second. (Registration on this aircraft is VP-FAW).



#13



#14



#16



#18



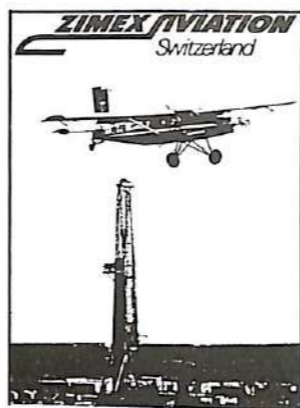
#15



#19



#17



GOLDEN OLDIES

#27 From Costa Rica, about 60 years ago, is this yellow, red and black gummed label with a picture of a Stinson U of Aerovias Nacionales.

#28 This label from Faucett of Peru shows the Stinson SM-6b which operated many of the airline's earlier flight. Colors are orange on white and a translation of the text is not required for this one.

#29 This is my earliest QANTAS label, when the airline still called itself The Queensland and Northern Territory Aerial Services Ltd. And that is some time ago! The aircraft is a deHavilland DH-50, which came into service in 1924. Colors are red and blue (circle and name-and-address text) on red, with a white border and blue "corners".

#30 Aero OY, the predecessor of Finnair, used this label of a Junkers G.24 on floats, used for services across the Baltic Sea. It also shows the company's network as it was in the late 1920s.

Finally, the label that started my collection:

#31 Imperial Airways' Handley Page W.8b G-EBBH "Prince George" which was taken over from Handley Page Transport in 1924 when Imperial Airways was formed. The label is blue and buff, dating from the mid-1920s and cost me one pound about 20 years ago.



#20 British Air Ferries supplied this "funny face" Carvair. Isn't she a seductive beauty (the aircraft, that is). Colors are light and dark blue with black text and cargo.

Next are a couple from the Land of Oz:

#21 Royal Flying Doctor Service GAF Nomad in red, white, ocre and black with white text and white border (not shown).

#22 Aquatic Air Beaver on foats. Dark blue on white, but "Air" and "Australia" in dark green. Note that the cross bar in the "A" has been replaced by kangaroo.



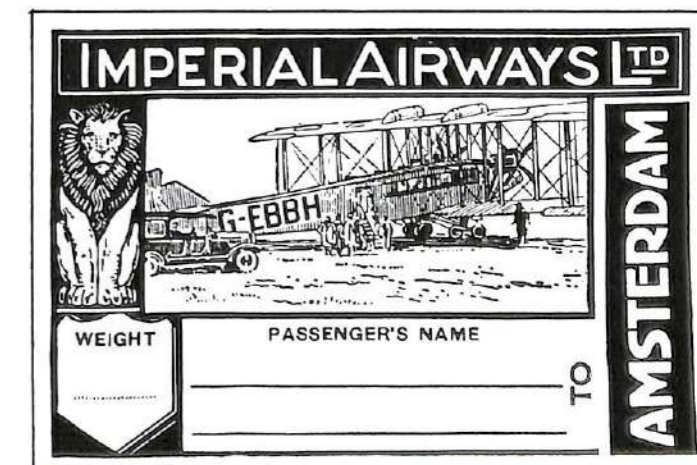
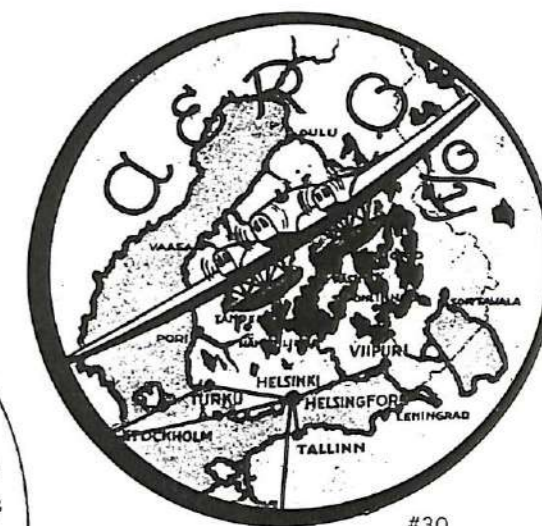
#23 Zimex Aviation of Switzerland provided this item, showing their Turbo Porter of Swiss manufacture flying over what looks like a tower used in oil exploration.

#24 Transvalair of Switzerland is long defunct. It operated the rare Canadair CL-44 when still in business. The CL-44 is of course a development of the Bristol Britannia. Aircraft livery and name below aircraft are in red, rest in black, all on white.

The final "modern" stickers before we go to the Golden Oldies are from:

#25 A very snazzy Ilyushin IL-76 of Metro Cargo. Colors are blue text (top and bottom), red airline name and logo, and regular half-tone aircraft colors.

#26 A gummed label, but still post-WW2, shows the Bristol Freighter of Aviacion y Comercio, better known as Aviaco, of Spain. Blue and red are the dominant colors.



AROUND THE WORLD

of Airline Schedules

Copyright 1997
George W. Cearley, Jr.

The schedule column in this issue is the first of a two-part article on U.S. airline mergers. The first part deals with mergers from 1944 to 1968, and the second part will cover the period from the late 1960s to the mid-1980s.



On August 16, 1952 Mid-Continent Airlines, Inc. was merged into Braniff Airways, Inc., adding the cities of Minneapolis/St. Paul, Des Moines, Omaha, Shreveport and New Orleans, as well as a number of smaller destinations to the Braniff system.

Domestic and International Schedules August 1952

it's **BRANIFF**
INTERNATIONAL AIRWAYS

Fly Braniff to a shopper's field day in Lima. It's an important stop along South America's 5,000-mile bargain counter!

Effective June 15, 1952

MID-CONTINENT AIRLINES

this year...
Vacation by Air!

Fly MID-CONTINENT AIRLINES

Domestic and International Schedules August 1952

it's **BRANIFF**
INTERNATIONAL AIRWAYS
NOW INCORPORATING
MID-CONTINENT AIRLINES

INLAND AIR LINES

EFFECTIVE NOVEMBER 1, 1943

WESTERN AIR LINES
AND INLAND AIR LINES DIVISION

JUNE 1, 1944



Announcing the merger of INLAND AIR LINES with WESTERN AIR LINES

MARKING one of the largest domestic consolidations on record, the Civil Aeronautics Board, on May 24, 1944, approved Western Air Lines' purchase of control of Inland Air Lines. The addition of this 1,265-mile air network increases Western's total route mileage to 3,500.

As shown on the above map, Inland Air Lines operates from Denver in a northwesterly direction via Cheyenne and Billings and joins Western's trunk line at Great Falls, Montana. A second route operates from Cheyenne northeasterly via Rapid City to Huron, South Dakota.

Western Air Lines is no stranger to much of this region, having pioneered air mail service between Cheyenne, Denver and Pueblo from 1927 to 1934. Inland, also, is a pioneer company, its first operations dating back to 1931. Today it is handling a large volume of essential transportation with its fleet of swift Lockheed Lodestars.

All of Inland's personnel will be incorporated into the growing Western Air Lines family which, since 1926, has been working and planning for the upbuilding of air transportation in the West.

DAILY SCHEDULES—INLAND AIR LINES DIVISION OF WESTERN AIR LINES

| DENVER—BILLINGS—GREAT FALLS | | | | | CHEYENNE—PIERRE—HURON | | | | |
|-----------------------------|------|-------|------|---------|-----------------------|------|------|------|---------|
| Read Down | SL | SL | SL | Read Up | Read Down | SL | SL | SL | Read Up |
| | 1:28 | 9:28 | 9:28 | | | 7:55 | 4:10 | 8:10 | |
| | 2:02 | | | | | 7:55 | 5:30 | 7:30 | |
| | 2:05 | 10:28 | 8:28 | | | | | | |
| | 3:04 | 10:58 | 8:58 | | | | | | |
| | 4:04 | | | | | | | | |
| | 4:53 | 12:33 | 4:44 | | | | | | |
| | 5:58 | 1:07 | 5:10 | | | | | | |
| | 6:23 | | | | | | | | |
| | 7:28 | 3:15 | 5:10 | | | | | | |
| | | | | | | | | | |

On May 23, 1944, Western Air Lines, Inc. was given CAB approval to acquire controlling interest in Inland Air Lines, Inc. which at the time operated between Denver - Cheyenne - Great Falls and Denver - Cheyenne - Huron. At the end of 1944 Western owned 90.5% of the outstanding shares of Inland.

Inland operated as a subsidiary of Western until April 10, 1952, at which time Inland was dissolved and the routes and operations were transferred to the parent company, Western.

A related event in 1952 was the award to Western of a route from Salt Lake City to Rapid City via Casper - the "Casper cut off", making possible through service between Los Angeles and Minneapolis/St. Paul. On December 19, 1946 the Inland Division had been awarded a route extension from Huron to Minneapolis.

As of May 1, 1953 the merger between Delta Air Lines, Inc. and Chicago & Southern Air Lines, Inc. was completed. At right are the last two timetables issue separately by Delta and C&S. Far right: The first timetable of the merged carriers, May 1, 1953. The surviving company was Delta Air Lines which operated as Delta-C&S Air Lines from 1953 to 1955.

Delta AIR LINES

None Faster—None Finer
to and Through the South

C&S CHICAGO & SOUTHERN AIR LINES

EFFECTIVE APRIL 1, 1953

Fly the New
Luxury
Constellations

Delta-C&S AIR LINES

ANNOUNCING THE
MERGER
of Delta Air Lines and
Chicago & Southern Air Lines

THIS TIMETABLE CONTAINS THE
COMBINED FLIGHT SCHEDULES OF
EACH AIR LINE

Serving 61 Cities
of the U.S. and the Caribbean

PIONEER
 the Southwest is near when you fly
PIONEER
 U.S. AIR MAIL ROUTE 64
 PASSENGERS • MAIL • FREIGHT • EXPRESS

Effective From April 1, 1955

Continental Air Lines

1945 NOW ONE 1934
GREAT AIRLINE

PIONEER AIR LINES
CONTINENTAL AIR LINES

1955
 Passengers—Express—Freight—Mail—Parcel Post

EFFECTIVE JUNE 1, 1956

COLONIAL AIRLINES
 DIVISION OF EASTERN AIRLINES

AMERICA • CANADA • BERMUDA

EFFECTIVE JULY 1, 1956

COMPLETE SYSTEM TIMETABLE
EASTERN AIR LINES

28th ANNIVERSARY
 Experience Inspires Confidence
EASTERN AIR LINES

IMPORTANT: PLEASE RE-CONFIRM YOUR RESERVATION SEE PAGE 20
SAVE 10% ON RETURN PORTION OF STANDARD ROUND TRIP TICKET ALWAYS BUY ROUND TRIP

BI
BRANIFF INTERNATIONAL

UNITED STATES • MEXICO • SOUTH AMERICA

SYSTEM TIMETABLE EFFECTIVE
FEBRUARY 1, 1967

February March April

BRANIFF INTERNATIONAL/PANAGRA
 An association of its member airlines...
FROM THE U.S.A.
 • 22 to PANAMA
 • 7 to BOGOTA
 • 2 to CALI
 • 6 to GUAYAQUIL
 • 3 to QUITO
 • 2 to LIMA
 • 4 to LA PAZ
 • 1 to ANTOFAGASTA
 • 7 to SANTIAGO
 • 9 to BUENOS AIRES
 • 3 to SAO PAULO
 • 3 to RIO DE JANEIRO
 • 2 to ASUNCION

NEW LOW FARES TO SOUTH AMERICA
 Type of Fare: Fares & Savings
 Los Angeles to Santiago \$530 \$236
 New York to Buenos Aires 150 180
 Miami to Rio 351 200

CENTRAL CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER CENTRAIR FRONTIER

Effective October 1, 1967
NOW SERVING 114 CITIES IN 14 STATES

FRONTIER AIRLINES

AIRLINES

NOW FLYING 727 ARROW-JETS

Left: On April 1, 1955 Pioneer Air Lines, Inc. was merged into Continental Air Lines, Inc., adding new routes to Dallas, Ft. Worth, Austin and a number of small cities in West Texas. Right: Colonial was merged into Eastern in the Spring of 1956, adding Bermuda, Ottawa, Montreal and a number of smaller N.E. destinations to the Eastern system.

On February 1, 1967, the merger of PANAGRA - Pan American-Grace Airways, Inc. into Braniff Airways, Inc. was completed, after having been initiated under Braniff's President Chas. E. Beard in 1963.

On October 1, 1967 Central Airlines, Inc. of Ft. Worth, merged into Frontier Airlines, Inc.

SYSTEM TIMETABLE EFFECTIVE JUNE 1, 1961

UNITED AIR LINES

WORLD'S LARGEST JET FLEET

...KNOWN FOR "EXTRA CARE"

CAPITAL AIRLINES

JUNE 1, 1961

NEW BOEING 720 JETS

NEW YORK ATLANTA NEW ORLEANS
 2 ROUND TRIPS DAILY

SYSTEM TIMETABLE JULY 1, 1961

UNITED AIR LINES

SERVING 117 CITIES COAST TO COAST AND TO HAWAII

NOW **UNITED AIR LINES** **CAPITAL AIRLINES**

WE ARE **UNITED AIR LINES** **PITAL AIRLINES**

ONE **UNITED AIR LINES**

Left and middle: Last two timetables issued separately by United and Capital, June 1, 1961. Right: July 1, 1961 Merger timetable of United. Above: Summer 1961 merger advertisement.

On June 1, 1961, United acquired the assets and remaining liabilities of Capital; then, on July 1, the two carrier's schedules were combined and the merger completed. 34

EFFECTIVE APRIL 28, 1968

LAKE CENTRAL
 the airline with a heart

IMPORTANT NOTICE
 To obtain correct local time (EST) at Indianapolis-Marion-Muncie, Indiana, subtract one hour from time shown.

New non-stop and one-stop ALL JET-POWERED SERVICE BETWEEN

DETROIT and CINCINNATI
DETROIT and COLUMBUS
DETROIT and LOUISVILLE
DETROIT and AKRON/CANTON
DETROIT and YOUNGSTOWN

New Jet-Powered service also added between other Lake Central cities and... WASHINGTON/BALTIMORE

TIMETABLE EFFECTIVE JULY 1, 1968 through JULY 31, 1968

ALLEGHENY
 is spreading its wings... to 30 new cities!

With the merger of Allegheny and Lake Central Airlines on July 1... Lake Central will join the Allegheny system.

Result: A 121,161 mile daily air network serving over 100 cities in 17 states, the District of Columbia, and Ontario—with an all jet-powered fleet.*

People in a hurry fly ALLEGHENY

*Fanjets or jet-prop.

The merger of Lake Central Airlines, Inc. into Allegheny Airlines, Inc. on July 1, 1968, created an airline serving 50% of the U.S. population through 77 airports. 35

Does your airline serve your coffee in mugs already?

"More coffee? YES!

Granted, this is a brief conversation, yet it is a frequent exchange between flight attendant and first-class passenger. What is different?

Rather than using a cup and saucer for the hot beverage, many airlines are switching to mugs

The logical question is WHY?

Having flown a great deal in the past year, I posed the question to airline personnel. Here are their answers:

- The company (airline) saves money by purchasing only one piece of china rather than two-a cup and a saucer. In other words, it means less inventory and less labor plus it is more efficient for customer service.

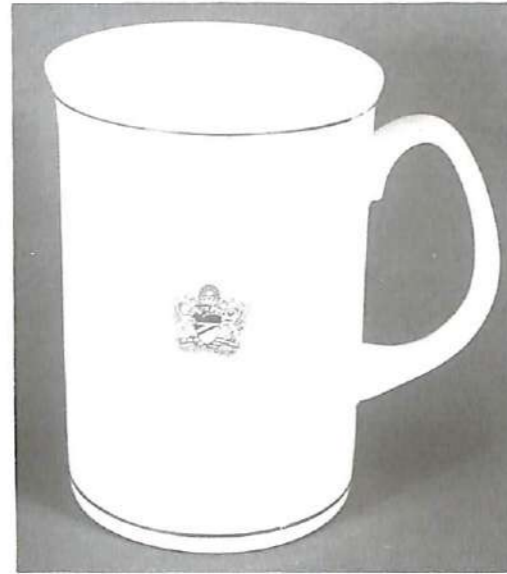
- Less breakage, because only half as many pieces are carried on each airplane

- But most important, passengers often complained about the small volume of coffee served in the traditional cup and saucer. Most cups hold only four ounces of liquid while a mug holds eight! The beverage also stays warmer longer.

#1. One of the first airlines to use mugs was British Airways. This white bone china mug measures 4 3/8" (11.1 cm) high. The coat of arms and the trim are silver. Made by Royal Doulton of England, the mug was used during the 1980s. Along with the Royal Doulton mark, the name British Airways also appears on the bottom of the mug.

#2. In 1989 British Airways placed a new mug into first-class service (shown on the left). This mug was decorated in what is best described as a speckled blue-and-white design, trimmed in silver. This pattern was used until last year, when the mug on the right was introduced. The decoration on the new mug is cobalt blue trimmed in gold. Both mugs were made by Royal Doulton and are backstamped British Airways.

#3. American Airlines has joined the mug revolution recently with this plain white heavy piece featuring the American Airlines lettering in cobalt blue. The supplier is



1. British Airways



3. American Airlines



2. British Airways



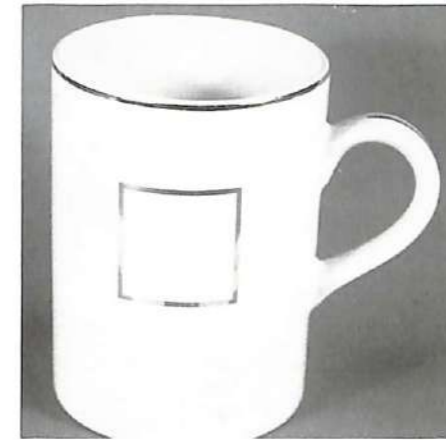
4. American Airlines

ABCO International, but this is not indicated on the bottom. A gray plastic mug is used on the short-haul routes.

#4. Going back a few years, American used this mug in their Admirals Club facilities

throughout their system. It is white with the decoration in red and blue. They were made by Mayer China of Pennsylvania, but Minners & Company of New York City was the distributor to the airline, as indicated by the backstamp.

#5. Within the past two years Alaska Airlines has introduced a new salmon-pink colored mug for their beverage service. The geometric Indian design is white, while the trim around the design and rim is bright gold. It was supplied by Wessco of Southern California. The mugs are backstamped "Alaska-0916." The four digits indicate the part number for inventory purposes.



5. Alaska Airlines



6. United Airlines

#6. United Airlines jumped on the mug bandwagon recently with one that is decorated with a single gray band. It is supplied by Wessco, but there is no airline marking on the bottom.



7. Delta Air Lines



8. Delta Airlines

#7 & 8. Delta has just recently added this mug to their food service china. Trimmed in silver, they are backstamped with the airline's name and were supplied by ABCO International. Before this final design was selected, many shapes and sizes of mugs were considered, including a glass version. Too high a break factor caused the glass version to be eliminated for in-flight use.

#9. Previously, Delta used this pedestal-style mug made by both Mayer and Homer Laughlin and also supplied by ABCO International. All the various versions were backstamped with the words "Delta Air Lines". Many of these mugs have shown up recently in antique shops, malls and at flea markets.



9. Delta Air Lines



11. Presidential Airlines

#10. Again going back a few years, we show on the left a Gold Coast mug used by Alaska Airlines. On the right is a Northwest Airlines mug. The decoration on both mugs is yellow. The maker of the Gold Coast mug is unknown. The Northeast mug was produced by Hall China Company of East Liverpool, Ohio. The Hall mug is marked with the airline name on the bottom. Hall is still in business but has not produced any china or mugs for the airlines in recent years.

Several of the Northeast mugs were also made for inaugural flights. An example would be the Bahamas Inaugural Flight of May 1968. The reverse side of the mug has the special text also in yellow. One would guess that these special mugs were given away on the flights and to travel agents as promotional items.

#11. Years ago, Presidential Airlines (an east coast charter operating from Washington National Airport) had this mug in service. In fact, their advertising mentioned that they used "real china" on their flights.



37



12. Continental Airlines



13. Continental Airlines

#12 & 13. Returning to the present, Continental Airlines currently uses this plain white mug supplied by ABCO International. It is backstamped with Continental's name on the bottom. The part number below the name is 8-9731.

#14. The same mug as in #12 & 13 was also supplied by Rego. Continental's Presidents Club in Denver uses mugs from both suppliers for hot beverage service.



15. Canadian Airlines International

#15 & 16. Noritake of Japan produces this mug for Canadian Airlines International. Its decoration features five lines and the CAI logo in gray. Each mug has been backstamped with the airline's name. The five-line design represents the five continents served by the airline.

#17. A bold America West Airlines logo adorns the next mug, whose maker is unknown. The best bet is these mugs were imported from China and were supplied by Wessco International. The logo is in maroon.

#18. ABCO International recently supplied this mug to World Airways, along with other china service. The decoration consists of a red pinstripe and cobalt-blue logo. The mugs are backstamped with the airline's name.

#19. Just before the deadline for this column, four more mugs arrived. This one is an older British Airways mug with a design of black and red squares.

#20. This is a newer variation of the British Airways mug shown in photo #2. As you will notice, the cobalt band is wider.



17. America West Airlines



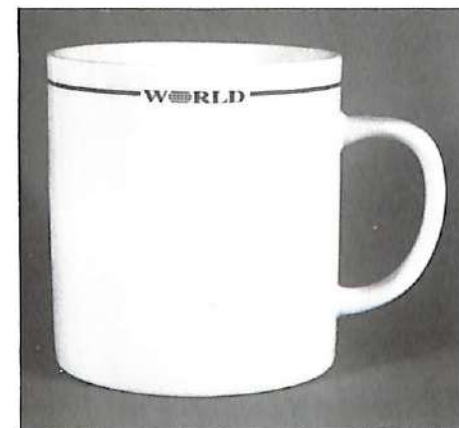
19. British Airways



14. Continental Airlines



16. Canadian Airlines International



18. World Airways



20. British Airways



#21. Another has a tartan design and was made by Royal Doulton. It is a multi-colored design introduced last year for the airline's Club World service.

#22. The final mug in this column is really a glass product supplied by Arpocal for Lufthansa's European Service. The decoration is gray on a white body.



22. Lufthansa

21. British Airways

For this column I did not wish to include the plastic or ceramic advertising promotional mugs since my focus was on mugs used on in-flight service and in various club rooms.

"More coffe? YES, and I'll have mine in a mug too!"

Two fine Electra shots for your enjoyment

KLM Royal Dutch Airlines was the only European airline that bought new L-188s from Lockheed. It had 12 L188C models. PH-LLB "Venus" was msn 2003. Schiphol, Amsterdam, 29 APR 66.

Northwest Territorial Airways of Yellowknife, NWT, Canada, operated half a



dozen L-188 on scheduled and oil field resupply flights in Canada's north in the 1980s and early 1990s. This is C-FUJR, msn 1138, ex-Northwest N134US, Toronto 07 MAY 84.

(Both Photos by Joop Gerritsma)

The Drover: a herdsman from Australia



By JOOP GERRITSMA

The de Havilland of Australia DHA-3 Drover is most closely associated with the Royal Flying Doctor service in that country. Yet, it was designed as an "outback" feeder liner and served in that role for several years.

Trimotor airliners had pretty well become extinct in the U.S. as the 1930s drew to a close. The Boeing 247, the Douglas DC-2 and DC-3 and the Lockheed L-10, L-12 and L-14 had seen to that with their powerful and highly-reliable Pratt & Whitney and Wright engines. In Europe too, several types of modern twin-engine airliners had either been built already, or were under development.

A few Fords, Fokkers and Stinsons soldiered on with small airlines, or on very minor routes of some larger airlines for some years, but they were the exception. In Europe, the only trimotor airliner left in significant numbers, was the Junkers JU 52/3m.

After World War 2, Northrop in the U.S. tried to revive the genre. In 1946 the company came out with the N-23 Pioneer, which made its first flight on 21 DEC of that year. It was a rugged short take-off and landing utility aircraft and was intended for domestic cargo services and for operations from rough and unprepared air strips in Central America and in what we now call the third-world. But with thousands of surplus military C-46 Commandos, C-47 Dakotas and C-54 Skymasters coming on the civil market at minimal cost, it is not surprising the Pioneer did not stand a chance. Only 23 were built as C-125 Raider assault transports and arctic rescue aircraft for the USAF. They were declared surplus in 1955 and about six of these are known to have been sold to civilian operators in Mexico, Surinam and the U.S.

But halfway around the world, the de Havilland of Australia DHA-3 Drover (herdsman) trimotor made

its first flight on 02 JAN 48. It was a small feeder liner for services to the unprepared air strips in the Australian "outback." For different reasons DHA was equally unsuccessful in selling its trimotor. Only 20 were built, of which only 12 were sold new to airlines.

With hindsight is understandable the Drover failed to gain acceptance. Its cost was high compared to that of surplus military aircraft of similar size, and it suffered from structural propeller problems which caused two serious crashes, including one with seven fatalities, and several other incidents of propeller separation. Other factors were that the Drover was underpowered for the mountainous terrain in Papua-New Guinea and its performance was barely adequate for rough-field "outback" operations, the role for which it was intended.

Design of the Drover began in 1946 and designer Martin Warner incorporated much of the Dove's fuselage and its entire wing in the Drover. Like the Dove, the Drover was of orthodox all-metal, stressed-skin construction. But there were several major differences between the two aircraft. The Dove had a retractable nosewheel undercarriage, the Drover a fixed tailwheel gear, which would be easier to maintain away from home base. And Warner had replaced the Dove's two 330 hp DH Gipsy Queen engines with three 145 hp DH Gipsy Majors because the Major was being built in Australia, while the Gipsy Queen was not.

Even though both aircraft had the same wingspan, the Drover was overall a smaller aircraft with a shorter fuselage and a lower all-up weight. It could carry only six or seven passengers

Top of page: DHA-3 Drover VH-DRE of Trans-Australia Airlines. TAA Drovers operated on "outback" services in Queensland. (TAA photo)

Below: The Drover is most-closely associated with many years of faithful service with Australia's Royal Flying Doctor Service. VH-FDC was the first to be converted to Lycoming engines and is seen here at a "station" (ranch) in New South Wales. (deHavilland photo)



DHA-3 Drover VQ-FAP of Fiji Airways flying over the lush tropical palm-strewn landscape of one of the Fiji islands. (deHavilland photo)

against 11 in the Dove, and it was slower. With six seats, there were a lavatory and large baggage space in the cabin; with seven seats the baggage space was reduced. The Drover was intended for one-pilot operation, but there was an optional seat in the cockpit for a radio operator.

The first flight of the Drover was from Bankstown Airport, Sydney, with Brain ("Black Jack") Walker at the controls. It lasted 20 minutes and subsequent flights revealed problems with the engine/propeller combination. New crankcases and propellers were designed in an effort to cure the problem.

QANTAS Empire Airways, as it was then still named, ordered four Drovers for its Papua-New Guinea services and took delivery of the first one on 12 SEP 50. Not long after, it ordered three more.

"The aircraft is fitted up as a freighter with collapsible seats and can accommodate up to 12 New Guinea passengers, who weigh less than their Australian neighbours," wrote the De Havilland Gazette company magazine at the time. The collapsible seats permitted quick conversion from passenger to cargo carrying and vice versa.

On 06 JUL 51 QANTAS Drover VH-EBQ was lost when it crashed into the Gulf of Huan on approach to Lae. All seven occupants perished. Examination of the wreckage showed the center propeller had suffered a structural failure.

Less than a year later, on 16 APR 52, the prototype, VH-DHA, being operated by the Department of Transport, was lost in the Bismarck Sea, again through propeller failure. In this case, the port propeller separated and slammed into the cockpit, injuring the pilot. He slumped over the controls and in doing so, cut power the other two engines. The aircraft went into a shallow dive, but a DOT inspector on board was able to gain control and successfully ditched the aircraft. All three on board were picked up by an air force rescue boat.

Another five months later VH-EBS of QANTAS was severely damaged when the center propeller failed during takeoff from Lae for a ferry flight to Brisbane for maintenance. The pilot

successfully aborted the takeoff and there were no injuries. The aircraft was repaired.

But after two crashes and a major incident in 15 months, all related to propeller failure, the Australian DOT grounded the Drover for modifications. It also imposed a restriction on maximum engine operating rpm. This, added to the already marginal performance, made the Drover uneconomical for Papua-New Guinea operations and QANTAS, which had taken delivery of its fifth in July 1952, cancelled the final two. The airline bought four de Havilland of Canada DHC-2 Beavers to replace them. Its four remaining Drovers were stored until three were sold to Fiji Airways in 1954 and the last one to England in 1959.

Trans Australia Airlines also bought five Drovers, to be used on its multi-stop services in Queensland and it took delivery of the first one on 16 DEC 50. One was lost in an accident on 11 JAN 52, but the other four continued in operation with the airline until 1959.

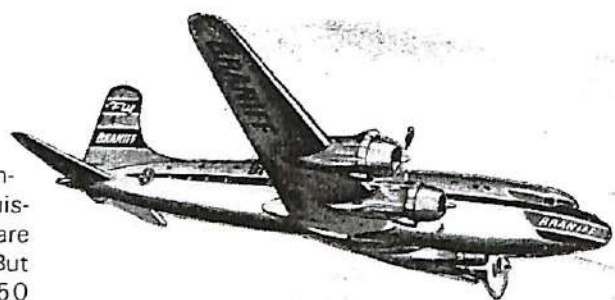
The Commonwealth Department of Health bought two Drovers for the Northern Territory Medical Service, and the Flying Doctor Service (it became the Royal FDS in 1955) bought one for its New South Wales section. The two prototypes went to the DOT. But four years after its first flight, the Drover's order book stood at only 15 aircraft and de Havilland Australia concluded further sales were unlikely. It decided end production after completing the five aircraft still on the line. They were sold during the following three years. Two went to Fiji Airways in 1956 to supplement its former QANTAS aircraft, one to the Royal Flying Doctor Service (its second), one to The Northern Territory Medical Service (its third) and one to a private owner.

A number of modifications were approved for the Drover. Some were incorporated during production, others retrofitted during the first couple of years of service. Fairey-Reed fixed-pitch propellers replaced the troubled de Havilland units and the wings were fitted with double-slotted flaps for better short-field performance on 16 aircraft. The biggest modification, however, was the installation of three 180 hp Lycoming engines replacing the 145 hp de Havillands. With the Lycomings, the aircraft became the Drover Mk.3. Re-engining the aircraft was initiated by the Royal Flying Doctor Service in 1957 to improve the performance of its fleet of four (It had added two used aircraft). The new engines gave the Drover a 24% increase in power and turned it into a decent performer on "outback" air strips.

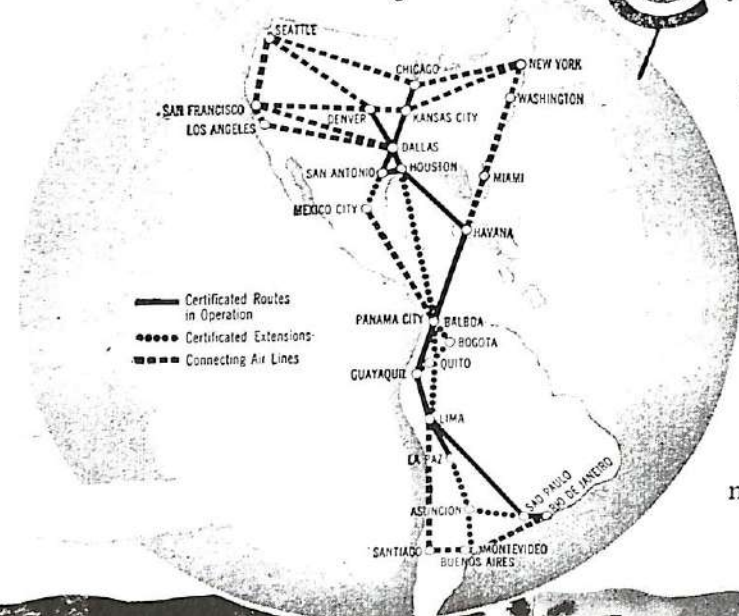
QANTAS and TAA disposed of their Drovers in 1954 and 1959 respectively, and the NTMS and RFDS sold theirs in the 1960s. Most went in small numbers to small companies in Australia and moved from one owner to another in the years that followed. But New Hebrides Airways of the island-nation of that name (now the Republic of Vanuatu) bought three with DH engines in 1962-1964. After renaming itself Air Melanesiae in 1966, they were replaced by three Drovers Mk. 3.

Today, only two airworthy Drovers remain, two complete non-flying examples, and major parts of at least three others.

The days of "Flying Down to Rio" on Braniff's "El Conquistador" service are over for good. But this MAR 50 magazine ad from the collection of Allan S. Kaplan of Mountain View, CA, recalls those exciting days when the second World War was over and people were full of optimism again. Notice that Braniff flew along the west coast of South America. Pan American, that other great pioneer of service to South America, flew down the east coast.



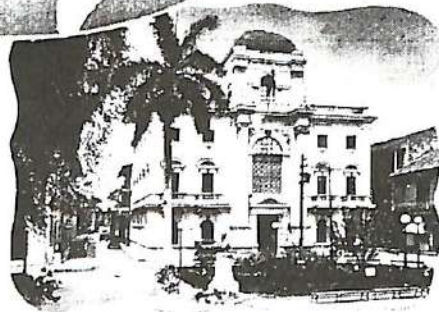
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...from the left hand seat...

by Paul F. Collins



Since the last issue of the LOG was published, I have received a letter from associate editor Gerry Cole, our modeling expert, advising that he was "retiring" as modeling editor of the LOG. Gerry stated that other activities and wishing to spend more time with his family did not leave enough time to devote to doing articles for the LOG. I can certainly understand where Gerry is coming from. Time is a commodity that most of us seem not to have enough of. Joop and I are sorry to see Gerry step down as editor but would like to thank him for all the time and effort that he has put forth as editor. I am sure the members of the Society have appreciated his work as well. Gerry, we wish you well in all future endeavors! See you in Seattle.

Gerry mentioned some ideas in his recent letter that I will be taking up with Joop in regards to the make up of the modeling section of the LOG. There are some new sources of airline modeling now available that we may be able to take advantage of. We will be looking into this as well as deciding to include other areas of "modeling" in the LOG. More on this as it develops.

At AI '97, I was presented a letter by host Roy Thompson, stating that I would be receiving a plaque from the FAA for the work I have done with the Society and the AI convention. About a month ago I received the plaque and must admit that I was flattered to receive such a nice award. The text on the plaque reads as follows: "In recognition of your vision, initiative, and dedication of 22 years of preserving our civil aviation heritage and your organizing the prestigious World Airline Historical Society. Your work has inspired many and has awakened the need to preserve our civil aviation heritage." Signed by Barry L. Valentine, Acting Administrator, Federal Aviation Administration. I would like to thank Roy for taking the time and effort to obtain this nice way to say thanks for the work I have done over the years in operating the Society.

Checking over the contents of this issue, Mr. Gerritsma and his crew have put together another great issue. We're running a little late with this issue because we wanted to include registration information for the upcoming AI '98 convention. The committee will appreciate your getting your registration information in as soon as possible, especially your table orders.

For those of you that have ordered the Roster, the first up-date was mailed in October. If you did not receive a copy, please advise HQ and one will be forwarded. For those that have not ordered the Roster, and are interested in doing so, the book is \$10 for U.S. members and \$15 for those living outside the U.S. Up-dates will include only new members and recent renewals plus any change of address information received.

As noted in the last issue, my wife and I were very displeased with the way Delta treated us on our trip back from AI '97. We recently received a nice letter of apology along with two round trip ticket vouchers for anywhere Delta flies in the U.S. We accept the apology and, of course, the two vouchers. Delta will get one more opportunity to be number one in our air travel plans.

I recently sent out about 200 renewal notices to members that have not renewed for the current year. This figure represents a large number of members, since it takes roughly subscription fees from about 300 members to publish an issue of the LOG. Hopefully the majority off these people will renew, as there has always been a number of members who wait until about the end of the year to renew, regardless of when their renewal is due. Our Canadian membership is down about 50% compared from about 5 years ago, as is the European section. I will be working with some members to try to bring this figures up. If you have any ideas or suggestions on getting new members, please feel free to contact Society HQ.

Another item mentioned in the last issue in this column was the possibility of some individual or group of individuals to start thinking about taking over the operations of the Society in the next several years. As noted I have developed a few medical problems that while not serious at this point in time, could develop into more serious situations in the coming years. I hope some serious minded members are thinking about what I have mentioned, and will continue to give it some thought and eventually get back with me. So far, no one has taken the "opportunity" to call or write. To make it clear to some "parties," this request is going to the members of the Society and not to any current publishing house. If any one has any questions about what it takes to operate the Society and publish the LOG, please call or write Society HQ.

Until the next issue, happy collecting and remember to keep the blue side UP!

FOR THE GOOD OF THE SOCIETY

The following is material that Society HQ feels members may be interested in. Feel free to send in items to this column if you find something of interest that doesn't fit into other categories.

SUPER NEW VIDEO

From Tim O'Callaghan comes information on a new video on what Henry Ford did for aviation from 1924 thru 1936. A lot of "lost" movie footage has been found and produced for the first time in the video format. If your interested in historical aircraft material, this video should be on your shelf. To order or for additional information contact: T & D Associates, c/o Tim O'Callaghan, PO Box 512, Northville, MI 48167. The cost is \$23 for the video plus \$2 for shipping and handling (US).

NOTEPADS

If you have attended many AI conventions or mini shows, you many have come across the tables of Bruce Shuey and the California Wing Specialties. While wings are their "BIG" items, I found that the note pads offered by Bruce are really nice to have on your desk or by your phone at home or work. The pads come with a wide assortment of aircraft and airline logos and sell for \$2.95 each. Write, call or FAX Bruce at the following: Bruce Shuey, 5068 W Wathen Ave., Fresno, CA 93722 or call 209-275-4931 or FAX 209-275-5123

VANITY PLATES

Mr. Herman Jolitz of Oshkosh, WI has sent in a photo of his new license plate. The plate number: W A H S. Herman is wondering, as I am, if anyone else has a plate featuring a airline or airplane name or number. Please advise and send along a photo, if possible, for future publication.

RETRACTION

Dave Wilcox, several issues ago, was seeking material and advising that he was working on a pictorial history of Trans Texas Airway/Texas Int'l Airlines. Dave has decided that the expense of doing a book of this type would be beyond his means at this time so the project has been put on hold. Dave will advise when the project is restarted.



LOST MEMBERS

The following is a list of members that decided not to advise Society HQ of their new address. If anyone knows the whereabouts of any of the following, please advise HQ or have that person contact HQ so we can deliver the mail! Last known city of residence is indicated.

| | | |
|----------------|-------------------|-------------|
| Robert W Voigt | Montclair, NJ | 2429USALIFE |
| Leonard Rutman | San Francisco, CA | 2206USALIFE |
| John Augustine | W New York, NJ | 2836USA23/4 |
| Gary Locke | Little Rock, AR | 1947USA22/4 |
| Craig Smith | Spokane, WA | 3353USA22/4 |

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e-mail: airliners@nidlink.com

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FLIGHT EXCHANGE cont...

(Mrs.) PAM LAMB, 6348 O'Bannon Drive, Las Vegas, NV 89102-3039, has for sale a wide selection of old and current issue airline playing card singles for the new or advanced collector. No decks are for sale. All decks are or will be listed in the Chan/Davis book/supplements. Please send a LSASE with 55 cents postage (overseas postage extra) for the current mailing list to the address above. 23/2-3

EVEREN T. BROWN, P.O. Box 296, Salt Lake City, UT 84110 (FAX 801-364-2646) or INTERNET (<http://www.everent.com/bro-matt/>), is buying and selling Concorde collectibles. 23/2

Editor's Note: Please do not make a long list of what you have for sale, trade, etc. Mention important items and request the respondent to send for your list of detailed items. Also, try to submit information in the accepted format. The editor reserves the right to edit all submitted material as to length and readability.

SHOW TIME!

For those hosting mimi-conventions, the **CAPTAIN'S LOG** will maintain a listing of such shows at no charge to the host/promoter. Please send your information to this publication as soon as you have arranged your show date. We will do our best to get your show listed in the first available issue of the **LOG**. If attending a show, always check with the show host before traveling to a show to make sure it is still going to take place.

February 7, 1998 LOS ANGELES Continental Plaza Hotel, LAX Airport Contact Phil Martin, P.O. Box 91051, Long Beach, CA 90809-1051 (310-434-6701) or Dave Cherkis (702-360-3615)

March 22, 1998 (Sunday) LOS ANGELES Proud Bird Restaurant, 11022 Aviation Blvd./LAX Contact Larry McLaughlin, 17 Seventh Avenue, Smithtown, NY 11787 (516-265-9224)

March 28, 1998 SAN FRANCISCO Grosvenor Airport Inn Contact Sue or Tom Dragges, 526 Ventura, San Mateo, CA 94403 (650-574-8111) Wait list for tables

April 4, 1998 DALLAS Holiday Inn/DFW Airport North, DFW Airport Contact Tony Trapp, 5343 1st Avenue, N.W., Naples, FL 34119 (941-352-0216)

April 11, 1998 SEATTLE Museum of Flight, Seattle/Boeing Field Contact Fred Chan, P.O. Box 2744, Sequim, WA 98382 (360-681-4671 Phone and FAX)

May 3, 1998 BALTIMORE* MD State Fairgrounds, Timonium, MD Contact Transpo '98, P.O. Box 10372, Alexandria, VA 22310 or Jim Hutzler (703-768-2990) or Ira Reed (703-971-5630)

May 9, 1998 KANSAS CITY Holiday Inn Airport Contact Steve Forsyth, P.O. Box 480800, Kansas City, MO 64148 (800-367-7984)

May 16, 1998 CHICAGO Holiday Inn, Elk Grove Village (near ORD) Contact Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 (312-775-5623)

June 14, 1998 CHICAGO (35 miles west) Kane County Fairgrounds, St. Charles, IL Contact Bev Birk, P.O. Box 158, Middle Amana, IA 52307 (319-622-3864)

June 25-27, 1998 SEATTLE AIRLINERS INTERNATIONAL '98 Doubletree Hotel, Seatac Airport Contact Airliners International, P.O. Box 2744, Sequim, WA 98382 (360-681-4671 Phone and FAX)

July 25, 1998 LOS ANGELES Continental Plaza, LAX Airport Contact Phil Martin, P.O. Box 91051, Long Beach, CA 90809 (310-434-6701) or Dave Cherkis (702-360-3615)

August 15, 1998 ATLANTA Georgia Intl Convention Center (Adjacent to Sheraton Gateway) Contact Tony Trapp, 5343 1st Avenue, N.W., Naples, FL 34119 (941-352-0216)

September 12, 1998 NEWARK Holiday Inn Jetport, Newark Airport Contact Bill Gawchik, 88 Clarendon, Yonkers, NY 10701 (914-965-3010) FAX (914-966-1055) Wait list for tables

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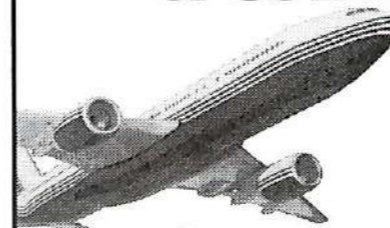
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