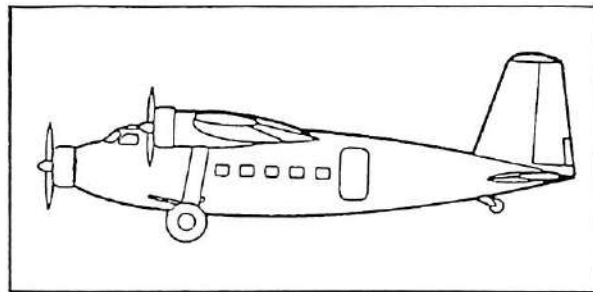




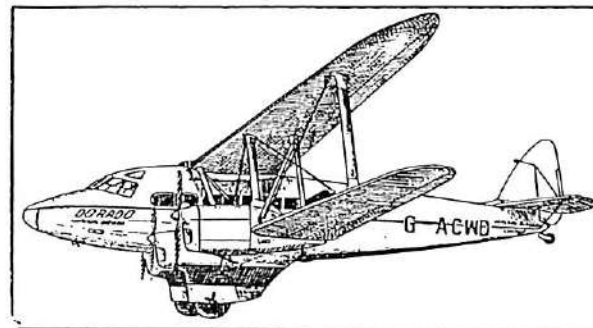
CAPTAIN'S LOG

A DC-2 of the "Great Silver Fleet" of Eastern Air Lines taking on passengers at S.H.C. Shaw Airport, New Orleans, in this ca. 1935 publicity shot. This gorgeous period photograph comes from the files of Harm J. Hazewinkel.

(Eastern Air Lines photo)



Northrop N-23 Pioneer (see inside)



DH-86, first airliner at Kai Tak (see inside)



WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS
Founder

President & Membership Director
Advertising Co-ordinator
World-wide mailing of the CAPTAIN'S LOG

13739 Picarsa Drive
JACKSONVILLE, FL 32225, USA
Tel. (904) 221-1446

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

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THIS IS YOUR EDITORIAL TEAM:

EDITOR JOOP GERRITSMA, P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
Tel. +1 (905) 735-1036, Fax +1 (905) 735-4242

ASSOCIATE EDITORS / DEPARTMENT HEADS:

International: JOOP GERRITSMA
Schedules GEORGE W. CEARLEY Jr.
Book Reviews JOOP GERRITSMA,
Airline Modeling **POSITION VACANT**
Photos & Slides RICHARD J. FEDORCO II
Playing Cards THOMAS DRAGGES
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What Is It? KEN TAYLOR
Postcards ALLAN M. VAN WICKLER
Stickers and Labels DAVID A. ROWE
Wings & Things CHARLES F. DOLAN

P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
P.O. Box 12312, DALLAS, TX 75225
P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
Send contributions to Joop Gerritsma for the time being
4041 S. Flanders Way, AURORA, CO 80013
526 Venture Avenue, SAN MATEO, CA 94403
621 Cascade Court, GOLDEN, CO 80403-1581
19836 S.W. 118 Court, S. MIAMI HEIGHTS, FL 33177
1242 N.W. 102nd Way, CORAL SPRINGS, FL 33071
R.R.7, CALGARY, Alberta, Canada, T2P 2G7
2200 Ridgeway Lane, CHARLOTTESVILLE, VA 22911
29 The Paddock, HITCHIN, Herts SG4 9EF, England
6397 Tamarack Circle, SYKESVILLE, MD 21784

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Photographers' Paradise is no more !

Those twisting and turning approaches at Hong Kong are no more. By the time you read this, Kai Tak Airport has been closed down. Passengers now fly into and out of Chep Lap Kok Airport, with its nice, flat approaches over water. Flying into Kai Tak was "a bit like flying through the Grand Canyon," an acquaintance of your editor once told him. Aircraft photographers around the world, however, are going to miss Kai Tak. (Boeing 747-467 of Cathay Pacific on finals into Kai Tak. Cathay Pacific photo)

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CAPTAIN'S LOG

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EDITOR: Joop Gerritsma

EDITORIAL ADDRESS:

P.O. Box 776

WELLAND Ontario L3B 5R5

Canada

Tel. (905) 735-1036 Fax (905) 735-4242

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When you receive this issue of the CAPTAIN'S LOG, Kai Tak Airport will have been closed to all commercial air traffic. After I had finished the history of the airport and had done the pages for this issue, Chinese authorities announced the airport would close in April.

There is no doubt many aircrew will feel relieved about not having to make those twisting and turning approaches anymore, lining up with the checkerboards on finals and swooping low over the city before touching down. So will many passengers.

One of my acquaintances is a businessman with interests in the Far East and he flies into Hong Kong two or three times a year. But everytime I tell him I would love to visit the city, he tells me how scared he is when he flies right between the high-rise apartment towers that surround Kai Tak. "It is a bit like flying through the Grand Canyon," he has told me more than once.

I have never been able to convince him that those crews "up front" know what they are doing. Not since an El Al 747 plowed into a couple of residential apartment buildings near Schiphol Airport, AMS, a few years ago after the aircraft had suffered an engine failure shortly after takeoff.

Gone with Kai Tak are also the opportunities to take those spectacular photos we have seen so often over the years. Being able to take such shots myself was one powerful reason for my desire to visit Hong Kong (but not the only one!). I never made it.

Paul has promised me he will have this issue out before the AI '98 in Seattle in late June. I am planning on being there and on spending a lot of time on the trade floor, buying, trading and talking. As I am writing this, no specific list has been published yet of the side trips that will be offered, other than perhaps some flights in the Boeing 247 of the Museum of Flight. Passengers will be selected by draw because only so many flights will be available at 10 passengers per trip. But at \$200 per person, I won't throw my ticket in the hat. I'd rather save the money for the trip to Holland I am planning to make in late August-early September.

Having said that, I am planning on having a great time in Seattle and I hope you will too. If you have never been to one of the AI conventions, I suggest you try it this year. You'll have a great time and you will be back in the future. Just ask anyone who has been there. Personally I have picked up many great airline books at past AI conventions. Long out-of-print books that I had given up of ever finding at a reasonable price. I well remember that during a last quick swing through the room just before closing time on the Saturday afternoon five or six years ago, I spotted an as-new copy of Peter Marson's 1982 "bible" on the Lockheed Constellation series by Air-Britain. Sure, the production list has

been out of date now for many years. But it is still unsurpassed when it comes to the development history of this fine airliner and whenever I need some Constellation information quickly, it is the first book I reach for.

Other fine out-of-print books I have bought, and at reasonable prices too, include "The Chosen Instrument" about Juan Trippe and Pan American Airlines, also of 1982; "Delta, The history of an Airline" of 1979; "The Dragon's Wings," the history of the China National Aviation Corporation of 1976 and several of the books by Robert Serling.

But that is all history. Let's look for a moment at today: this issue of YOUR CAPTAIN'S LOG.

David Rowe has put together a fine selection of new and historic airline labels.

Van Wickler has come up with a series of 30 fine old airport issue post cards. I have also included Carsten Kribber's latest two available (to me) lists of new airline-issue post cards. But if you card collectors want me to continue doing this, I hope you'll let me know in greater numbers than you have so far. Following my request in the previous issue (Vol.23, No.2) for a response, I have received only one letter from a reader who likes the list. With all respect to that one reader, this is not enough to continue publishing the list. Space in the CAPTAIN'S LOG is at a premium as it is.

A new airline in the Czech Republic, F/air, has issued a junior wing, as Stan Baumwald shows us.

George Cearly presents the second part of his scheduled column on airline mergers in the U.S.

Ken Taylor advises that Greyhound air has ceased operations, but that Westjet, another new Canadian discount airline, is flying high. He also has answers and new questions for us on the subject of airline wings.

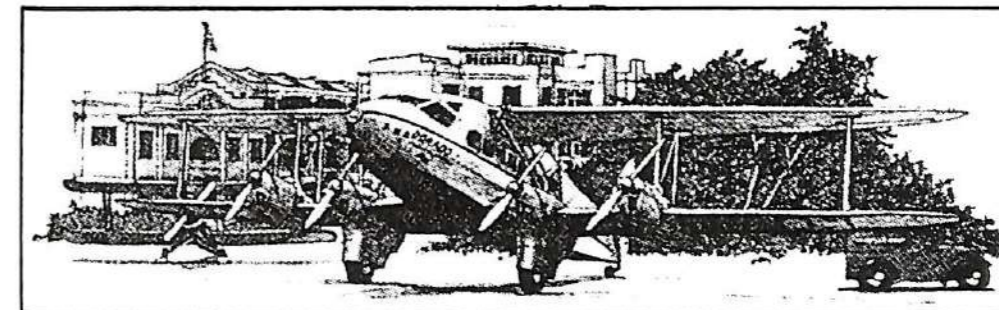
Rich Fedorco contributes photographs he took at Denver, CO last year during the conference of the leaders of the top seven industrial countries, on the same weekend as the AI in Colorado Springs, just down the road. No wonder half the people I talked with at the AI wanted to go down to Denver to do some shooting. But I was told "there isn't a chance you'll even get close." Rich pulled some strings and he "got close."

Our other Rich, by the name of Luckin, looks at some old and some new pieces of airline dinnerware and last but not least, Charlie Dolan writes about that quaint, old-fashioned way of long-distance travel, done by ship (which was the "in" thing long before many of us were even born.) It actually was quite popular. Charlie remembers it well, and he is one heck of a lot younger than I am.

That's all. See you in Seattle.



KAI TAK - Airport with a glorious past



Commercial air transport came to Kai Tak Airport relatively late. In NOV 35 a four-engine, 10-passenger DH-86A, G-ACWD "Dorado" of Imperial Airways of Britain, touched down to survey a route between Penang on the Malay Peninsula, and Hong Kong. The first weekly scheduled flight by "Dorado" arrived at Hong Kong from Penang via Saigon and Tourane, both in Vietnam, on 23 MAR 36. The return flight departed Hong Kong on 27 MAR. At Penang the service connected with the airline's weekly flying boat service between England and Australia, thus giving Hong Kong a convenient connection with Europe and Australia and places-in-between. During the remainder of 1936, Imperial Airways made 42 return flights on the route carrying 77 passengers and 93 tons of freight.

On 05 NOV of the same year the China National Aviation Corporation (CNAC - a Pan American Airways subsidiary) began thrice-weekly Shanghai - Hong Kong flights with Douglas Dolphin amphibians, following Chinese coast (see map #1).

THE EARLY YEARS

Kai Tak Airport began in 1924, when an American adventurer, 24-year old Lt. Col. Harry W. ("Crazy Harry") Abbott, leased 25 acres of land from the British Crown for an airfield. The land had been reclaimed from Kowloon Bay by Messrs. Au Tak, a businessman, and Kai Ho Kai, a medical doctor who later became a lawyer, for a housing development. Their Kai Tak land development company failed and the land was taken over by the Crown.

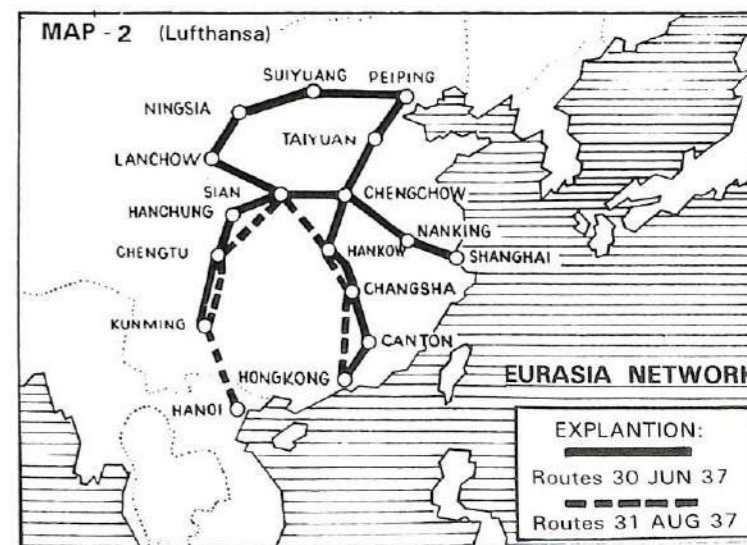
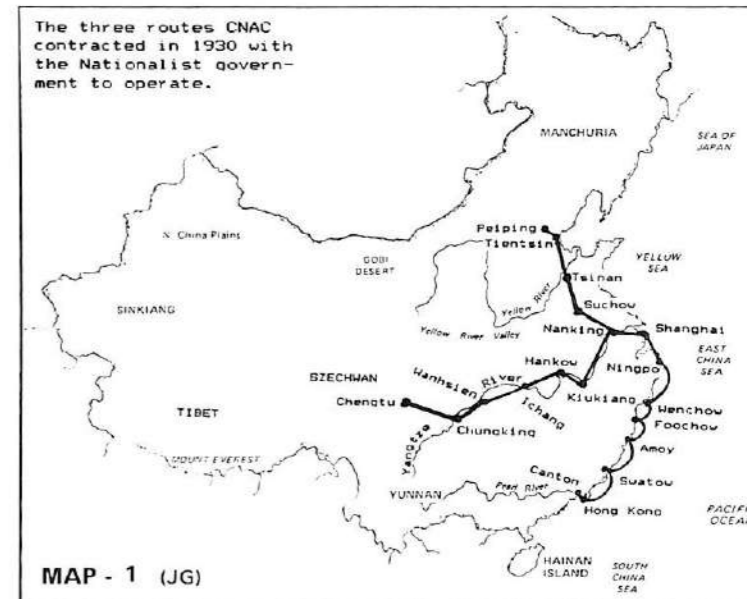
Abbott named his part of the land the Kowloon Aviation Field and on 24 APR 24 commenced barnstorming and flying school operations with a rebuilt Curtiss JN-4 Jenny as the Commercial Air Company, later called the Abbott Flying School. His "hangar" was a bamboo shed with a thatched roof. A second Jenny and a Curtiss Oriole were soon added to the fleet.

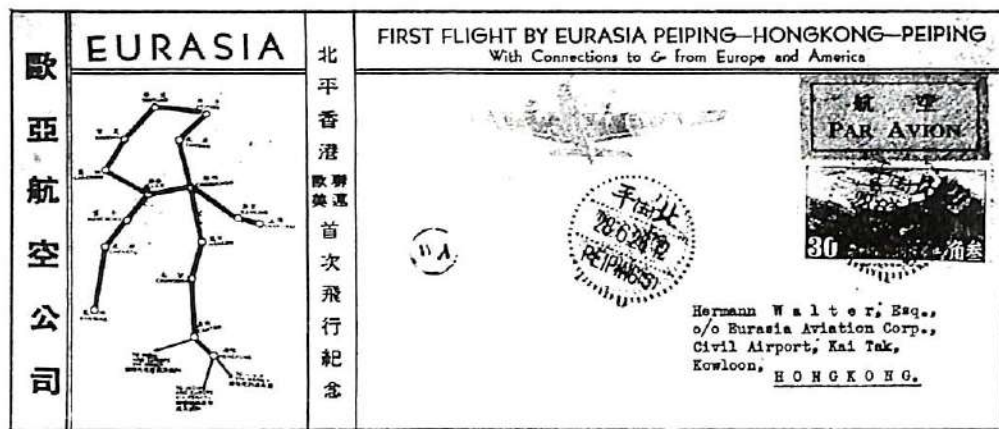
For the next 10 years, the airfield, built not far from a lard factory and an open sewage lagoon, and Kowloon Harbor next to it, were refuelling stops for many of the pioneer long-distance and round-the-world flights. Among them were the (U.S.) Douglas World Cruisers under command of Maj. Frederick L. Martin, arriving on 08 JUN 24. British, Portuguese, French and Argentinian long-distance flights also used the bay. In 1927 the British established a small military land and water air base at the airfield and the adjacent harbor.

Sometime during those years, the airport became known as Kai Tak Airport and in 1929 the recently-formed Hong Kong Flying Club also started using the field. By this time the airfield had grown to 205 acres.

Pan American Airways started service to the marine terminal at Kai Tak on 06 MAY 37 by extending its trans-Pacific route

Imperial Airways of England was the first airline to operate into what became Kai Tak. It started service with this one-pilot, 10-passenger four-engine DH-86 biplane G-ACWD "Dorado" on 23 MAR 36. Aircraft is seen at the first terminal building, a large colonial structure.





(Left) First-Day postal envelope flown on the inaugural Peiping-Hong Kong - Peiping return service of Eurasia. Note the Postal cancellation carries the date 28 JUN 26 (28 JUN 37 on the Western calendar), which is the departure date from Peiping. The flight arrived at Hong Kong the following day, 29 JUN 37.

(Below) A large crowd greeted the arrival of the first Eurasia flight at Kai Tak on 29 JUN 37. The aircraft is a German-made Junkers Ju-52/3m, of which the airline had nine. (Lufhansa photo)

from Manila to Hong Kong. The Pacific service was operated by Martin flying boats, but PAA based the Sikorsky S-42B NC17734 "Hong Kong Clipper" at Manila for the onward connection.

Eight weeks later, on 29 JUN, Eurasia Aviation Corporation of China extended its Peiping (now Beijing) - Shanghai service to Hong Kong three times a week via an inland route (see map #2) to become the fourth airline at Kai Tak. Eurasia used the 15-passenger JU 52/3m trimotor to connect at Hong Kong with the Imperial Airways service to London.

Imperial Airways re-routed its Hong Kong service to connect with the England-Australia service at Bangkok instead of Penang, from 19 DEC 37, operating via Fort Bayard, Hanoi and Udorn. That winter, CNAC inaugurated irregular service Chungking - Hong Kong. Twice-weekly scheduled service began in the spring of 1938, and in AUG 38 Air France extended its Paris - Hanoi service to Hong Kong, using the highly streamlined Dewoitine D.338 trimotor. The war in Europe, however, halted this service on 07 JUN 40. Four months later, on 15 OCT 40, BOAC (the successor to Imperial Airways) suspended Hong Kong service when it encountered problems in getting permission to fly over French-Indo China (Vietnam and Cambodia). The Japanese-Chinese war, which had started on 07 Jul 37, gradually halted Eurasia operations and the airline suspended all commercial air services in NOV 40 by order of the Chinese government. Pan American and CNAC halted scheduled operations to Hong Kong on 07 DEC 41 after Japan's attack on Pearl Harbor. CNAC continued operating evacuation flights Hong Kong - Namyung and Chungking until Kowloon fell to the Japanese on 12 DEC. For the next five years, Kai Tak would be used by the Japanese occupation forces and they would enlarge the airport to several times its pre-war size.

AFTER THE WAR

Commercial flying operations at Kai Tak resumed in FEB 46 with the formation of Cathay Pacific Airways (see previous issue). BOAC restarted service to Hong Kong from England via Bangkok, on 24 AUG 46 with civilianized Short Sunderland flying boats, using the marine terminal in Kowloon Harbor.

Hong Kong Airways (a BOAC subsidiary) began thrice-weekly Hong Kong - Shanghai DC-3 service on 02 DEC 47 and twice-daily Canton service on 10 JAN 48. BOAC extended its route to Iwakuni, Japan on 19 MAR 48, later replaced by Tokyo, and added Singapore on 07 APR 48. Both services were operated with flying boats. On 23 AUG 49 the Canadair Four Argonaut landplane of BOAC took over the service, using Kai Tak.

A NEW RUNWAY

In the early 1950s it became increasingly obvious that the existing two runways would soon be inadequate. Construction of a new runway on land reclaimed from Kowloon Bay, started in 1954. It was officially opened by Governor Sir Robert Black on 12 SEP 58. The new runway measured 8,350 ft (2,545 m) in length and projected into the bay. It could handle the newest airliners, including the de Havilland Comet 4 jetliner. The first Hong Kong Comet departure took place two days later when G-APDA flew to England under command of de Havilland test pilot John Cunningham in one day during daylight hours - 7,925 miles (12,754 km) in 18 hrs 22 mins., including 16 hrs 16 mins actual



flying time. BOAC began scheduled Comet service between Hong Kong and London on 26 JUL 59, stopping only at Rangoon, Karachi and Beirut. Kai Tak became more and more important as Qantas, Canadian Pacific, and several other airlines included the city in their networks, first with DC-4s and Constellations, then increasingly with turbine aircraft, such as the Lockheed L-188 Electra (Qantas), Bristol 175 Britannia (BOAC and Canadian Pacific) and Boeing 707 (BOAC and Pan American). The first phase of a large new terminal, with 11 gates, became operational on 12 NOV 62 to accommodate the increase in traffic.

When the widebodies entered service on the world's air routes, Kai Tak once again found its runway too short. In the 1970s more land was reclaimed and the runway was extended twice, first to 10,000 ft (3,048 m) and then to 11,128 ft (3,390 m), with a paral-

lel taxiway. A new ramp was built and was opened in 1976. It was 46.5 hectares in size, all built on reclaimed land, with 32 gates. A separate cargo ramp for five aircraft and with a handling capacity of 340,000 tonnes a year was built and was increased to 720,000 tonnes in 1984. When the 747 freighters came into service in 1988 a second cargo ramp was built to bring cargo-handling capacity to 1.4 million tonnes a year. The passenger ramp and terminal were also enlarged in stages during the 1980s.

But Kai Tak was fast getting too small as more and more major airlines of the world, and many regional ones, started including Hong Kong in their networks. In 1989 the government decided to build a new airport at Chep Lap Kok, north of Lantau Island. In 1988, however, the British had agreed to return Hong Kong to China after their 99-year lease ran out in 1997. The communist Mainland Chinese government objected strongly to the heavy capital debt airport construction would incur, but agreement was reached and the new airport is scheduled to open this year.

No one knows what will happen to Kai Tak. Will it remain a civilian facility, perhaps for cargo only, or for charters? Or will it become a Chinese Air Force base? One thing is certain: the days are over that we can take those great photos of widebodies on finals in a steep turn with the mountains, high-rise office towers and apartment buildings so close, you can almost touch them.

Sic transit gloria mundi!

Just after these pages had gone to press, it was learned Kai Tak would close in April of this year.

香港 HONG KONG

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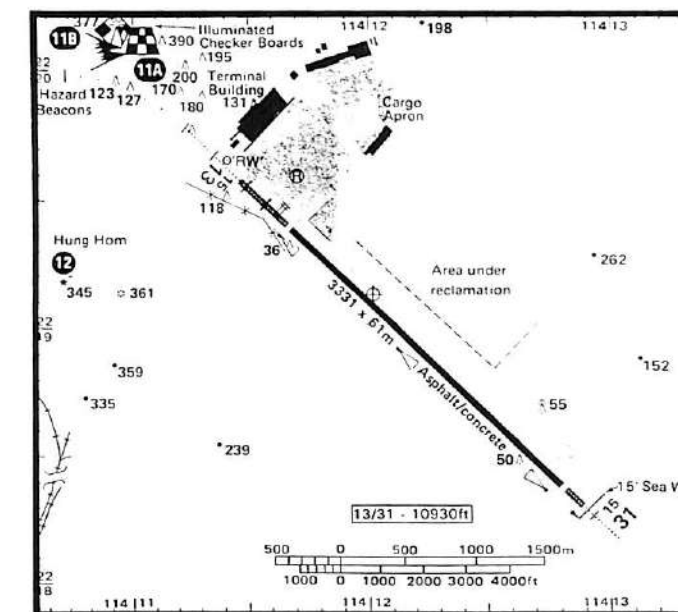
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(Note: Some of the above sources were also consulted in compiling the history of Cathay Pacific Airways, published in the previous issue of the CAPTAIN'S LOG.)



Dragonair started operations in JUL 85 with the Boeing 737. VR-HKP, msn 22071, a 737-2L9 Adv. is landing at Kai Tak, JAN 87. (Photo by Michel Plazenet on Avimage postcard No. 12)



Kai Tak runway and ramp lay-out, 1991. The top left corner shows the famous checker boards that help guide today's jets to the runway for landing. (Map by British Airways AERAD)

Northwest 747-251F N617US, msn 21121, on the ramp at Kai Tak. (Postcard No. 5)



New Wings from Canada, the U.K. and the Czech Republic

1. A new Canadian airline by the name of Westjet has put out a junior wing. This is a gold wing with blue lettering and logo. The airline operates scheduled no-frills services out of Calgary on routes in Western Canada. The fleet includes half a dozen leased Boeing 737s.



#1

#2. That great postcard collector in Miami, BILL DEMAREST, was kind enough to keep me in mind when he was on one of his travels and found this unusual wing from the Czech Republic. The airline is called Fischer Air. Its three-letter code is FFR and the fleet includes several 737s that are used on charter services.



#2

#3. Just recently, BRUCE SCHULTZ of California sent me this nice junior wing. It is made on white plastic and is red with gold lettering and feathering. He believes that it is Air Canada, but I have my doubts as I have never seen anything from Air Canada that doesn't have the airline name on it. However, Bruce reads it as "Air Canada Pionairs" and I read it as "Air Pionairs Canada." Can any of you Canucks help out?

(Bruce is right, Stan. This is Air Canada and should be read "Air Canada Pionairs" - JG.)



#3

#4. One of my friends in the U.K. sent me this new British Airways stick-on that could certainly be included in the junior wing category. Although it doesn't look like a wing, it does meet the criteria as it is given away in flight to young people. Perhaps this is what we are coming to in junior wings, as a cost-cutting measure.

DAVE CHERKIS faxed me about a couple of other issues. A British Airways Sky Flyers Club button of about 2 1/2" (6 1/3 cm) round. There are four in this series and they are all the same except for the background colors: white, blue, yellow and green.

Dave also told me there are two Sabena Capt. Blue Sky issues that are paper stick-ons, one flying right and the other left. I hope to get good copies of all these from him so I can include them in the next issue.



#4

That's it for now. Happy Collecting all!

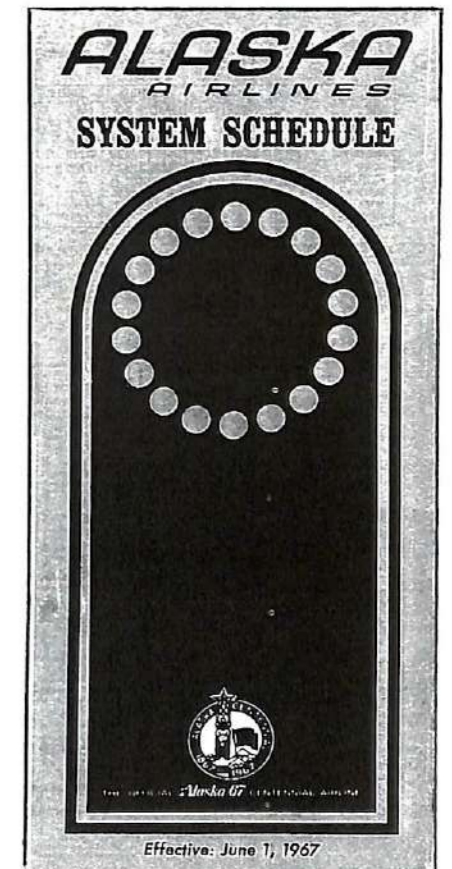
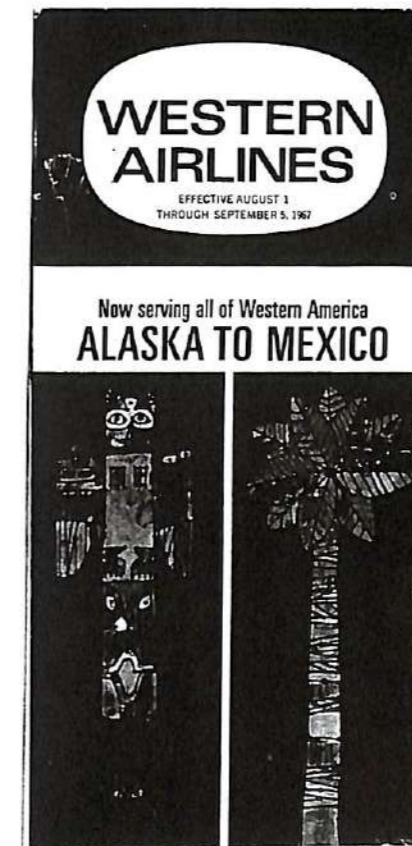
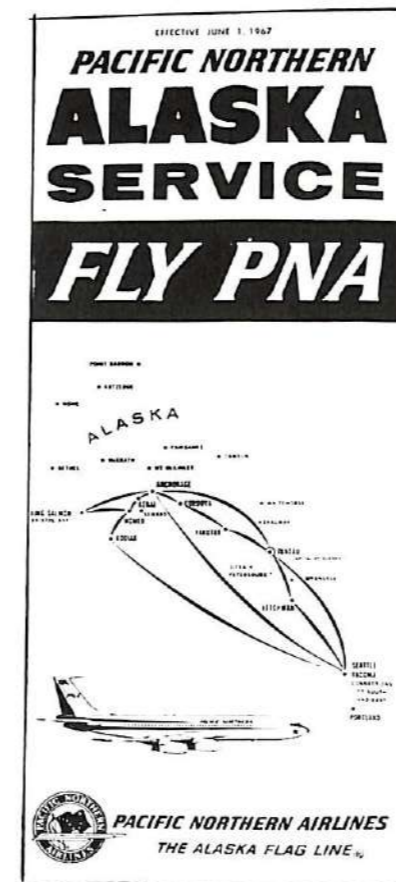
AROUND THE WORLD

of Airline Schedules



Copyright 1997
George W. Cearley, Jr.

The schedule column in this issue of the *Captain's Log* represents the second part of a two part series on airline mergers, and covers the period from the late 1960's to late 1980's.



On July 1, 1967, Pacific Northern Airlines, Inc. was merged into Western Air Lines, Inc., adding five Lockheed 749/749A "Constellations" and three turbojet Boeing 720's (two -062's and one -048) to the Western fleet. 3,388 new route miles, and the cities of Anchorage, Cordova, Homer, Juneau, Kenai, Ketchikan, King Salmon, Kodiak, and Yakutat were added to the Western system.

Alaska Airlines, Inc., acquired, via merger, Cordova Airlines, Inc. and Alaska Coastal Airlines, Inc., in 1968. The mergers received presidential approval and were finalized February 1st and April 1st, 1968, respectively. It was now possible for Alaska to serve 94% of the Alaska population, and international routes to Canada were added - to Prince Rupert, British Columbia; and Dawson, Yukon Territory.

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Flight Schedule
Effective July 1, 1968



On February 23, 1968, the CAB approved the merger of Bonanza Air Lines, Inc. and West Coast Airlines, Inc. into Pacific Air Lines, Inc. which in turn changed its name to Air West, Inc. The routes and schedules were combined July 1, 1968.

**NORTH
CENTRAL**
schedule


effective
june 8
1979

**NEW NONSTOPS
MINNEAPOLIS/ST. PAUL
WASHINGTON, D.C.
(National Airport)**
Effective June 25

REPUBLIC
schedule



effective
july 1
1979



formerly--
NORTH CENTRAL / Southern


**we're
building
your kind
of airline**

April 29, 1979
System Flight Directory

REPUBLIC
schedule

1980

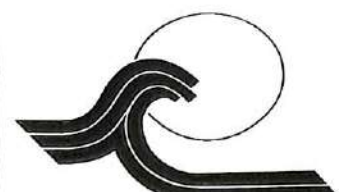


**fly
COAST TO COAST
on REPUBLIC**

On July 1, 1979, North Central Airlines, Inc. and Southern Airways, Inc. merged to form Republic Airlines, Inc. In 1980, Republic acquired Hughes Air Corp. (formerly Air West, Inc. and dba Hughes Airwest).

**American
Airlines**

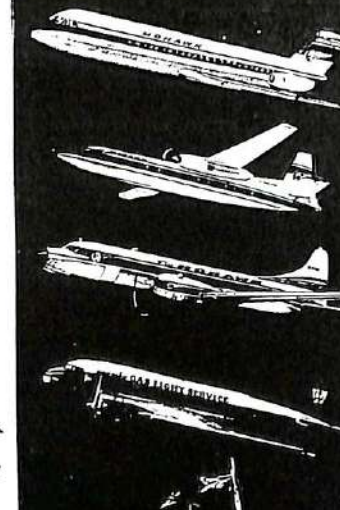
Effective March 2, 1971



American Airlines endless summer now includes the former routes of Trans Caribbean Airways. Next trip to the Caribbean, discover why it's good to know you're on American Airlines.

See back cover for new reservation phone numbers.

MOHAWK
SYSTEM TIMETABLE EFFECTIVE APRIL 1, 1972



See back cover for new reservation phone numbers.

**DELTA
AIR
LINES**

EFFECTIVE AUGUST 1, THRU SEPTEMBER 14, 1972.


These schedules cover the August 1 merger of Northeast Airlines into Delta Air Lines and show new Delta service to New England, Bermuda, the Bahamas and Florida.



SYSTEM TIMETABLE

**NE
NORTHEAST**

Complete System Timetable Effective July 1, 1972



**2 ways to fly to
Miami / Ft. Lauderdale
and back for
\$110.***

*Round trip, one stop, one way, one stop, one way.

From Boston, New York, Philadelphia, Hartford or Baltimore

1. Weekend New York Saturday Sunday or Monday at the same weekend \$55.00 for one way	2. Midweek New York Wednesday or Thursday Boston, Hartford and New York Saturday or Monday from 2 days before or after Friday
--	--

*The reference is valid between Boston, Philadelphia and Baltimore.
1100 September through December 15, 1972

Left to right: Trans-Caribbean Airways, Inc. was merged into American Airlines, Inc. March 2, 1971; Mohawk Airlines, Inc. into Allegheny Airlines, Inc. April 1, 1972; and Northeast Airlines, Inc. into Delta Air Lines, Inc. on August 1, 1972.

**National Airlines
System Timetable**

EFFECTIVE SEPTEMBER 5, 1979



**Only National
flies nonstop to
Amsterdam,
Paris, Frankfurt,
London and Zurich.**

**Western
Airlines**

TIMETABLE
Effective March 1, 1987



1-800-THE-WEST
IN THE U.S. AND CANADA

**PIEDMONT
AIRLINES**

A Subsidiary of USAir Group, Inc.
System Schedule Effective June 1, 1989
Includes Selected USAir Flights



**Our New Service To
Bermuda Gives Everyone
A Seat On The Isle.**

Bermuda
Bahamas
Florida
California

Every Continent is represented

#1. Let's begin this column with a red, white and blue offering from Lao Aviation, an airline and a country that do not often appear in these pages. Red shield, white background, blue text and outlines

#2 is a joint issue from Kenya Airways and KLM "Connecting the world," a bit of wishful thinking on Kenya's behalf I am sure. Colors are red top, "KM blue" bottom and dark blue center bar, with all text and logos in white.

#3. Hamburg Airlines of Germany features both the Dash 8 and BAe 146 from their fleet. White background, red text, dark blue bar with "airline" in red, and blue/white airplanes.

#4. Mandarin Airlines of Taiwan issued this item, in gold and dark blue on white. I know the gold part will create problems in our reproduction process, but the label is really too good to leave out.

#5. This long bumper sticker was issued by the Luchtvaart Hobby Shop (Aviation Hobby Shop) at Schiphol/AMS Airport and was contributed by Editor JOOP GERRITSMA. It comes in blue on white with a text that says, in translation: "Make room for Schiphol." This refers to the airport's plan to build a new runway, which is strongly opposed by various groups (what else is new?)

#6. Star Europe is another comparatively new airline. It shows one of their 737s. Very smart, on a white background with text and airplane in green and blue, the star in orange and yellow.

#7. The next stop features this smart red and blue on white issue from the Frankfurt office of Avianca, from MICHAEL THUROW in Germany. It advertises the airline's nonstop service to South America.

#8. Michael Thurow also sent in this label from Oman Air, who operate international flights from the Oman with Airbus A320s. Colors are green Arabic text, red English text and a red-white-green ribbon on either side of the logo. The outer circle is also in red.

#9. "Funny face" 767 of Air Canada completes Michael's contribution. Black airplane outline with the rest in white on a red background.



4



1



2



3



5

#10. PAT McCOLLAM was always a regular contributor to Don Thomas' column and I am very pleased to hear from him with this multi-colored Otis Spunkmeyer Air piece. Pat recently flew on one of their DC-3s. Lucky lad!

Three new BILs have been sent in by the indefatigable DAVE CHERKIS.

#11. is in orange on white from Polynesian Airlines, and

#12. comes from VASP. It is in blue, with instructions in black, all on white. Instructions are in Portuguese and English.

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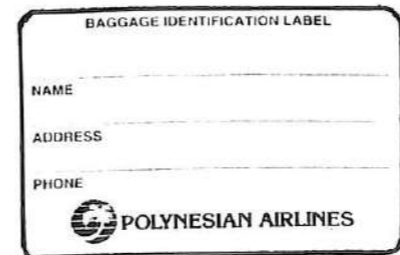
#11. is in orange on white from Polynesian Airlines, and

#12. comes from VASP. It is in blue, with instructions in black, all on white. Instructions are in Portuguese and English.

#13. Another contribution from Dave is this TransAsia sticker from Taiwan. They have quite a large fleet of ATRs and Airbus variants. The sticker shows a "funny face" Airbus and the basic colors are blue background, gold name and logo and white aircraft with black outline.



10



11



6



7



8



13



9



12

JOHN KIMBERLEY from Norwich, England, is another new contributor. He has spent 23 years in Canada and is now offloading some of his aviation treasures.

#14. I was very pleased to acquire from him this very smart yellow and dark-blue sticker of the Royal Canadian Mounted Police (RCMP) in the Yellowknife, N.W.T. Air Section. The force operates Bell helicopters, single-engine Cessnas, Twin Otters and some other types all over Canada. But can anyone tell me which types are flown from Yellowknife?

#15. John also shows the Boeing (Vertol) 107 helicopter of Helifor Industries. The sticker is in red text and helicopter, blue mountain and green fir trees on white. The two concentric circles are in black, as are the rotors.

#16. The third item from John is this Kelowna Flightcraft sticker. It shows their 727 in basic white, blue and red Greyhound colors! Text is in black. Greyhound Air has now ceased operating - See Ken Taylor's column in this issue.

#17. ANNE MALM of Sweden has sent me the latest BIL from Malmo Aviation. It must be one of the most-striking ones around, in red and gold on orange.

GRAHAM ALLIANCE has been over here visiting relatives, but he didn't forget to bring a package of goodies for me:

#18. A new destination for Finnair: from Manchester to Helsinki via Stockholm. Colors are blue with red center text, on white.

#19. Another one from Graham, this illustrates another of the many brilliant new destination stickers that Iberia have issued over the years, this one is for Lima, Peru.

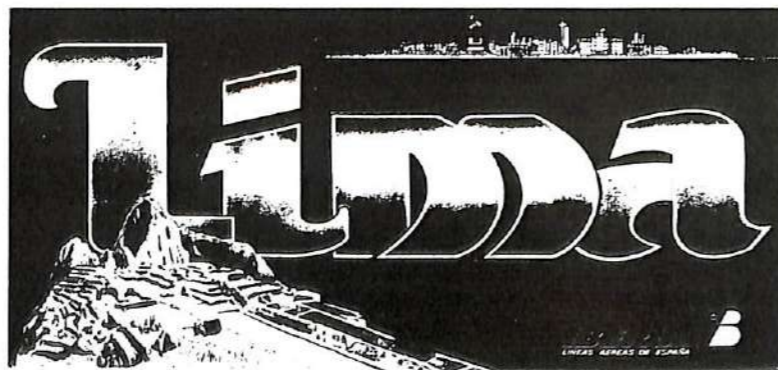
#20. Graham also sent this item, from Emirates for their new 777 service to Australia. It also comes in Arabic script. Background is dark blue, text white and the photograph showing Ayers Rock and the Melbourne skyline in multi-colors.

Isn't it funny how stickers turn up years after the event show on them?

#21 is a case-in-point. This small British Airways sticker shows the airline's first flight from the new Terminal 3 at Toronto's Pearson International Airport on 21 FEB 91, presumably to LHR. Basic colors are white and BA dark blue on silver. The "Terminal 3" text is in red.



21



#19

12



14



16



15



18



17



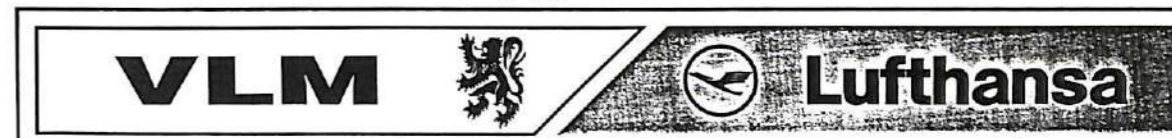
17

#22. This black, white and mustard strip, probably a car fender sticker (called bumper sticker in North America) from VLM and Lufthansa indicates a link between the two. It came from HENK HEIDEN, "The Flying Dutchman."

Henk has also answered the question asked two issues ago, about the similarity of the SAETA and LAPSA BILs (Vol. 23, No. 1). He says that SAETA owns 80% of LAPSA, so they obviously use the same printer.

The Air UK sandwich wrapper sticker saga shown by Henk in the same issue, continues with one for Spiced Port with Mustard Grain Salad. I think Henk only flies on Air UK to get these stickers.

#23. This very nice offering comes from Air Canada. It was issued in Germany for a new nonstop service from Frankfurt to Vancouver and Calgary.



22



23

#24. We don't often get personable young ladies on stickers, apart from Japan's ANA who have provided me with six different ones over the years. This large issue promotes the delights of Mackronesia and Okinawa. Don't all rush out there at the same time, please.

#25. LTU of Germany provide their own statue of Liberty, proclaiming "Rather liberty than tea for two." The bottom line says: "Vacation on the entire (air)line." I was very tempted to include the one they have issued of a topless beauty, but thought that founder Paul might chastise me!

If any readers have a (or more) favorite aircraft, themes or countries on labels, please let Joop or myself know and I will try to oblige.



24

13



20

25



GOLDEN OLDIES

I thought I would dig out some more unusual aircraft on labels from earlier American carriers. All these are gummed labels.

#26. I start with Avalon Air Transport. This light green on white item shows one of their Grumman Goose amphibians that operated between Long Beach and Catalina Island - a 12-minute hop. The name and blue bar at the bottom are in dark blue.



26

#27. Next is Capitol Speed Lines who flew a Lockheed Vega within California during 1927/28 period. Red and blue on white.



27

#28. Eastern Air Transport, a predecessor of Eastern Airlines produced this beautiful multi-colored label. It shows a Curtiss Condor used by the airline from 1930 - one of my favorite labels.



28

#29. This green (black text) on white BIL is from a very small airline, Martz Lines "operated by Frank Marz Coach Co. Inc." It features their Travelair, two buses and their hangar. You did get a lot on a label in those days. Marz was bought out by American Airlines in 1934.



29

#30. Red, white and blue again are featured on this North American Airlines label. The aircraft looks like a DC-6B or DC-7 series that has lost some weight. (Ed's note: Can anyone supply information about this carrier? The only North American Airlines I know are the one operating in the early 1980s with nothing bigger than a DC-3, and the one currently flying the 757. Thank you - JG) This label has a narrow white outer border (not shown).



30

#31. For the final item I include another early 1930s label in red, light green (background and bottom bar) on white. from Western Air Express. The airline was formed in 1925 and became Western Airlines in 1941. The aircraft shown is a Fokker F.32, which carried 32 passengers.

31



If any readers have a (or more) favorite aircraft, themes or countries on labels, please let Joop or myself know and I will try to oblige.

THE POSTCARD CORNER

Allan Van Wickler

A few airport card favorites for you to enjoy



1. PAA Martin 130 over Golden Gate Bridge

Finally managed to snare this PAA company card of the Martin 130 over the unfinished Golden Gate Bridge. What an expression of the mid-thirties USA, wot? The card is B&W, 3 1/2 x 5 1/2 inches.

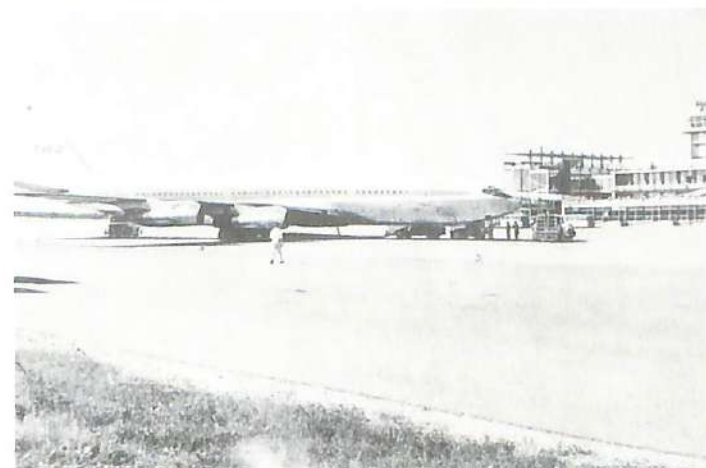
#2. Traded for this great Brownsville airport card with the PAA DC-3 (Latin American Division) and an Eastern Martin 4-0-4, 4c chrome, DB-232 (3956), 3 1/2 x 5 1/2 inches by Don Bartels.

#3. Bought this Tocumen Airport (Panama) card with a Pan Am DC-6B for two bucks. I flew into TUM on one from LAX on 03 FEB 62, but my collecting was in remission then. 4c chrome, 3 1/2 x 5 1/2 inches. That week I flew on PA/WA - IDL/LON/YWG/SEA/PDX/SFO/LAX/GUA/TUM/CUR/SDQ/IDL on business for Pan Am and was fresh as a daisy on arrival in IDL. It pays to be young.

#4. Traded for some wonderful Italian airport cards, including this TWA 707-331 at Malpensa in Milan, 4c chrome, 4 x 6, GAL18/57.

#5. And here's a B&W 4 x 6 of the TWA 707-331, offered for sale at Malpensa way back then. Ed. I.G.A.P. 275.

4. TWA at Malpensa, Milan 5.



2. Brownsville, TX



3. Tocumen Airport

5. (B&W) TWA, Malpensa, Milan



The China Clipper heads this fleet of America's Largest Airlines—weighing 25½ tons, powered by engines developing 3,000 horsepower—carrying United States air mail to Hawaii and the Philippines, across Pan American Airways' 9,000-mile trans-Pacific route to the Orient.

International Airport, Brownsville, Texas. Airlines of two hemispheres meet here to exchange air traffic between North and South America.

Color Photo by Dan Bartels

El Aeropuerto Internacional de TOCUMEN, República de PANAMA, con el Edificio de Administración, el cual es uno de los más modernos y mejor instalados de América.

The International Airport at TOCUMEN, Republic of PANAMA, with the Administration Building, which is one of the most modern and best equipped in America.



FIUMICINO
Aeroporto Intercontinentale di Roma
«Leonardo da Vinci»
Intercontinental Airport of Rome
«Leonardo da Vinci»
Aéroport Intercontinental de Rome
«Leonardo da Vinci»
Interkontinentaler Flughafen Roms
«Leonardo da Vinci»



6. TWA 707 at Fiumicino, Rome

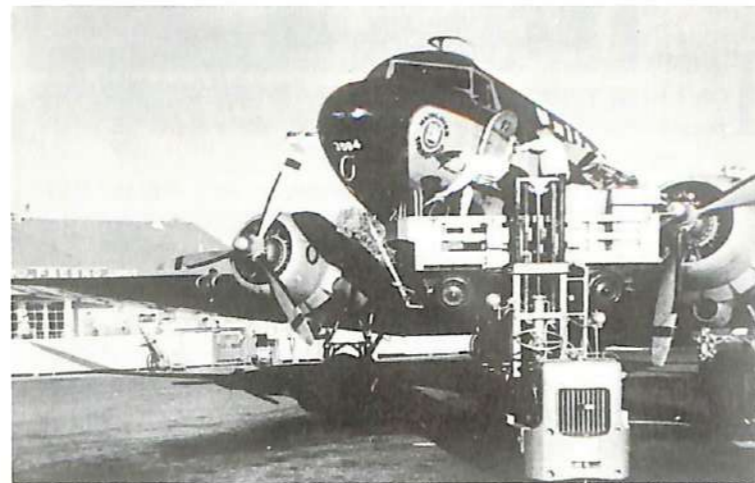
8. United DC-3 company card
United's Mainliner fleet includes deluxe sleepers for overnight coast-to-coast flights and 21 passenger day planes for inter-city flights.



- #6. Next the rear half of TWA's N763TW at Rome Fiumicino Airport, 4c chrome F-42968. (Fiumicino is also known as Leonardo da Vinci Intercontinental Airport.) 4 x 6.
- #7. Back to the good ole USA for this 4 c chrome, 3½ x 5½ of a UAL DC-3 at Fresno being loaded by the (labor intensive) automated devices of the time. A superior period piece by Dexter Press, #80418, 3½ x 5½.
- #8. One of UAL's company cards of the DC-3. Note the mailing instruction in the right top corner on the back. (Please address and return,) 3½ x 5½.
- #9. Down to Florida to pick up this rare and wonderful NAL DC-8, a PBI airport scene, 4c chrome, Dukane Press #725. I flew on one of National's DC-8s on 15 JAN 62 IDL/MIA and remember enquiring after the stew's health (with slurring speech) after she'd hit the ceiling as we went through a cumulus at about Cape Canaveral or so. Not a lotta fun.

Fresno Air Terminal, Fresno, California. Nearly 20 daily transcontinental passenger flights connect Fresno with every major metropolis through its modern air terminal. The terminal is within a few minutes' drive of downtown Fresno.

Ektachrome by Helen S. O'Brien



7. United DC-3 at Fresno

Please address and return to stewardess who will stamp and mail for you...

9. National DC-8 at PBI

WEST PALM BEACH, FLORIDA
The busy International Airport plays host to many thousands of vacationers and businessmen that come annually to the Palm Beaches.



- #10. I traded with STEVE PINNOW last August for the NWA Electra at MKE, 3½ x 5½, 4c chrome, L.L. Cook 38797-B,
- #11. and for the AA CV-240 "Flagship New York," 3½ x 5½, 4c chrome, in-flight Plastichrome #P1233, issued for sale at Willow Run (YIP). The card was mailed when I was flying in and out of there quite often, but, again, I wasn't collecting(!)

The next two trades came from JAMES DAVIS and I plan to hold on to them for a long time. Both are great period pieces, 3½ x 5½, 4c chrome:

- #12. The PI DC-3, the great ROA card, seemingly taken in the late afternoon. Dexter 79663.
- #13. The other is a terrific Caribair DC-3 in the "old days" at STT. Plastichrome P44984.
- #14. Last but not least before we head back for Europe is this wonderful TIA DC-8 on takeoff from Long Beach, CA. 3½ x 5½, 4c chrome, company card #4549, printed in DEC 63. Five bucks it cost.



WINGS OVER WILLOW RUN

An American Airline "Convair Flagship" taking off from the Willow Run Airport which serves the Detroit, Michigan area. This famous airfield was originally built to be used in conjunction with the production of B-24 Bombers by the late Henry Ford. The former bomber plant is now the Kaiser-Frazer automobile plant, and the airport is owned and operated by the University of Michigan.

11. AA CV-240 "Flagship New York"

13. Caribair DC-3 at STT
HARRY S. TRUMAN AIRPORT
THE HARRY S. TRUMAN AIRPORT IN ST. THOMAS IS ONLY WITHIN 6 HOURS FLYING TIME FROM NEW YORK.



NORTHWEST AIRLINE CO.
General Mitchell Field Airport
Milwaukee, Wisconsin

10. NWA Electra at MKE 11

Woodrum Field, Roanoke, Va. showing Terminal Building and Control Tower. A municipal field located a few miles north of the City. It is served by three major air lines, having approximately 30 scheduled flights daily. Many private flying activities are centered here as well.

Ektachrome by Roanoke Photo



14. TIA DC-8 at Long Beach

Trans International Airlines operates the new Douglas DC-8F throughout the great Pacific Community. World-famous for dependability and performance, the DC-8F pays you a personal dividend in luxury with its quiet, vibration-free ride and magnificent spaciousness. Powerful fan-jet engines permit cruising altitudes up to 40,000 feet for calm, weatherless comfort at 10 jet-smooth miles a minute. And you'll find cordial TIA hospitality on every flight.



"DOUGLAS D C-3"
AB AEROTRANSPORT
Swedish Air Lines

15. ABA Sweden DC-3



18. SAM DC-6B at Lourdes, France



ALITALIA
SUPER CONVAIR 340

16. (B&W) AZ Viscount at Ciampino, Rome

MILANO - LINATE
Aéroport International E. Forlanini
Préparatoire pour le Départ
International E. Forlanini Airport
Preparative for the departure
International E. Forlanini Aéroport
Vorbereitenden für der Abreise

17. Alitalia CV-340



19. (B&W) AZ DC-6B
at Linate, Milan.

1711 - L'AEROPORT International
de TARBES-LOURDES

- #15. Swedish Air Lines (ABA) DC-3, B&W, 3 1/2 x 5 1/2. Card doesn't seem to be a redo, but it was mailed to Stockholm in 1996. Go figure. It does appear to be an old co. card. (SE-BAB, c/n 1972, was delivered to ABA on 10 AUG 37 and operated with the airline until it became part of SAS on 01 AUG 48, with whom it remained in service until 04 DEC 57 - J.G.)
- #16. Back in Italy for some more fine trades with LEONARDO PINZAUTI, beginning with an AZ Viscount 4 x 6 B&W real photo, at Ciampino (ROM), Alterocca 13162, and
- #17. this 4 x 6, 4c Alitalia co. card of their CV-340 I-DOGI. It looks as if the colors were added or heightened.
- #18. A great 4c, 4 x 6 of a SAM DC-6B taken at Lourdes, France. #1711 Tarbes-Lourdes. It makes me think of my one flight on a SAM DC-6B from Naples to Rome on 07 NOV 62 and we flew straight over the Vatican(!), which, I thought, wasn't allowed. Later that day we flew back to IDL via ZRH via SR DC-8.
- #19. AZ DC-6B, B&W 4 x 6 at Linate Airport, Milan, preparing for departure. A perfect airport card by Pace & Co., S.E.F.A.

#20. The smoothest landing I never felt was on an AZ DC-8 like I-DIWN shown here being serviced at Malpensa, Milan. 4 x 6, 4c chrome, Ediz. Sovesta L.50. The flight I experienced was on 31 OCT 62, a non-stop IDL/ROM. Wonderful.

- I bought the next two cards from LOTHAR GRIM at COS:
- #21. This superb DC-6B co. card of DC-6B, F-BHEE of TAI, France, 4c 4x 6, and
- #22. this 3 1/2 x 5 1/2 AF card of Bloch 220, F-AOHJ "Poitu" in B&W at Bourget-Dugny, France. B&w 3 1/2 x 5 1/2 real photo. An exquisite pre-WW2 period piece.
(The Bloch 220 was designed to compete with the DC-2 and DC-3. Only 16 were built - J.G.)
- #23. I picked up two more AF DC-3 cards because they are so beautiful. The 4c "mail plane" (note: no AF titles) at Bordeaux Merignac was mailed in 1968 and
- #24. the real B&W photo of F-BAXP at DUS was mailed from there in DEC 56. 4 x 6.



GALLARATE
Aeroporto Civile della Malpensa
Airport Civil de la Malpensa
Malpensa Civil Airport
Malpensa Zivillflughafen

20. AZ DC-8 at Malpensa, Milan

23. AF-DC-3 mailplane
at Bordeaux-Merignac



33,063.127 - BORDEAUX (Gironde)
Aéroport de BORDEAUX-MERIGNAC
L'Aérogare.

Compagnie de
Transports Aériens Intercontinentaux



21. TAI DC-6B

SUPER DC 6 B. Envergure 35 m. 84. Longueur 32 m. 50.
Puissance 10.000 CV. Vitesse de croisière 500 km/h.

Over-All Length : 105 feet. Wing span 117 feet 6 inches.
Cruising Speed : 310 m.p.h. Total Power : 10.000 h. p.



PORT AERIEN du BOURGET-DUGNY
Bloch 220, de la 1^{re} Air-France,

22. (B&W) Bloch 220
at Bourget - Dugny, France

24. (B&W) AF DC-3 at Dusseldorf



- #25. Off to Dublin for a great Aer Lingus F.27 shot. 3 1/2 x 5 1/2, 4c chrome, Plasticchrome P40315 and
 #26. an Irish Air Lines (Aer Lingus) DC-3, also at DUB. 4 x 6, 4c Carta Poist #43, published in 1952.

I finish with four British cards:

- #27. A terrific sideview of Air Ferry's DC-6B, G-APNO at Manston Airport, 3 1/2 x 5 1/2, 4c,
 #28. A BOAC VC-10 being serviced by Shell/BP Aviation Services (who issued the card), 3 3/4 x 5, 4c.
 #29. Yet another Viscount card. Srs. 800 shown at Jersey, in the Channel Islands. Denis & Sons, 4 x 6, in BEA's classic final livery before becoming part of British Airways, and
 #30 this Short Solent of Aquilla Airways on arrival at Madeira. Or is it on takoff as the card says? Dixon MDR.22.



DOUGLAS DC 6 AB.
 AIR FERRY LIMITED,
 Manston Airport,
 Ramsgate, Kent, England

27. Air Ferry DC-6B at Manston



A SHELL AND BP AVIATION SERVICES FUELLER SERVICING THE VICKERS-ARMSTRONGS (AIRCRAFT) LTD. VC 10

28 BOAC VC-10



The Airport Jersey C1

29. BEA Viscount at Jersey, Channel Islands



30. Short Solent of Aquilla Airways at Madeira **An observation or two**

I may be computer illiterate, but I'm not stupid. As the value of each of our collections grows to astronomical heights, legitimate questions arise about how to disassemble the collection as one dies or becomes incapacitated.

We all know the potential difficulty of (and the costs associated with) attending many of our hobby shows, becoming a mail auctioneer, etc. It would take years to break down my collection of 8,500 cards, unless my heirs sold out to a dealer at a whopping price of cents on the dollar.

Perhaps the computer age has an answer. It is very interesting to see Larry Myers' home page on the Internet. There it is in black and white (or four-color): the card, description and price. I am intrigued with the potential when we all become computerized.

In the meantime, I have come up with an interesting subject for this issue. I am active in attending three of our shows each year, two or three post card conclaves here in the hinterlands of Virginia and always seem to be trading with eight or so others through the mail, as well as participating in the bidding wars through Barr's Post Card News. 1997 was quite a year. I picked up some great and rare cards, and never went over \$25, even with Graham Cowell. Some of the very best came through trades with the Pinnows, James Davis and Leonardo Pinzauti, where you really had to sweat it out. Give value to receive value. So I laid them out and came up with a potpourri of 30 that everyone might enjoy.

Please don't salivate on the pages; they're only post cards (!) Fifteen were trades and 15 were purchased at an average price of \$14.53 for the record. If one presumes that half my 8,500 cards are "of value," this multiplies to \$61,750 in intrinsic value. Wow!

Did everybody see the article "Par Avion" in the JAN-FEB 98 issue of PRESERVATION Magazine by David Broderson? Interesting. It puts us all on a different plane (if you pardon me the expression).

The article discusses U.S. airport design of the 1930s and is a most-enjoyable read, especially when the author recognizes the fact that the linen airport cards of the era are perhaps the best visual source of what used to be.

Interestingly, most of the 12 postcards shown are relatively common ones including Dinner Key, La Guardia, Randolph Field (USAAC), Washington National, El Paso and Union.

Perhaps your local library will have a copy. It is worth the search.

Aquila Airways Flying Boat taking off from Madeira. Natural Colour Photograph.



BRITISH COMMONWEALTH PACIFIC AIRLINES LTD.



The BCPA 300 m.p.h. DC-6 "Resolution," now flying the "Southern Cross" Route.

THE BCPA DC-6 FLEET

BCPA's "pressurised" sleeper-equipped Royal Mail Airliners are named "Resolution," "Endeavour," "Adventure" and "Discovery" to commemorate the ships commanded by Captain James Cook (1768-1779) on his famous Pacific voyages. The "Southern Cross" Route, between U.S.A., Canada and Australia or N.Z., is so named in honour of Sir Charles Kingsford Smith, who first flew the Pacific in 1928 in his plane, the "Southern Cross."

PRINTED IN AUSTRALIA

Two bonus cards

As it turns out, I am able to add two cards from my (JG) small collection to fill the page. The top card, an airline issue, shows Douglas DC-6 "Resolution" of British Commonwealth Pacific Airlines (BCPA) at Kingsford Smith International, Sydney, Australia. I acquired this card many years ago from STAN BAUMWALD.

The second card depicts an Ilyushin IL-62M in the white and red colors of Interflug, the airline of the former East Germany, under the tail of another Interflug IL-62. The airport is Berlin-Schönefeld in what used to be East-Berlin. I can't remember whom I acquired this card from, and when.



DUBLIN AIRPORT, DUBLIN, IRELAND

25. Aer Lingus F.27 at Dublin

Dublin has one of the most up-to-date airports in Europe. On the apron is one of Aer Lingus Friendship planes. Flights are scheduled from Dublin Airport to the whole of Europe and the U.S.A. Dublin 6 miles.



26. Aer Lingus DC-3 at Dublin



IRISH AIR LINES PASSENGER PLANE AT DUBLIN AIRPORT.

LIST OF NEW AIRLINE ISSUED POSTCARDS

JULY - SEPTEMBER 1997

by CARSTEN KRIBBER, LANGGAESSERWEG 20, 64285 DARMSTADT, GERMANY

Airline	Aircraft	Registr.	Size	Pos.	No. / Information
1. Air Atlanta Iceland	L-1011	?	O	f ←	above glacier
2. Air Nippon	737-500	?	C/V		cockpit postcard, white frame
3. American Trans Air	757	N59AW	C	f ↖	new colors, above coast
4. Atlantic Coast Airlines	Regional Jet	?	O	f →	logo on front of card, in front of clouds
5. Aviation Roger Forgues	DHC-2 Beaver	C-GBZS	C	w ←	
6. Aviation Roger Forgues	DHC-2 Beaver	C-GBLH	C	f →	above waterfall
7. Blue Hawaiian Helicopt.	Helicopter	N312B	C	f →	above lava flow
8. Blue Hawaiian Helicopt.	Helicopter	N312B	C	f →	above twin water falls
9. Blue Hawaiian Helicopt.	Helicopter	N312B	C	f ←	above volcano
10. Blue Hawaiian Helicopt.	Helicopter	?	C/V	f →	above volcano
11. Blue Hawaiian Helicopt.	Helicopter	?	C/V	f ←	above waterfall
12. Blue Hawaiian Helicopt.	Helicopter	?	C/V	f ↘	above lava meeting sea
13. Blue Hawaiian Helicopt.	Helicopter	?	C	f ←	above Maui mountains
14. Blue Scandinavian	757	SE-DUL	O	to ←	
15. Cape Air	Cessna 402	N67786	O	f →	logo on front, above coast + water
16. Cape Air	Cessna 402	N67786	O	f ←	logo on front, above water
17. Currier's Flying Service	Cessna 195	N 145V	C	w →	40617C 11772
18. Deutsche BA	737-300	D-ADBE	C	l/to ↗	new colors, plain back
19. Fischer Air	737-300	OK-FUN?	C	l ←	fun flying+fun class=fischer air on front
20. Fischer Air	737-300	OK-?	C	l/to ←	logo on front
21. Flandre Air	EMB 120	?	C	f ↗	text + telephone number on front
22. Flying Colours	757	G-FCLA	C	f ←	
23. Greyhound Air	727-200	C-GIKF	C	l/to ↖	second ai
24. Hawaiian Airlines	CV-240	?	C	f ←	white frame, over coast, b/w, tear out
25. Heli Gotthard	AS 350 B2	HB-XXP	C	f ↗	
26. Helilagon	SA316B Alouette III	F-ODLH	C/V	f ←	above lava stream
27. Helilagon	fleet of helicopters	?	C/V	f →	above water
28. Istanbul Airlines	737-400	TC-AVA	C	f ↗	
29. JAL	737-400	JA8991	C	f ←	white frame, 1996 card
30. JAL	777981	C	g →	2 flight attendants in front, 1997 card
31. JAS	777	?	C/V	←	entertainment postcard showing specs.
32. KLM	737	?	O	g ←	insert of 737 landing →, No. 42.027
33. KLM	MD-11	?	O	g ←	insert of MD-11 landing →, No. 42.047
34. KLM	747-400	?	O	g ←	insert of 747-400 flying ←, No. 42.067
35. Malev	737-300	HA-LEF	C	to ↖	blue bottom frame with logo
36. Norrlandsflyg	AS360C Dauphin	SE-HLS	O	f →	text on front
37. Norrlandsflyg	fleet of helicopters	?	O	f →	insert of float-plane
38. Otis Spunkmeyer Air	DC-3	N41HQ	C	f →	above Golden Gate bridge
39. Otis Spunkmeyer Air	DC-3	N97H	C	f ←	above San Francisco
40. Ryukyu Air Commuter	DHC-8	JA 8972	C	f →	white frame
41. Regional Airlines	EMB 145	F-GRGA	C	f ←	
42. Sunshine Helicopters	Helicopter	?	C	f →	above 'wall of tears'
43. Sunshine Helicopters	Helicopter	N6077H	C	f ←	above volcano crater
44. Sunshine Helicopters	Helicopter	N6094H	C/V	f ←	pictured through 'hole in the rock'
45. TACV Cabo Verde Airl.	757	D4-CBG	C	f →	real postcard back, no text on front
46. Trans Asia Airways	A 321	D-AVZD	C	f →	logo on front, colorful frame
47. Trans Asia Airways	A 321	D-AVZD	C	f →	telephone no. on front, colorful frame
48. Trans Asia Airways	A 321	?	C	f ↖	white frame, tear out card from menu
49. Turkish Airlines	A 310	?	O	f ↖	white frame
50. Vaasan Saaristolennot	Cessna on floats	OH-CDF	O	w →	
51. Vnukovo Airlines	4 x tails of TU 154	RA-85622/633	C	g ←	

ABBREVIATIONS

Registr. = Registration ? = no registration on aircraft or registration not visible ai = airline issue b/w = black & white
 Size = Postcard size C = continental size A = american size O = oversized .../V = vertical
 Pos. = Position f = in flight g = ground to = take off l = landing l/to = landing or take off w = on water

LIST OF NEW AIRLINE ISSUED POSTCARDS

OCTOBER - DECEMBER 1997

by CARSTEN KRIBBER, LANGGAESSERWEG 20, 64285 DARMSTADT, GERMANY

Airline	Aircraft	Registr.	Size	Pos.	No. / Information
1. Aerocaribe	DC-9	XA-SNJ	C	f ↗	retouched, above beach
2. Aeroflot	A 310-300	?	C	l ←	1996 set
3. Aeroflot	767-300ER	EI-CKE	C	l ←	1996 set
4. Aeroflot	IL-62M	?	C	to/l ↖	front shot, 1996 set
5. Aeroflot	IL-86	RA-86103	C	to ↗	1996 set
6. Aeroflot	IL-76TD	RA-76484	C	g →	1996 set
7. Aircalin	737-300	F-ODGX	C	f →	
8. Air Canada	A 319	C-FYIY	O	f →	60 anniversary set of Air Canada
9. Air Canada	727-200	C-....	O	f →	60 anniversary set of Air Canada
10. Air Canada	A 340 cockpit	?	O		60 anniversary set of Air Canada
11. Air Canada	747-100	'303'	O	to ↗	60 anniversary set of Air Canada
12. Air Ces	AN-8	EL-AKM	C	g ←	
13. Air Charter	Beech King Air	G-SANB	O	g →	in front of hangar
14. Air Dolomiti	ATR-42	F-OHFN	C	f ↖	FENDI colors, retouched
15. Air Engiadin	DO 328	HB-AEF	C/V	f ↖	destinations printed on card
16. Air Malta	737-300	9H-ABR	O	f ↗	
17. Air Malta	A 320	9H-ABP	O	to ↗	above trees
18. Air Malta	5 x 737, 1 x A320	9H-ABR/./....	O	g →	tails of aircraft only
19. Air Pacific	737-500	DQ-FJB	O	g →	special frame
20. Air Pacific	767	?	O	g →	photo taken from behind, special frame
21. Air Pacific	747	?	O	f ↗	above coast, special frame
22. Air Pacific	fleet (737,767,747)	DQ-FJB,?/?	O	g →	special frame
23. Air Safaris	2 x GAF Nomad	N24ZK-...	C	f ←	white frame
24. Air Slovakia	727-200	OM-AHK	C	f →	red sky
25. Air Slovakia	727-200	OM-AHK	C	f →	cloudy sky
26. Air Slovakia	727-200	OM-AHK	C	f →	above clouds
27. Air Slovakia	2 x 727-200	OM-AHK, ?	C	f →	above snowy mountains
28. Air World	A 320-321	?	C	l ←	
29. Air World	A 321-200	?	C	f ↗	all blue sky
30. Alitalia	Boeing 747-200	I-DEMF	C	g ←	BACI cl. (blue fuselage with stars)
31. Alitalia	Boeing 747-200	I-DEMF	O	f ↖	BACI cl. (blue fuselage with stars)
32. All Nippon Airways	A 320	?	C	g	front shot
33. All Nippon Airways	A 320	JA8392	C	to ↗	out of 1998 flight calendar
34. All Nippon Airways	767-200	?	C	to	front shot, out of 1998 flight calendar
35. All Nippon Airways	767-300	JA8290	C	g ←	out of 1998 flight calendar
36. All Nippon Airways	747SR	JA8148?	C	f →	out of 1998 flight calendar
37. All Nippon Airways	747SR	JA8137	C	l →	out of 1998 flight calendar
38. All Nippon Airways	747SR	JA8157	C	f ←	out of 1998 flight calendar
39. All Nippon Airways	747-400D	?	C	g →	photo taken from behind, 1998 flight c.
40. All Nippon Airways	747-400D + 747SR	JA8966/?	C	g/l →	out of 1998 flight calendar
41. All Nippon Airways	747-400D	?	C	to ↗	a/c far away, out of 1998 flight calendar
42. All Nippon Airways	747-400D	JA8099	C	to ↖	out of 1998 flight calendar
43. All Nippon Airways	747-400	JA8098	C	to ↖	out of 1998 flight calendar
44. All Nippon Airways	777-200 cockpit	?	C		out of 1998 flight calendar
45. All Nippon Airways	747-400	?	C	to ↖	front shot
46. Arizona Helicopters	Bell 202	N503AH	O	f ←	
47. Avianca	767	?	C	f →	above river, retouched
48. Balaircta	A310-00	HB-IPN	C	f →	close up
49. Base Airlines	Jetsream 31	PH-KJB	C	f ←	retouched, NO. 971A
50. Base Airlines	EMB 120	PH-BRK	C	f ↖	retouched, NO. 971
51. British Airways	Boeing 737-300	?	C	g →	new cl., a/c operated by Maersk Air
52. British Airways	Concorde	G-BOAF	C	f →	new colors
53. British Airways	Concorde	G-BOAF	C	f ↖	new colors
54. British World	BAe ATP	G-OBWL	C	f →	

WHAT IS IT?

Greyhound grounded, Westjet soars & Wreckchasing in the West

55. Cargolux	747-200	LX-ACV	C	g →	rainbow above aircraft
56. Cargolux	747-400	LX-KCV	C	l ←	tower at right
57. Continental	757	?	C	g ←	Manhattan skyline in background
58. Continental	757	?	C	f ↖	probably issued by Madrid town-office
59. Deutsche BA	737-300	D-ABDG	C	g ←	white frame, new colors, night shot
60. Finnair	757	?	C	f →	new colors, retouched
61. Flying Enterprise	Jetstream J 31	SE-LGM	C	f ←	logo on front of card
62. Flying Enterprise	Shorts 360	SE-LGE	C	f ←	logo on front of card
63. Flying Enterprise	J 31+ Shorts 360	SE-LGE/M	O	f ←	logo on front of card
64. Freefall Express	2 x DHC-6	?	C	f ↓	parachute-jumpers leaving aircraft
65. Futura	737-400	EC-402	C	l →	time table on back, information on front
66. Greyhound	727-200	C-....	C	l ←	commemorative flight card, white frame
67. Hamburg Airlines	DHC-8-300	D-BOBA	C	f ←	logo on front
68. Hawaiian Airlines	DC-3	N33608	C	f ←	above coast, tear out card, sepia
69. Heli Gotthard	AS 350 B2	HB-XTF	C	g ←	on snow
70. Helisul/Helisight	AS 350 B	PT-HLO	C	f →	
71. Holmstroem Air	Shorts 360	SE-IXE	C/V	f ↖	retouched
72. Holmstroem Air	Shorts 360	SE-IXE	C/V	f ←	white frame, retouched
73. JAS	MD-87	JA....	C	g ←	out of 1998 fleet calendar set
74. JAS	MD-81	?	C	l ←	out of 1998 fleet calendar set
75. JAS	MD-90	...062	C	g ←	front of a/c only, 1998 fleet calendar set
76. JAS	MD-90	?	C	g ←	night shot, 1998 fleet calendar set
77. JAS	MD-90	JA8063	C	l ←	out of 1998 fleet calendar set
78. JAS	MD-90	...064	C	l ←	out of 1998 fleet calendar set
79. JAS	A 300	JA8473	C	g →	out of 1998 fleet calendar set
80. JAS	A 300	?	C	g ←	snowy conditions, 1998 fleet calendar
81. JAS	3 x A 300	...69, JA8464,...	C	g	out of 1998 fleet calendar set
82. JAS	DC-10	JA8551	C	g →	out of 1998 fleet calendar set
83. JAS	DC-10	JA8550	C	to ↗	out of 1998 fleet calendar set
84. JAS	777 nose section	?	C		out of 1998 fleet calendar set
85. JAS	777	...977	C	l ↗	out of 1998 fleet calendar set
86. Korean Air	A 330-300	HL7550	C	f →	bottom+left white frame with data
87. Korean Air	777	?	C	f ←	bottom+left white frame w.d, retouched
88. LTU	A 330	?	C/V	g →	white frame
89. Malev	737	?	C	f.	front shot, close up, above river
90. Mexicana	757	XA-HO?	C	f →	retouched
91. PIA	A 310	AP-BDZ	O	f →	new colors, white frame, above clouds
92. Pro Air	737-400	N461PR	C	g ←	
93. Qantas	747-400	?	C	f →	above water
94. SATA Air Acores	737-300	CS-TGP	C	g →	
95. Stuttgarter Flugdienst	Citation + Beech	D-ILAN/IRAD?	C	g ←	white frame
96. Sunbird	Beech 1900?	N369GA	C	g ←	text + logo on front
97. Sunbird	Metroliner	N125AV	C	g ←	text + logo on front
98. Sunbird	Metroliner	N125AV	C	f ←	text + logo on front, 2 pix insert
99. TEA Switzerland	737-700	?	O	f ↓	above clouds, aircraft is very small
100. Trans Canada Airlines	Stearman 4EM	CF-AS?	O	g ←	60 anniversary set of Air Canada
101. Trans Canada Airlines	DC-3	CF-....	O	g →	60 anniversary set of Air Canada
102. Trans Canada Airlines	Bristol Freighter	CF-TFY	O	g ←	60 anniversary set of Air Canada
103. Trans Canada Airlines	North Star	CF-TFB	O	f ↙	60 anniversary set of Air Canada
104. Transeast Airlines	YAK-40	YL-TRB	C	g →	white frame
105. Tunis Air	A 320	TS-IMB	C	f →	address of Warszawa office on back
106. United Airlines	767-300ER	?	C	g ←	ZRHSV, July 97
107. Viva Air	737-300	?	A	f →	above mountains
108. Viva Air	737-300	EC-189?	A	f ←	cloudy sky

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			l/to = landing or take off	w = on water

In the Vol. 22 No. 4 issue of the CAPTAIN'S LOG I wrote about Canadian Greyhound and Greyhound Air. Well, Greyhound Air, "the bus that flew," had its wings clipped and will not fly again. Laidlaw, the new owner of Greyhound Canada has no interest in running an airline. The final flight of Greyhound was on 21 SEP 97. Included is one of two official Greyhound postcards that were obtainable only from members of the flight crew, and a photo that I took on 10 SEP 97. The Greyhound counter at YYC now stands empty and the signs are down.



Here are a couple of things to show you out of Calgary, Canada. Calgary (YYC) is served by a new airline, about one year old, called Westjet. They do not have badges or insignia of any kind yet. Westjet, a no-frills low-cost airline, is piloted by a crew with baseball caps and black leather jackets. They have a green embroidered wing as part of the jacket, but it is certainly not removable. The cabin crew wear a blue and aquamarine uniform without wings or badges. But they do have a kiddie wing (#1), a gold color plastic item with the name and center in aquamarine(#2) with a pinback. I would call it a kiddie wing, but it sometimes doubles as a flight attendant wing, and a BIL (#3). These items lasted at YYC about one day and a half in SEP 97 and were gone.



1



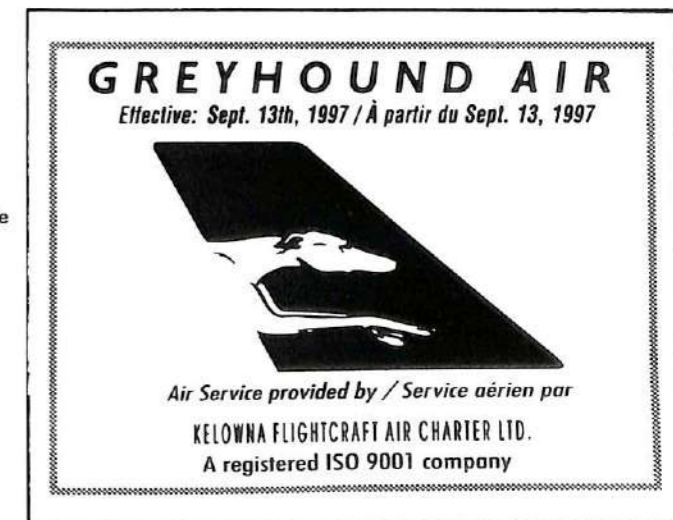
2

Final time table

3



(Photo by Ken Taylor)



ANSWERS

#119. CHARLIE DOLAN has identified this as the wings once worn by Diamond Shamrock Corp. flight crew on international flights. The corporation was split up in MAY 87. The old logo was retained by Diamond Shamrock Refining and Marketing Co. The new Group has one Citation III, but crew do not wear uniforms. This wing has not been used since 1987.

#186. This is the wing of the Canadian Recreational Aircraft Association and dates back to the 1980s.

QUESTIONS

#240. TOM MALLOY sent this Xerox copy. The wing color is not given, but the center logo is colored. The upper left triangle is in green, the center in white and the right bottom triangle in black. The three stars are in black.

#241. This one comes from JIM BURTON. The colors are not given and the question is Who, Where and When?

#242. This gold tone badge with a screw back appears to be a military piece. The letter Q is in grey enamel, there is white enamel inside the Q and the wheel. The wings and spokes in the wheel are gold, the tire black and the hub red. Size is 1 inch wide and 15/16 of an inch high. What is it?

#243. A large wing, 4 3/4 inch wide, gold wire on black. Who is it?

#244. This badge shows a silver-wire eagle above a gold wreath, all on padded black cloth. Who is it?

#245. This is a brass badge with a dart over the waves and a screw post on the back. Who is it?

#246. A brass badge with a screw post on the back. The eagle has upraised wings. There are three intertwined letters C at the top and the motto Semper Patria Mea at the bottom. Any ideas?



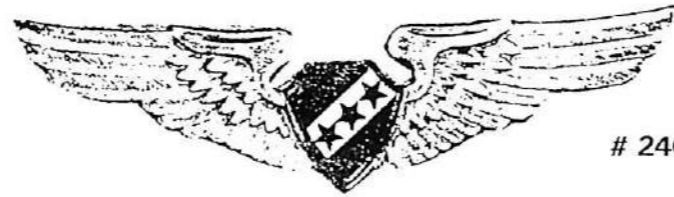
246



119



186



240



241



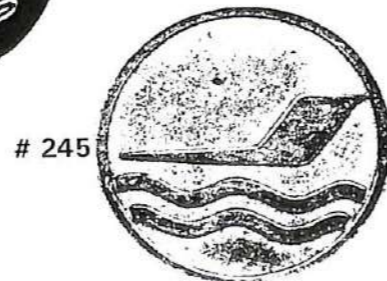
243



244



242



245

STEPHEN HELMICH of West Sacramento asked who these wings represent:

#247. Clutchback, overall gold tone, with a Viking ship against a blue sky. There are no markings on the back.

#248. A clutchback wing with large "K" in the shield. Backstamped "STERLING".

#249. Clutchback, light-blue disk in the center with red enamel accents. Backstamped TIENSEN/BERKELEY/STERLING (on three lines). The center is shown separately.

Please write if you can answer any of these questions. Thank you for your help.



247



#248



249



WRECKCHASING

Recently I received a very interesting letter from WAHS member DAVE McCURRY of Washington State. Dave is a regular a correspondent, and although the contents of letter are somewhat controversial to some enthusiasts, I am using his letter in its entirety.

"Ken, I have a story worthy of the CAPTAIN'S LOG that I would like to share with you.

"This past year I have joined a group of aviation archeologists involved in researching old aircraft crash sites of all kinds. Recently we visited three crash sites around Las Vegas, Nevada, which include: Bonanza Airlines F-27 N745L which went down 15 NOV 64; Transcontinental & Western Airlines DC-3 NC1946 at Mt. Potosi on 15 JAN 42 with actress Carole Lombard on board, and the mid air collision between a United Airlines DC-7 and a North American F-100 in 1958.

"We also visited the crash site of West Coast Airlines DC-9 N9101, 01 OCT 1966, 35 miles southeast of Portland, Oregon.

"Most of these sites were a real adventure to say the least, because of the extreme conditions and the terrain.

"Many items of airline memorabilia have been recovered on these research missions that we have been on. One of the big highlights of our latest expedition was the recovery of the Transcontinental & Western Air captain's wing shown here. This gold wing was recovered by a member of our group at the Carole Lombard TWA DC-3 crash site. The wing, in remarkable condition, was buried under two inches of debris and lay undisturbed for 55 years.

"Members of our group include Mike Marlow, who found the wing, Doug Scroggins, a "Lost Birds" aviation accident historian/researcher; Craig Fuller of Aviation Archeological Investigation and Research, Dan and Valerie Nelson who wrote a story about the West Coast Airlines DC-9 accident in the MAY-JUN 97 issue of Airliners Magazine; Thomas McGarry, a writer and author of aviation books; Dave and Vicki McCurry of the WAHS; Jim Rowan, an aviation archeologist and Nicholas A. Veronico, managing editor of Airliners Magazine and author of several great aviation books, including 'Wreckchasing' No. 1 and 2.

"Anyone interested in more information on aviation archaeology can order Wreckchasing 1 and 2 from World Transport Press, Miami."

Thanks Dave. An interesting story.



(Photo by Dave McCurry)

NORTHROP PIONEER & RAIDER

Two rare post-World War-2 trimotors

Toward the end of World War 2, the Honduran airline TACA (Transportes Aereos Centro Americanos) started to look for a replacement of its still substantial fleet of Ford trimotor cargo aircraft that were in service throughout Central America. Even though the DC-3 and DC-4 ruled the air cargo industry, TACA wanted another trimotor. It considered three engines essential for its operations into the often primitive jungle strips in most of Central America, where the four-engine DC-4 was too big. After all, TACA management reasoned, if an engine fails during takeoff or landing, the aircraft would still have two-thirds of its power left, not just half.

The search ended at Northrop's in California, which had been considering building a tactical trimotor transport since 1943/44 for operations with the U.S. Army Air Force in Asia and Africa. The project came to naught when the C46 and C-47 proved up to the task. But believing there would be a need for the aircraft in Latin America, Asia and Africa after the war, Northrop did not discard the idea. The company, as so many others, just did not foresee the USAAF dumping thousands of cargo C-46s and C-47s on the surplus market after the war.

TACA and Northrop engineers drew up the specifications for the post-war trimotor: it was to be a rugged aircraft with a fixed tail-wheel undercarriage for simplicity of maintenance, a high wing and a large cargo door in the rear fuselage. Above all, it would have short take-off and landing characteristics. The prototype, NX8500H, msn 2501, called the N-23 Pioneer by Northrop, made its first flight on 21 DEC 46.

The Pioneer was powered by three Pratt & Whitney Wasp engines of 600 hp each, driving two-blade propellers and after displaying its remarkable take off performance, TACA ordered 40. After some ten months of test flying, the P&Ws were replaced by the Wright R-1300 of 800 hp turning two-blade propellers. This resulted in a major increase in performance, especially in take off and landing. At a takeoff weight of 23,000 pounds (10,350 kg) the takeoff run was only 425 feet (130 m) and at 25,300 pounds (11,475 kg) it was a mere 770 feet (235 m).

Airlines in other countries also started to take notice: Argentina, Chile, Peru, Mexico, even Iran and Norway.

The outlook for the Pioneer began to dim after the prototype crashed in FEB 48, killing Northrop test pilot L.A. Perrott. The cause was found to be a breaking away of part of a new, experimental tail surface, which left the aircraft uncontrollable. Another factor that doomed the Pioneer was political. Pan American, which considered Latin America its own domain, complained to the CAB (Civil Aeronautics Board) in 1948 about what it called unfair com-



Northrop N-23 Pioneer on an early test flight
(Northrop photo, Gerritsma files)

petition by TACA. Pan American said that since the majority of TACA shares were owned by the Waterman Steamship Company of the U.S., TACA was no longer a foreign airline, but another American airline, operating in Pan Am territory.

The result was that TACA's landing rights in Miami and New Orleans were withdrawn. The airline immediately cancelled its order for the 40 Pioneers.

In 1948 the USAF changed its mind about the Pioneer and ordered 23 as C-125 Raider tactical transports. There is some evidence suggesting it only did so to keep Northrop, builder of the famous P-61 Black Widow, in business. The P-61 was the first American aircraft to be designed from the outset as a night fighter and was in full production when the war ended. More than 400 had been delivered, but contracts for the remaining 476 were cancelled the day after VJ-Day.

The Raider was an enlarged version of the Pioneer. It was equipped with a loading ramp at the rear of the fuselage for roll-on, roll-off transportation of wheeled vehicles, and with a telescopic tail wheel leg, enabling the rear of the aircraft to be jacked up for easy loading straight from trucks. The engines were three Wright R-1820-99 of 1,200 hp with three-blade props. The USAF order was for 13 YC-125A tactical transports and 10 C-125B polar search and rescue aircraft. The first production aircraft to fly was a C-125B, msn 2502, as N4050K, on 31 AUG 49, USAF serial 48-618. All were delivered in 1950, but they were not taken on charge because the helicopter had proven to be capable of many of the tasks for which the Raider was built. All 23 went from the factory straight to Sheppard Air Force Base in Texas, where they were used for the training of aircraft mechanics. They were put up for sale in 1955, only five years after delivery.

AIRLINE USE

Planet Airways of the U.S. bought one (a C-123B, N4194A, msn 2507) and aircraft dealer Frank Ambrose Aviation in Miami bought 18 for re-sale. However, since Northrop had stopped the civil certification process when USAF interest in the Raider dissipated, the C-125 could not be operated commercially in the U.S. Ambrose therefore turned to Latin America. After two years, the Planet aircraft went to Commandair⁽¹⁾, which also bought a second from Ambrose. In 1956 Raider N2561B made a sales tour through Mexico, Guatemala, Nicaragua, Panama and Honduras and three were sold in Mexico: two C-125B to Servicios Aereos de Chiapas in 1956 and a YC-125A to a lumber company. SAC halted operations sometime in the second half of 1959, following the crash of one of its Raiders. But the aircraft was repaired and was sold to one Jose Louis Arenas in Guatemala. It is known to have been scrapped at La Aurora sometime after that. The other SAC Raider was abandoned at Mexico City and at last report is being restored by one Asher Ward of Rockford, Illinois. The lumber company YC-125A is now at the Pima Air Museum.

Ambrose sold one Raider to a mining company in Bolivia and the two Commandair Raiders also ended up with mining companies in the same country. Two were written off and the third is believed to have been scrapped not long after.

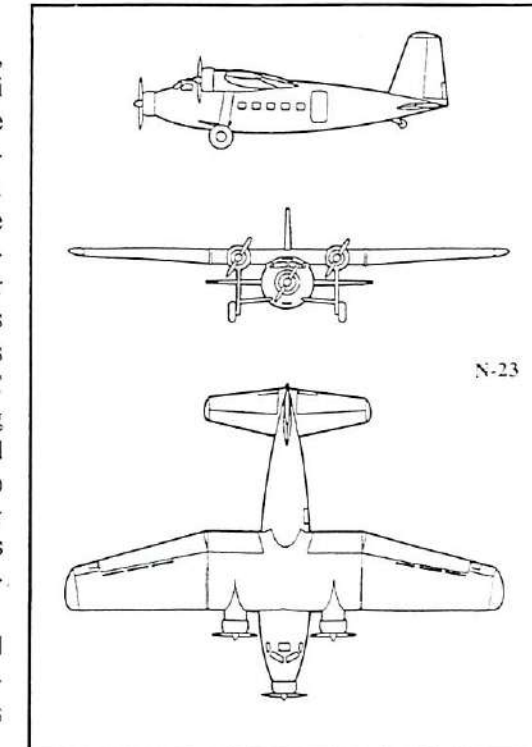
The last Raider to be operated commercially anywhere was one leased by Frank Ambrose to Surinam Airways of Surinam on the northern coast of South America in 1959 (PZ-TAO, msn 2505, a C-125B). Used to transport equipment to landing strips that were under construction in the interior, it crashed in AUG 60.

The rest of the Ambrose fleet were scrapped in 1955 - 1960.

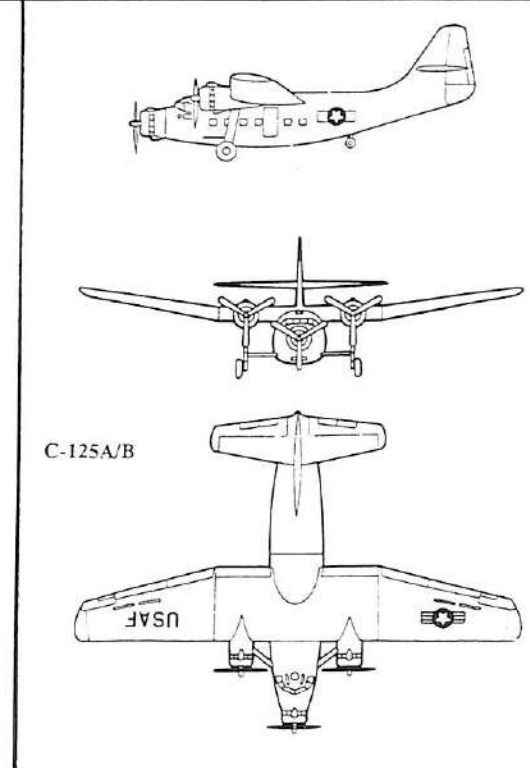
Note 1: We'd love to hear from anyone who can supply details about Planet and Commandair. Also, if the C-125 could not be operated commercially in the U.S., what did Planet and Commandair do with theirs?

Third production C-123B Raider, USAAF serial 48-620.

(Gerritsma files)



These three-views of the Pioneer (above) and the Raider (right) show the differences between the two aircraft. Among them are the bigger fuselage and larger vertical tail of the Raider, its three-blade propellers and dihedral on the outer wings.



This history is largely based on "Northrop Raider" by Gert-Jan Mentink in LUCHTVAARTKENNIS 3/97, bi-monthly of the historical section of the Royal Dutch Society for Aviation (KNVvL) and of the Netherlands Branch of Air-Britain. It is supplemented by other sources.

	N23	C-125
Wing Span	85 ft	86 ft 6 in
Fus. Length	60 ft 7 in	67 ft 1 in
Height	17 ft 10 in	23 ft 1 in
Wing area	1,100 sq ft	1,131 sq ft
Take off wt	25,000 lbs	40,900 lbs
Max speed	193 mph	207 mph
Cruise speed	150 mph	171 mph
Range	1,750 miles	1,856 miles
Service ceiling	21,000 ft	12,200 ft

World Summit meeting brings aircraft of world leaders to DIA

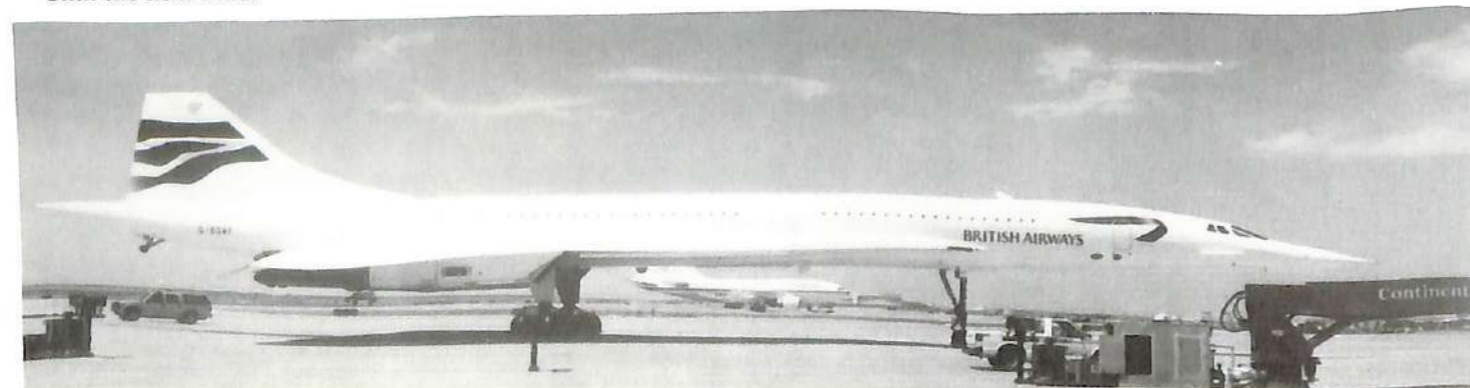
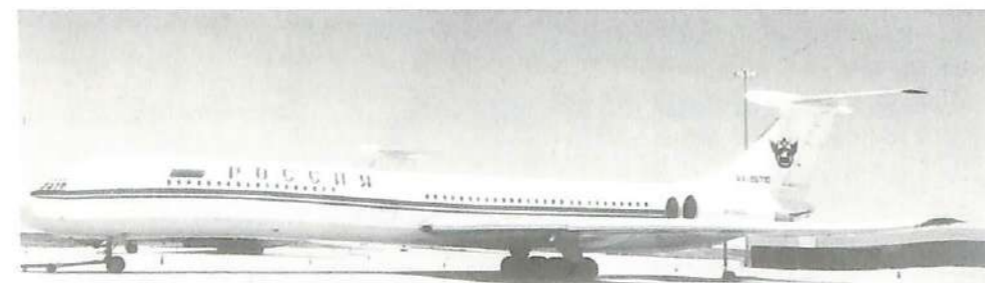
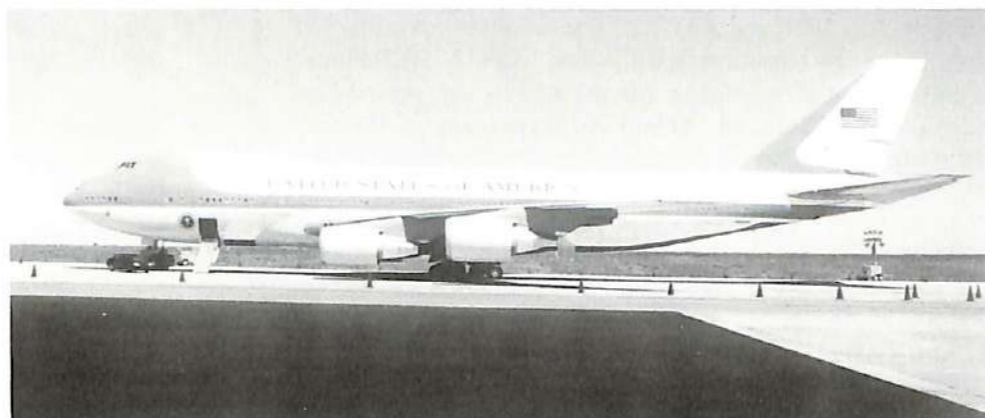
During the same weekend as the Airliners International Convention at Colorado Springs, 17-21 JUN 97, there was a summit of world leaders in Denver, "just a bit up the road." This summit includes the leaders of the top seven industrial nations in the world, plus Russia, to talk about economic and trade issues. Naturally, these important people had to travel a good distance to get to Denver and I was afforded the opportunity to get close and snap a roll or two of photos of their aircraft.

All photos in this column were taken by myself and include Air Force One, a BA Concorde, an IL-96 (the Russian equivalent of Air Force One) with an IL-62 for lower-ranking Russian officials, and an IL-76 support /cargo aircraft in Aeroflot colors, a Japanese 747 and Airbus 310s from Germany, France and Canada. The last three were all in military colors, as they are maintained and flown by the military (as is Air Force One). I hope you enjoy these photos.

In the next issue I'll have another set of shots from Aracelio Roman out of the NJ/NY area.

As a reminder, I can be found on CompuServe as 71602,2624, my Internet address is 71602.2624@compuserve.com.

Until the next time!



OPPOSITE PAGE - Top to Bottom:

"Air Force One," the U.S. presidential aircraft, a Boeing VC-25A (747-2B4G), USAF serial 82-8000 ("28000"), msn 23824.

Ilyushin IL-96-300 (counterpart of Air Force One). RA-96012, msn 74392 01009. Note text "Россия" in Cyrillic alphabet on fuselage.

Ilyushin IL-62M, RA-86710, msn 26 47 6 4 6.

British Airways Concorde 102, G-BOAF, msn 216.

TOP OF THIS PAGE:

Ilyushin IL-76MD, RA-78854, msn 10134 07220 in Aeroflot colors.

ABOVE RIGHT: Close up of the enormous bulbous nose on the IL-76MD with its navigator position.

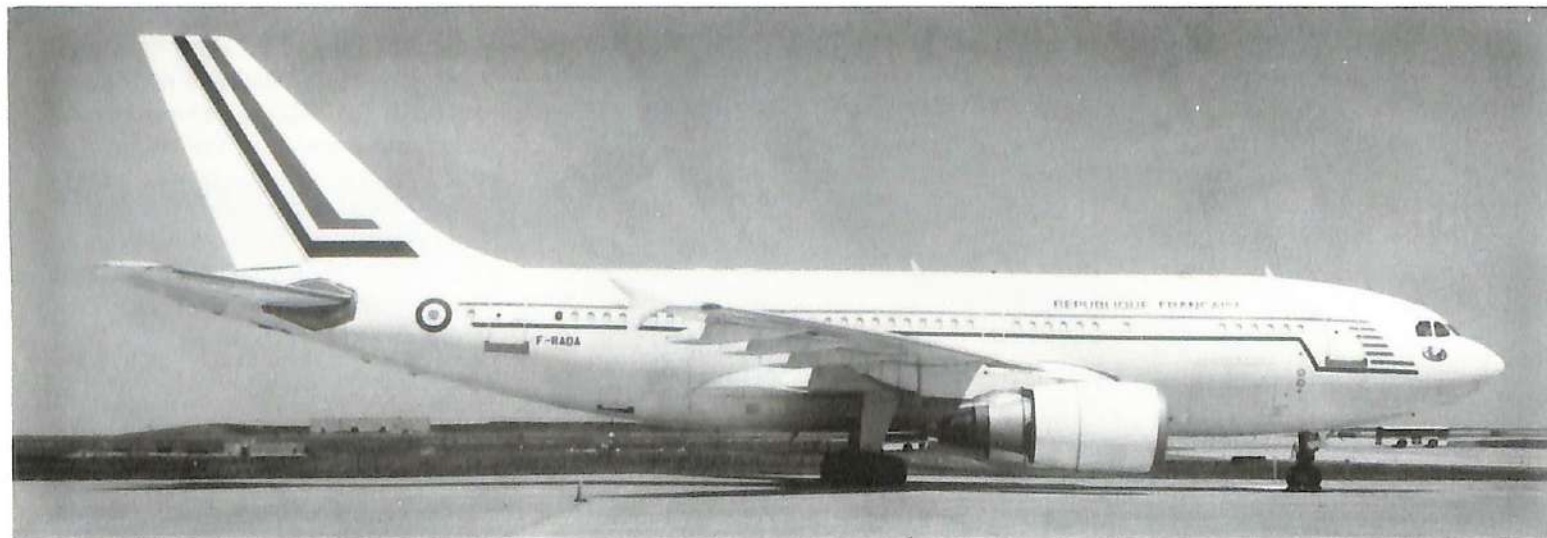


ABOVE: Front fuselage of the IL-96-300, RA-96012, shown on opposite page.

LEFT: Close up of tail of BOAC Concorde with the new tail colors recently adopted for the Concorde fleet.



Something old and something new from around the world



ABOVE: Japanese Government's Boeing 747-47C, 20-1101, msn 24730/816. The government has two of these aircraft, the other being 20-1102, msn 24731/839.

LEFT: Canadian Armed Forces Airbus A.310/304. The CAF has five. All are former Wardair aircraft. Two are VIP aircraft, the other three transports/aerial tankers.

LEFT: German VIP Airbus A.310-304, 10+22, msn 499. One of three in GAF VIP service.

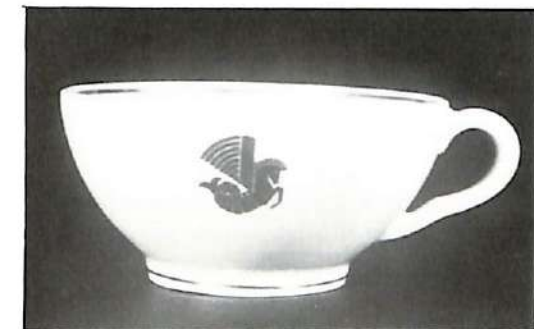
BELOW: Another Airbus VIP A.310-304, the red, white and blue-trimmed 421/F-RADA, msn 421, of the Republique Francaise.



1. U.S. Airways



2. U.S. Airways



4. Air France

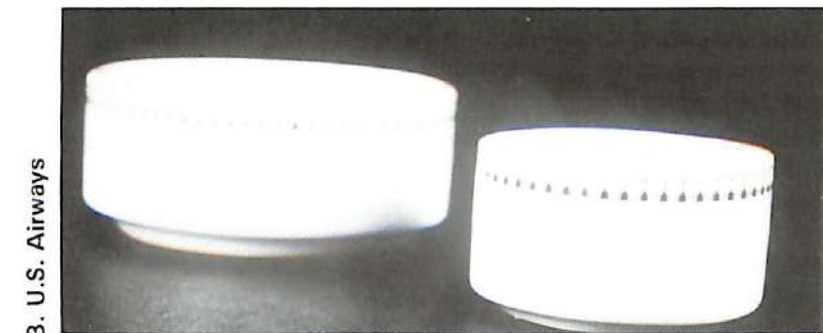
This column begins with a serving of new U.S. Airways china, #1-2-3, supplied by ABCO International. It features a repetitive grey design and is backstamped with the airline's name (#2). This new ware was placed in international first class service. I have been told it will be phased in on domestic service within the next few months. Place settings consist of a dinner and luncheon plate, cup and saucer, two sizes of ramekins (#3) and a bowl.

#4. Going back a few years, Air France used this ivory-colored cup decorated with the airline's logo in dark brown. It was made by Haviland of France.

#5. Also going back a few years, the original Pan Am used this ceramic ashtray decorated with a blue band. The logo is a combination of blue and black. It was supplied to the airline by Noritake of Japan.

#6. Here is an update on Pan Am china. ABCO is the new supplier of this ware. The ABCO ware is similar to the original china ordered by the airline through a different supplier.

#7. This is a variation on United's silver-decorated china. It is ivory (rather than pure white) with a silver logo and pinstripes. No maker is indicated on the back of the cup. I wish there were a saucer to match this cup.



3. U.S. Airways



5. Pan American

6. Pan American



7 United





8. Continental

#8. Back in the 1960s, Continental Airlines used this Noritake-made demi-cup for their after-dinner service. The logo features a black and gold decoration. I would imagine a matching saucer was used. The gold decoration indicates this ware was used before microwave ovens came into use in 1969 with the introduction of the Boeing 747.

#9. This is the first top-marked China Airlines ware I have seen. This little gem turned up at an airline show in Los Angeles recently. The decoration is gold, but no maker is shown on the bottom of the cup. The piece was made in Taiwan.



9. China Airlines

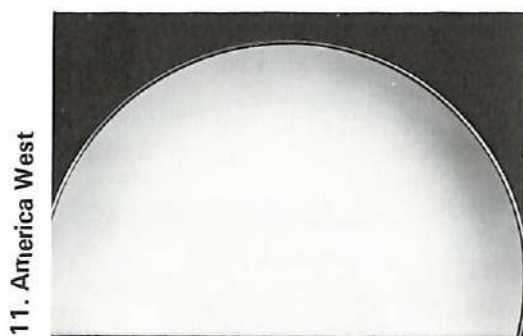


10. Vietnam Airlines

#10. Vietnam Airlines currently uses two sizes of ramekins as shown here. The logo and lettering are dark blue while the pinstripe along the top rim is in a bright gold. It was produced by Moilofactory of Vietnam.

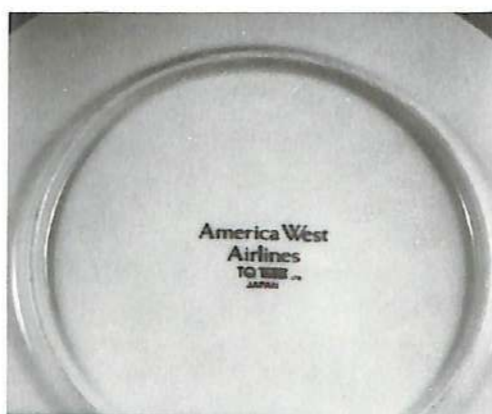
#11-12. America West has switched to a less-expensive china with the decoration being only a single gold pinstripe along the rim. Photo 12 shows the backstamp.

#13. Air France has a new all-white china used on the Concorde. All pieces except the salt and pepper set are backstamped "Air France" and were made by Raynaud.



11. America West

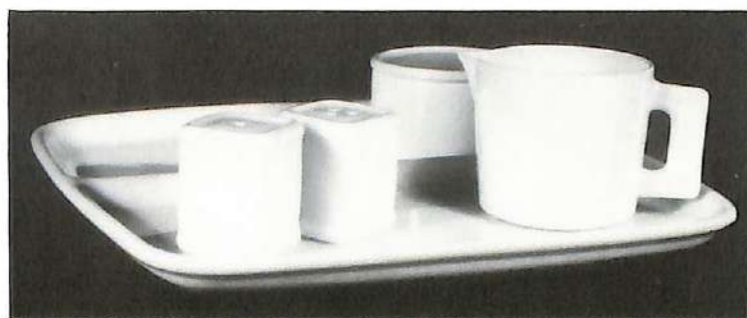
This plain ware was designed by Raymond Loewy Organization in Paris.



12. America West

AirJET ware was made by Royal Doulton. The decoration is blue.

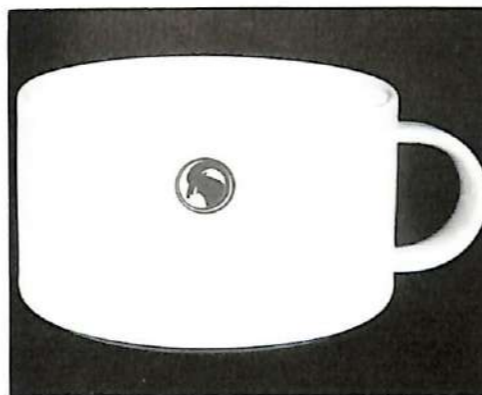
#14. Here is another new pattern. This



13. Air France



14. AirJET



15. TAAG-Angola Air.

#15. Royal Doulton also produced this pattern for TAAG-Angola Airlines. This cup is decorated with a black logo and one orange pinstripe.

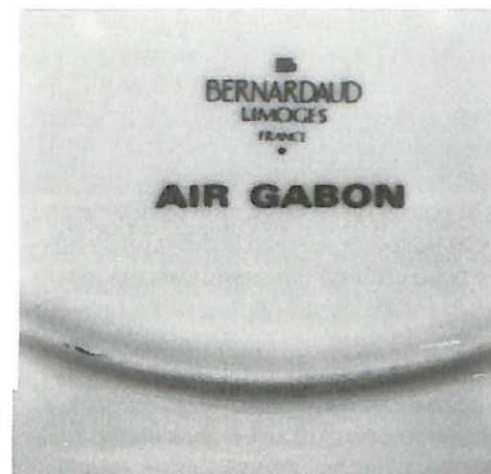
#16-17. This colorful pattern is used by Air Gabon for their first class service. The parrot is in green, yellow and blue. Photo 17 shows the backstamp.

#18-19. In closing, here is another ABCO product. This one is used by Surinam Airways. The decoration has a red logo with a band of yellow, orange and darker orange. This small order was decorated by a company in Ohio rather than one in the Orient.

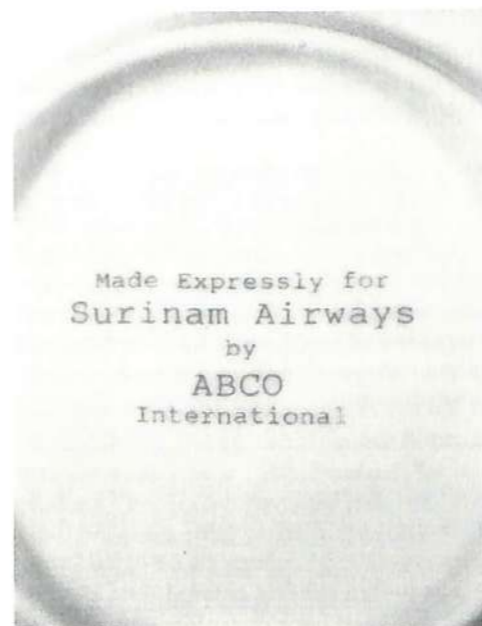
That is it for now. The next time I will show you some new international patterns and more. Drop me a line or better yet, send me a photograph of that unique piece of china you have in your collection so you can share it with other readers.



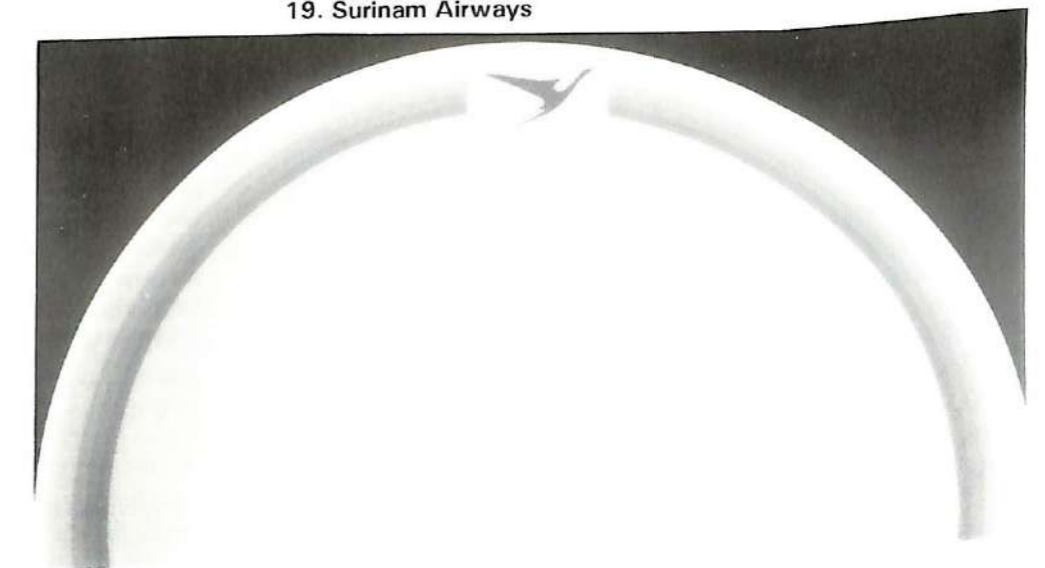
16. Air Gabon



17. Air Gabon



18. Surinam Airways



19. Surinam Airways

When getting there was half the fun

Long-distance travel in the olden days

Back in the mid-1950s, the Cunard Line of Britain used the slogan *Getting there is half the fun!* This was in the ancient days, before the jet age spelled the demise of most of the North Atlantic steamship passenger traffic. The transatlantic voyage itself was made the selling point. In the late fifties and early sixties, every country was promoting its ocean-going merchant fleet and the passenger ships of those fleets were getting the lion's share of any subsidies. Each company wanted to have the fastest, safest, grandest and, more-importantly, the most-sought after vessel to cross the Atlantic between the United States and Europe, Scandinavia and the Mediterranean. Names of great liners, such as *Ile de France*, *United States*, *Independence*, *Cristoforo Colombo*, *Rotterdam*, and even those of the soon-to-be-famous *Andrea Doria* and *Stockholm* could be found in the shipping mail listing of the New York Times. I can remember riding south along the West Side Highway of Manhattan Island and seeing these ships moored at their berths, either having just arrived or being readied for their departure for points east. I attended a small bon voyage party aboard the Italian Line's *Cristoforo Colombo* before terrorism made it impossible for those other than ticketed passengers (and crew members) to board these vessels in port. I imagine that I was about 10 or 11 years old at the time and the distance from the deck to the water seemed terribly high. Anyway, in those days the trip was primary, the vessel was the means of getting from point A to point B. Could getting there really be half the fun?

Time marches on. To be precise, forty years have marched on. Now, as many of you know, one of the nicest things about me is my wife, Karen. Over the years she has done so much to polish some of my rougher edges. She has met with some success. In 1993 we were celebrating our 25th wedding anniversary and I decided (or so I thought) to do it up in grand style by flying to Bermuda and spending a full week seeing the entire island and doing just about everything that was available without risking life or limb. Trust me, there is no way I am going to get on a moped and try driving on the left side of the road, a road that is generally narrow and crowned and cut through volcanic rock. No, not these days.

It sounded like a great idea, until I revealed the plans. At that time I was advised, quite nicely but firmly, that since this was a 25th anniversary, it should be done with a bit more flair and that a cruise might be in order. I have to admit that, at first (and second) I was against it. I just couldn't see "wasting a day and a half going down and a day and a half coming back" to have only four days on the island. To that point, my exposure to ships had been through my work and involved primarily cargo ships. I had not yet caught the bug that afflicts me to this day.

We booked the trip and made our way from Baltimore to New



In this mid-1950s advertisement, Cunard summed up the entire shipboard experience: "Getting there is half the fun"

The small text in the center says:

Long is the dull minute . . . short the pleasant hour . . . and happy the days spent amidst the luxuries of a Cunard coming to Europe. Whether business responsibilities or an active travel program lie ahead, the fun you share . . . the healthful relaxation and bright conventionalities . . . the spaciousness of your surroundings . . . the leisurely enjoyment of superb food superbly prepared . . . transform a means of transportation into gracious living at its best. Time is your servant - not your master - when you cross the Atlantic with Cunard."

York City by bus. Our fellow passengers on the bus were in a definite party mode, which gave us "first timers" the idea that good times awaited. We first saw the M/S *Song of America* from across the Hudson River, just before the bus entered the Lincoln Tunnel. Check-in and boarding went very smoothly, particularly

since our luggage stayed under the bus, to be reclaimed on board at the cabin door. That was a definite plus. The voyage, food, entertainment, shore excursions and weather were great and to state it simply, I (we) became cruise junkies.

We had originally planned to travel every other year, but before six months passed, we were booked to Bermuda again to surprise Karen's brother and his wife who were celebrating their 25th anniversary in 1994 aboard the M/S *Dreamworld*. In 1995 we were again on the *Song of America* to Bermuda.

In 1996 we decided to expand our horizons by booking a trip to the Baltic and the capitals of Scandinavia. This is where getting there became three-quarters to seven-eighths of the challenge. Our previous trips to New York to board the ships to Bermuda did not prepare us well for the dealings we were about to experience with the "air brokers."

The shortest distance between two points is a straight line. But the way you are sent to your embarkation point may be anything but a straight line when you book your flight through the cruise line. Every cruise line will offer you an air package to save you the trouble of having to arrange your own air transportation to the embarkation city. Sometimes the fares are reasonable, sometimes they are very reasonable, but you have to watch out for creative routing. I discovered this when our tickets arrived four weeks before sailing. Even though British Airways had a daily direct flight from Baltimore to London-Gatwick (nonstop), we were booked through New York City (JFK) with American Airlines. We were to leave BWI in the late afternoon and connect with the overseas flight of AA with only a 90 minute window. I sensed the potential for trouble right away. Summer afternoons and evenings just breed thunderstorms and traffic delays. I was on the phone to the cruise line and the travel agent really quickly. After several days and many calls - and a \$50 per person "diversion charge" - we had an eastbound trip via Continental with a two and half hour connection cushion through Newark, NJ (EWR).

We knew that we were coming back on BA 195 nonstop LGW-BWI so I fired off some letters to the Chief Pilot - Boeing 767, asking if it would be permissible to visit the cockpit on the way home and bring along a camera while doing so. I had been advised by several BA captains that a cockpit visit was possible, but that photography was not allowed without prior approval by the company. (We saw what happened earlier this year when a cockpit photo hit the tabloids, didn't we?) More of this later.

On the appointed day we arrived at BWI in plenty of time to check in, only to discover that our flight to Newark was delayed due to the weather there. I knew it! We were told, though, that the earlier flight had also been delayed and was still at the gate awaiting ATC clearance to EWR. Continental's station manager told us that if we moved quickly, we could get on that flight. The word came that the flight was trying for a 1445 departure that would get it into a slot for Newark. We (and our luggage) got on the ATR 42 (N14825), but by the time the doors were closed and the engines started, it was 1505. So much for our early-afternoon trip to Newark. We taxied out and were shunted to the de-icing ramp where we would stay until another EWR slot opened. Several minutes into our wait, the captain told us that he had just remembered something that could get us on our way sooner. Sure enough,



Our first cruise was to Bermuda in 1993 on the "Song of America." Here she is berthed in the Hudson River before the voyage. (All photos by Charles Dolan)



Sister ships "Island Princess" and "Pacific Princess" (the "Love Boat" of television fame) lie berthed side by side in Kasadas (Ephessos) Turkey. Our 1997 cruise was on the "Pacif Princess" (on the left) and our 1998 cruise will be on the "Island Princess", to Alaska.



Boeing 707-382, 9Q-MSS "Mount Hoyo" was the executive aircraft of President Mobutu Sese Seko of Zaire. It is seen here parked at Lisbon, Portugal, in JUN 97. The aircraft is msn 19969 and as CS-TBD it operated with TAP Air Portugal from 14 OCT 68 to 05NOV 86, when it was sold to the government of Zaire. When Pres. Mobutu fled Zaire, the aircraft returned to its former home country.

he was back on the PA soon and advised us that we were now Number 1 into Newark because that orange and Styrofoam box in the overhead contained human eyes for a transplant.

We got to Newark in plenty of time for our trans-Atlantic trip (Continental DC-10, N12061). Our originally scheduled flight would also have let us to make the connection, but just barely. I doubt that our luggage would have made it.

We sailed the next afternoon from Dover on the *M/S Norwegian Crown* and the following afternoon saw at least eight to ten passengers who had missed their connections, board the ship as it passed through the Kiel Canal, almost 22 hours after leaving the U.K. I was glad I had made a pain in the butt of myself. Other folks told us of having to travel west to go east to the overseas flight and there were other seemingly silly routes that brought passengers from the U.S. to the *Norwegian Crown* at Dover.

The cruise was outstanding. It seems that each one is better than the previous one. This was the first time we shared the cabin with our daughter. Julia was with us and she became friends with Captain Tom Strom's daughter, Liz. We were invited up to the bridge several times and found it most interesting. Julia even got the opportunity to sound the ship's horn as we departed Stockholm, Sweden.

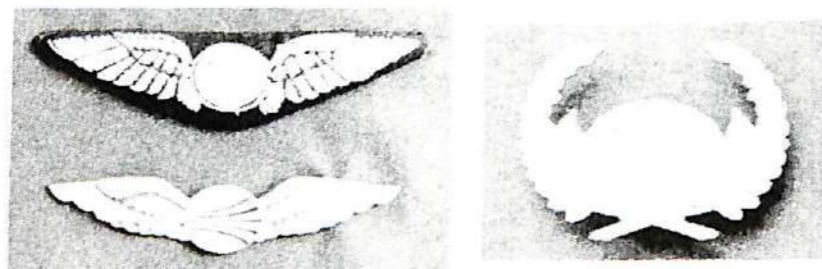
The land package tours were informative and the on-board dining lived up to the reputation that it would add "a pound a day" to your normally trim figure. All too soon we were back to Dover just before sunrise so that we could be disembarked, loaded aboard buses and swept away so that the ship could be groomed for its next sailing, only 11 hours after docking. How the staff manages it is beyond me, but I have seen the operation many times, both in New York and in Baltimore.

We bused to Gatwick and checked in for the return flight to BWI. Just after BA 195 (Boeing 767 G-BNWI "City of Madrid") pushed back from the gate, I was given a letter by the purser. It was from Capt. Jerry Ree of the Boeing 757 & 767 Fleet Technical Office, inviting me to spend some time on the flight deck with Capt. Ronald Parker and Sr. First Officer John Coates. It was a most-enjoyable visit and I did manage to get several photos and a few minutes of video tape.

Our latest trip, in June 1997, took us to the Mediterranean on the *Pacific Princess*, the original "Love Boat" of television fame. This time we travelled from Baltimore to Newark to Lisbon to Barcelona on Continental and TAP Air Portugal (BWI-EWR on ATR 42 N26826; EWR-LIS on Airbus 310 CS-TEJ; LIS-BCN on Airbus 320 CS-TNC). I did not have enough lead time to write to their chief pilot, but brought the letter from BA's chief and a copy of the "Wings and Things" column to pass on to the captain with a request to be allowed to come "up front" and videotape sunrise over the Atlantic. The station manager got word back to me that he was pretty sure the captain did not allow cockpit visits, but that he (the station manager) could get me (and the family) "up front." With that came two boarding passes for Row 2 (Navigator Class), replacing the Row 21 passes I had originally received. That is the way to travel! We were spoiled all the way across the Atlantic, treated to eye masks, "footsies" and roses for the ladies. Added treats for me were passing over the Azores in

the middle of the night and seeing to coast ringed in lights from 35,000 feet and then parking near the Boeing 707 that had been used by Pres. Mobutu Sese Seko of Zaire up until the time of his abdication. Our trip back was on Continental DC-10 N87070, which was code sharing with Alitalia as AZ 600. We loved Venice and Sorrento, which we saw briefly on the way to Pompeii, and survived a half-hour walk across Rome with its unique style of driver. The ladies shopped till they almost dropped in Turkey and I spent most of my time with my eye glued to a viewfinder of either a video camcorder or a 35 mm camera. I generally find out what went on during the trip as I edit the video tapes.

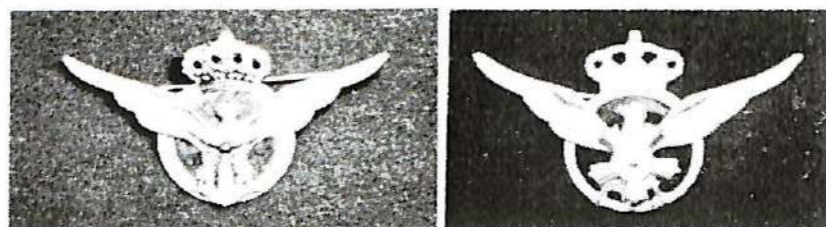
I am not an employee of any cruise line, but I have a feeling I'll be writing about sailing again (two days ago we "booked" Alaska on the *Island Princess* for June 1998). Now, I hope you will enjoy the photographs of the wings and badges that I have tied to this narrative, and some of the photos of other "things."



CONTINENTAL AIRLINES

(LEFT) A bullion wing is shown above a metal wing in gold. Both are clutch back. This is the style used before the current issue.

(RIGHT) This cap badge is the most-recently retired issue. It is of gold metal and has a screw post.



SPANISH PILOT WING

(LEFT) Spain issues only one style of pilot wing with individual carriers issuing different style cap badges. This pilot wing is pin back, gold-colored metal with dark blue enamel behind the eagle and propeller. A second pilot wing in my collection is clutch back in a light, more-polished gold color.

SPANISH FLIGHT ENGINEER WING

(RIGHT) The flight engineer wing has the same basic design as the pilot wing in gold-colored metal and blue enamel, but with the eagle behind a five-cylinder radial engine. Is the engine a stationary one or a rotary Le Rhone? Pin back.

The radio operator wing (not shown here) has the eagle behind several lightning bolts.

B.O.A.C.

(LEFT) A gold bullion wreath and crown, a silver bullion lion with wings and a red thread tongue. I do not have the wing that goes with this cap badge.

British Air

(BELOW) One of the most-attractive sets of bullion insignia in my collection. I am sorry this issue is no longer in use. The gold bullion is on heavy black felt with a white shield, red thread across the top of the shield and a



diagonal line almost intersecting the shield and showing as tongues of lions. The small triangle at the left inside of the shield is made of blue thread.

The Flight Engineer brevet with the single wing follows the Commonwealth tradition honoring the engineers who stayed at their post as the R.M.S. "Titanic" sank in 1912. The center of the brevet is maroon in color with gold bullion "E".

BRITISH AIRWAYS (current)

Compared to the issue it replaced, this set is somewhat uninspiring. The cap badge and wings are silver thread on dark-blue felt. The stitching stays close to the surface of the felt, so it does not have the visual impact of the former issue. The only other colors are the red speedwing in the center of the pilot wing and the maroon center of the flight engineer brevet.



SATA

(Servicio Acoreano de Transportes Aereos)
(AIR AZORES)

(BOVE) I received this bullion wing from SATA Air Azores. It has the silver and red cross in the center with the wings made up primarily of sequins.

(ABOVE RIGHT) This SATA cap badge has gold bullion wings and lettering, dark-blue thread at the top of the shield behind "SATA" and light-blue thread behind the eight gold stars (actually crossed gold bullion lines) in the lower portion of the shield.



TAP - AIR PORTUGAL

(TOP) Cap badge with wreath, lettering and lower section of the center design in gold bullion. The center shield is silver bullion with four blue thread oblong shapes forming a cross.

TAP - AIR PORTUGAL

(ABOVE) Bullion wing with central cross in red and silver with the wings made up primarily of gold bullion. They are in the same style as the SATA wing.



METAL PILOT WING, PORTUGAL

Heavy brass wing. The center device is in red and white enamel. The same style wing either in metal or in cloth is used by all pilots in Portugal.

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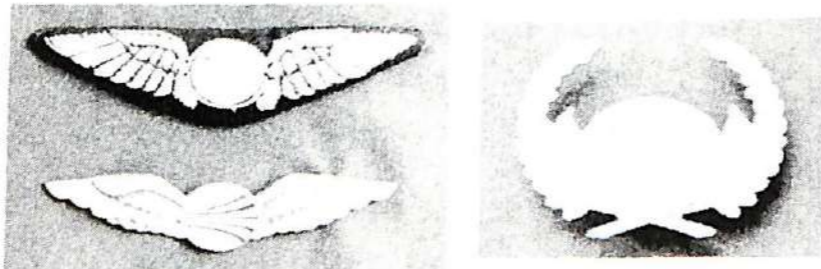
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We bused to Gatwick and checked in for the return flight to BWI. Just after BA 195 (Boeing 767 G-BNWI "City of Madrid") pushed back from the gate, I was given a letter by the purser. It was from Capt. Jerry Ree of the Boeing 757 & 767 Fleet Technical Office, inviting me to spend some time on the flight deck with Capt. Ronald Parker and Sr. First Officer John Coates. It was a most-enjoyable visit and I did manage to get several photos and a few minutes of video tape.

Our latest trip, in June 1997, took us to the Mediterranean on the *Pacific Princess*, the original "Love Boat" of television fame. This time we travelled from Baltimore to Newark to Lisbon to Barcelona on Continental and TAP Air Portugal (BWI-EWR on ATR 42 N26826; EWR-LIS on Airbus 310 CS-TEJ; LIS-BCN on Airbus 320 CS-TNC). I did not have enough lead time to write to their chief pilot, but brought the letter from BA's chief and a copy of the "Wings and Things" column to pass on to the captain with a request to be allowed to come "up front" and videotape sunrise over the Atlantic. The station manager got word back to me that he was pretty sure the captain did not allow cockpit visits, but that he (the station manager) could get me (and the family) "up front." With that came two boarding passes for Row 2 (Navigator Class), replacing the Row 21 passes I had originally received. That is the way to travel! We were spoiled all the way across the Atlantic, treated to eye masks, "footsies" and roses for the ladies. Added treats for me were passing over the Azores in

the middle of the night and seeing to coast ringed in lights from 35,000 feet and then parking near the Boeing 707 that had been used by Pres. Mobutu Sese Seko of Zaire up until the time of his abdication. Our trip back was on Continental DC-10 N87070, which was code sharing with Alitalia as AZ 600. We loved Venice and Sorrento, which we saw briefly on the way to Pompeii, and survived a half-hour walk across Rome with its unique style of driver. The ladies shopped till they almost dropped in Turkey and I spent most of my time with my eye glued to a viewfinder of either a video camcorder or a 35 mm camera. I generally find out what went on during the trip as I edit the video tapes.

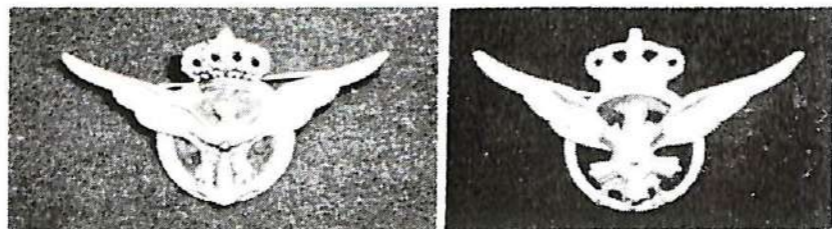
I am not an employee of any cruise line, but I have a feeling I'll be writing about sailing again (two days ago we "booked" Alaska on the *Island Princess* for June 1998). Now, I hope you will enjoy the photographs of the wings and badges that I have tied to this narrative, and some of the photos of other "things."



CONTINENTAL AIRLINES

(LEFT) A bullion wing is shown above a metal wing in gold. Both are clutch back. This is the style used before the current issue.

(RIGHT) This cap badge is the most-recently retired issue. It is of gold metal and has a screw post.



SPANISH PILOT WING

(LEFT) Spain issues only one style of pilot wing with individual carriers issuing different style cap badges. This pilot wing is pin back, gold-colored metal with dark blue enamel behind the eagle and propellor. A second pilot wing in my collection is clutch back in a light, more-polished gold color.

SPANISH FLIGHT ENGINEER WING

(RIGHT) The flight engineer wing has the same basic design as the pilot wing in gold-colored metal and blue enamel, but with the eagle behind a five-cylinder radial engine. Is the engine a stationary one or a rotary Le Rhone? Pin back.

The radio operator wing (not shown here) has the eagle behind several lightning bolts.

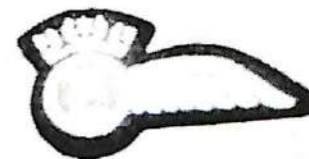
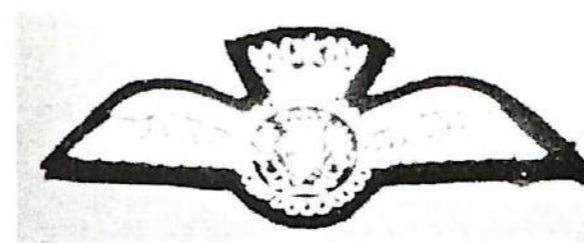


B.O.A.C.

(LEFT) A gold bullion wreath and crown, a silver bullion lion with wings and a red thread tongue. I do not have the wing that goes with this cap badge.

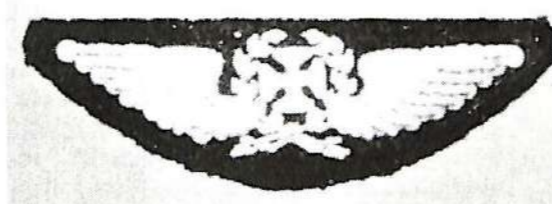
British Air

(BELOW) One of the most-attractive sets of bullion insignia in my collection. I am sorry this issue is no longer in use. The gold bullion is on heavy black felt with a white shield, red thread across the top of the shield and a



diagonal line almost intersecting the shield and showing as tongues of lions. The small triangle at the left inside of the shield is made of blue thread.

The Flight Engineer brevet with the single wing follows the Commonwealth tradition honoring the engineers who stayed at their post as the R.M.S. "Titanic" sank in 1912. The center of the brevet is maroon in color with gold bullion "E".



SATA

(Servicio Acoreano de Transportes Aereos)
(AIR AZORES)

(BOVE) I received this bullion wing from SATA Air Azores. It has the silver and red cross in the center with the wings made up primarily of sequins.

(ABOVE RIGHT) This SATA cap badge has gold bullion wings and lettering, dark-blue thread at the top of the shield behind "SATA" and light-blue thread behind the eight gold stars (actually crossed gold bullion lines) in the lower portion of the shield.



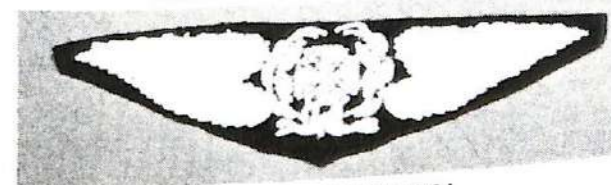
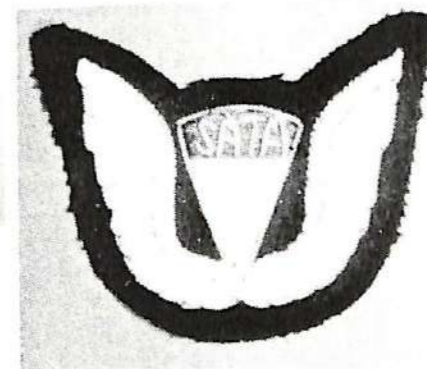
METAL PILOT WING, PORTUGAL

Heavy brass wing. The center device is in red and white enamel. The same style wing either in metal or in cloth is used by all pilots in Portugal.



BRITISH AIRWAYS (current)

Compared to the issue it replaced, this set is somewhat uninspiring. The cap badge and wings are silver thread on dark-blue felt. The stitching stays close to the surface of the felt, so it does not have the visual impact of the former issue. The only other colors are the red speedwing in the center of the pilot wing and the maroon center of the flight engineer brevet.



TAP - AIR PORTUGAL

(TOP) Cap badge with wreath, lettering and lower section of the center design in gold bullion. The center shield is silver bullion with four blue thread oblong shapes forming a cross.

TAP - AIR PORTUGAL

(ABOVE) Bullion wing with central cross in red and silver with the wings made up primarily of gold bullion. They are in the same style as the SATA wing.

Jet Power ELECTRA

by George W. Cearley, Jr.

Publisher: George W. Cearley, Jr., P.O. Box 12312, DALLAS, TX 75225, USA.
Softcover, 128 pages; 6 color photos on the cover, 225 B&W inside; numerous time tables, diagrams and technical drawings.
Year of Publication: 1996/97.

The book opens with a brief comparison between the Electra and other four-engine propellers of the same era. The early development of the L-188 and the reason behind its design are covered in text and technical drawings.

A prototype description and early production includes a table with the names of original buyers and dates of inaugural services by U.S. and non-U.S. carriers.

As with earlier books by the same author, the greatest strength lies in the numerous photographs. These include aircraft in the liveries of all original operators and of many later users which, with their thorough captions tell the where, when and why of Electra operations.

No book about the Electra is complete without reference to the horrendous crashes in its early service life, the identification of its cause (vibrations in the wings induced by engine vibrations) and the LEAP (Lockheed Electra Action Program) modification project that turned the Electra back into a reliable aircraft with an outstanding and long "second life" that continues to this day.

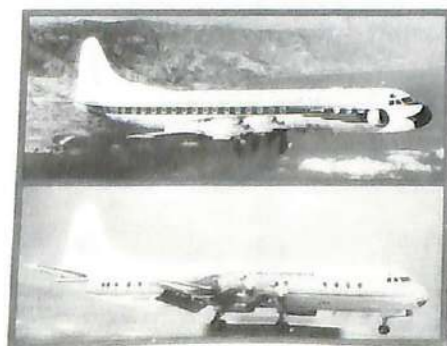
Also included, for the curious, are a number of photographs of the wreckage of crashed Electras. With few exceptions, these appear to have been reproduced from photographs in newspapers and magazines.

A magnificent book. Get it while the supply lasts! (JG)

Jet Power

ELECTRA

By George W. Cearley, Jr.



**TRANS BRASIL
Brazil's Rainbow Airline**

by R.E.G. Davies
& Mike Machat

Published by: Paladwer Press, 1906 Wilson Lane #101, McLEAN, VA 22102-1957, USA;
Year of Publication: 1997.
Hardcover, 48 pages; 23 color and B&W photos introducing the country, 46 aircraft photographs (all but a handful in color); 43 full-color sideviews by Mike Machat; 26 route maps by Ron Davies.
ISBN 1-888962-01-1.

The true airliner fan needs no introduction to the "Airline and its Aircraft" series of books by Ron Davies and Mike Machat. Suffice it to say that this title is another jewel in the crown of this series, which now numbers six titles.

The maps in this richly-illustrated book, as we are used to from this author, provide a concise history of the networks of the various pioneer airlines in the country.

The main portion of the book offers a type-by-type description of the aircraft that have operated with and still are in service with Trans Brasil and its predecessors Sadia, TAS and Sadia Salvador. Each description is accompanied by one (sometimes more) glorious side view by Mike Machat. These show why Trans Brasil is often called the "Rainbow Airline." Just look at the seven color schemes on the BAC One-Eleven, six on the Bandeirante and 16 (yes, 16!!!) out of the 19 on the Boeing 727 (Braniff Airlines, where are you?) And consider this: Trans Brasil had only 22 727s.

The book is sponsored by the airline, hence nine pages and photos about Brazil and its natural splendors, and a text in English and parallel translation in Portuguese. To make it a little easier on readers, the Portuguese text is typeset in a different letter type than the English text.

A book you cannot afford to miss. (JG)



AIRLINES OF ASIA, since 1920
by R.E.G. Davies

Published by: Putnam Aeronautical Books, London and Paladwr Press, 1906 Wilson Lane #101 McLEAN, VA22102-1957
Hardcover, 572 pages, 396 pages; more than 350 B&W photos, more than 25 route maps, several airline family trees.
Year of publication: 1997
ISBN 1-888962-02-X

With 27 countries, 40 chapters (six for Japan alone, four for each India and mainland China), this is a monumental work that was 10 years in the making, and it shows: a more-complete book about the airlines of Asia will probably never be written.

Davies takes us on a journey from Afghanistan in the west to Japan in the east, from Mongolia in the north to Indonesia in the south.

The only countries omitted are the new central Asian republics that have broken away from the Soviet Union. This took place too late for inclusion, the author says in his preface.

As in his books on the Airlines of the United States and Latin America, Davies takes a step back in time in each chapter to the beginning of civil air transport in each country, to arrive at the present, where some of the Asian airlines are among the biggest and fastest-growing of the world. Singapore Airlines alone, for instance, is several times bigger than all but a few airlines in the U.S. Another terrific "high" for this reviewer are the many historic photographs. The Fokkers and De Havillands that served countries like India and Indonesia "between the wars," the Shorts flying boat service that crossed the continent on the way between England and Australia (although neither country is part of this book), and more. There are many, many photos of 1945-1960 aircraft I grew up with: the piston Convairs, Constellations, DC-3 and -4, the DC-6 series, and the modern types, such as the Boeing, McDonnell-Douglas and Airbus jetliners, the various modern Russian types, too many to mention all.

How many people in the West know of the extensive Japanese Army WW2 scheduled services? How many know anything at all about the airlines of Mongolia, Manchukuo, Goa, the Maldives, Buthan and Nepal? I could go on and on. It is all in this book.

This is a heavy tome and carries a high price. But if you take airline history seriously, it is worth every penny.

I am already looking forward to similar books about the Airlines of Africa and one about the Airlines of Europe. And what about the Middle East as a separate volume, combined, perhaps, with the central Asian republics, Australia, New Zealand and the Pacific? It is just an idea, mind you, to complete coverage of the entire world. (JG)



BOEING 747 SP
by Brian Baum

Published by: World Transport Press, P.O. Box 521238, MIAMI, FL 33152-1238, USA
Hardcover, 128 pages; 221 color photos, 8 B&W photos; many technical drawings.
Year of publication: 1996
ISBN 0 96266730-7-2

This third volume in WTP's Great Airliner series will for many years remain the definitive work on the 747SP. And it should be.

The author discusses extensively the development of this "baby 747" which was designed for long, thin routes on which the "full size" 747 is too big. There is a comparison between the SP and the -100 and one about its sales battles with the tri-jets (DC-10 and L-1011).

One of the most-interesting chapters is the description of a VIP version offered to Iran for use by its former ruler, the Shah, but never ordered. Truly a palace with wings! Special VIP versions and the Combi are also described and illustrated.

But the largest part of this glorious book is devoted to color photographs of each of the 45 SPs that were built. Each aircraft is shown in its delivery scheme to the original operator, and in many cases in later colors and in those of subsequent operators.

With the major airlines gradually disposing of their SPs in favor of newer aircraft, many are bought by smaller airlines in the developing world, or for conversion for VIP service. Plans are to convert one for use by the Stratospheric Observatory For Infrared Astronomy (SOFIA). It would be the largest airborne observatory ever built. Conversion work is scheduled to start in the fall of this year, with the first missions taking place in 2001. This is a former Pan Am and United aircraft. A complete production list (already starting to get out of date) and an extensive bibliography complete this book.

If beautiful airplane books with great color photos is what you want, this one should be yours.

FORGOTTEN FLIGHTS

by John T. Corpening

Published by the author, 3333 North Oak Park Avenue, CHICAGO, IL 60634, USA.
Softcover, ring bound, 106 pages, about 175 B&W reproductions of aircraft photos and airline logos.
Year of publication: 1998

If there ever was a labor of love, this book is it. The author has gathered the names and a one or two paragraph description of the operations of numerous non-scheduled, large irregular, supplemental and specialty airlines of the United States from 1945 to 1978.

For every carrier listed, the author gives the type of equipment used during the operating years (but not the number used of each type) and in many cases the dates on which an aircraft operated by the carrier in question, crashed, as proof of the airline's existence.

"Having no idea of what sort of interest a book about these airlines would generate, I chose to have it photocopied rather than printed so I could match production to orders and keep the cost reasonable," the author wrote in a covering letter to this reviewer. This, of course affected the reproduction of the photographs, especially those that were not too clear to begin with, but it makes the logos stand out beautifully.

After an introduction of the subject and an explanation of the "Air Coach" system that was so popular in the first 10 years or so after World War 2, the book starts with AAXICO Airlines and goes right to Zoom Zoom Air. The final chapter lists the names of the many travel clubs that popped up in the 1970s and 1980s, and their equipment.

If there are any airlines that are not included but should have been, they can't be many. (JG)



AIR CANADA, a pocket guide

by Frank Pooley

Published by: FLP Photo Services, 22 Burlington Road, Lent Rise, BURNHAM, Bucks, England SL1 7BQ.
Soft cover, 180 pages; 13 color and 80 B&W photos.
Year of publication: 1996
ISBN 0 9529 107 0 5

Everything you ever wanted to now about Trans-Canada Air Lines / Air Canada, but did not know where to find.

The author has taken his subtitle, "The History of Air Canada since 1937" extremely serious. This book is literally bulging with details, from the airline's founding as TCA in 1937 right up to the year of publication.

It is all there: the early years, war time operations, a year-by-year review of the highlights, notable dates in history (e.g. inauguration dates for new services, introduction into service dates for new types of aircraft, and more), tabulated fleets lists of every type TCA-AC ever operated and still operates, detailed life histories of each individual aircraft and a description of the types and the routes they flew.

The only thing severely missing is an index. Pity!

Not a book that makes easy reading in one sitting. But I sure wish there were a book like this for every major airline in the world. I wouldn't have enough bookshelf space to put them, but I'd build it. In a hurry, too! (JG)

JET AIRLINER PRODUCTION

LIST - Vol. 1 - BOEING

by John Roach and
Tony Eastwood

Published by: The Aviation Hobby Shop, 4 Horton Parade, Horton Road, WEST DRAYTON, Middx UB7 8EA, England.
Softcover, spiral bound for opening flat; 396 pages; 3 color cover photos, 16 B&W photos.
Year of publication: 1997
ISBN 0 907178 65 0

This second edition of the Boeing production list brings us up to date to AUG 97 with the complete production of all the Boeing jet airliners since the 367-80 of 1954.

Listings are by type, then by msn. They also include the exact model number, first flight date, line number, names of all owners of each aircraft since new, dates on which they changed hands and dates of withdrawal from service, broken up for parts or crashed.

A separate index for each type runs by registration for easy cross reference.

Indispensable for fleet enthusiasts, registration fans and, of course, Boeing fans

A LOOK BACK IN TIME

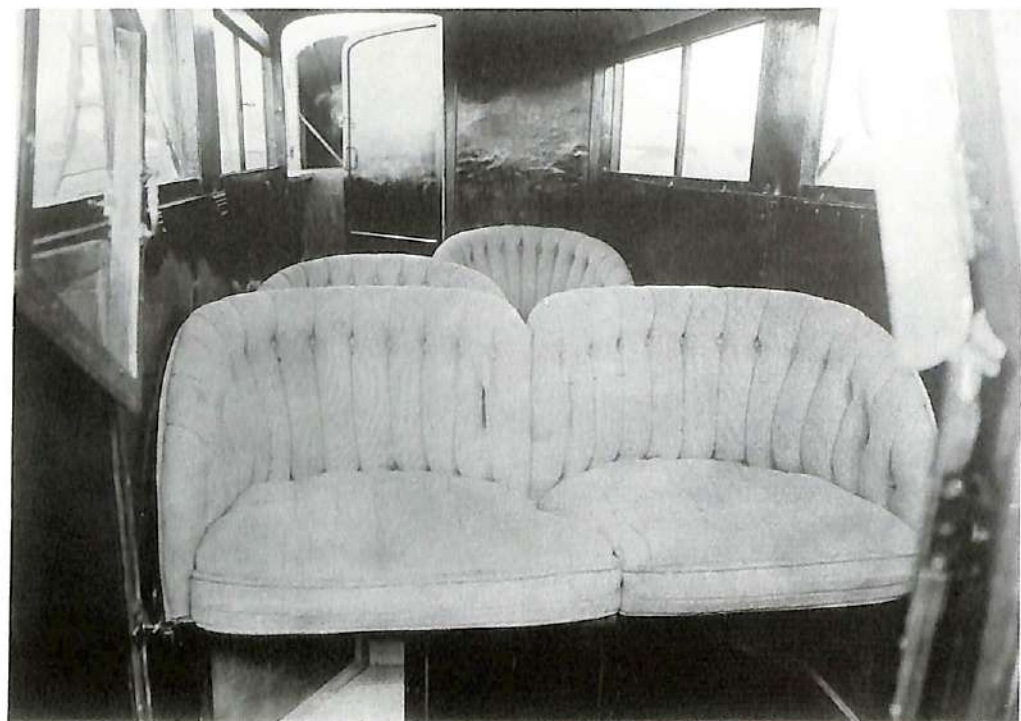
Dutch aviation historian Harm J. Hazewinkel has contributed photographs from his extensive collection to the CAPTAIN'S LOG before. They were well-received by several readers who commented on them, so here is another page.

Right: Loading passenger baggage in the 1930s. The aircraft is American Airlines' DC-3-178, NC 16030, msn 1546 "Maryland" with a passenger door on the right (starboard), which was quite common with DC-3s built before WW-2. (American Airlines)

Below: French passenger comfort in the early 1920s.

At left is the cabin of the Caudron airliner of 1921. Note the small table in the aisle and the large windows. The back of the photo says there is a separate smoking section in the front of the cabin. Must have been noisy, right behind the center engine.

The photo at right shows the cabin of the 12-passenger Farman Goliath of 1919-1920. With that capacity, in 1920, it was the "Jumbo" of its day.



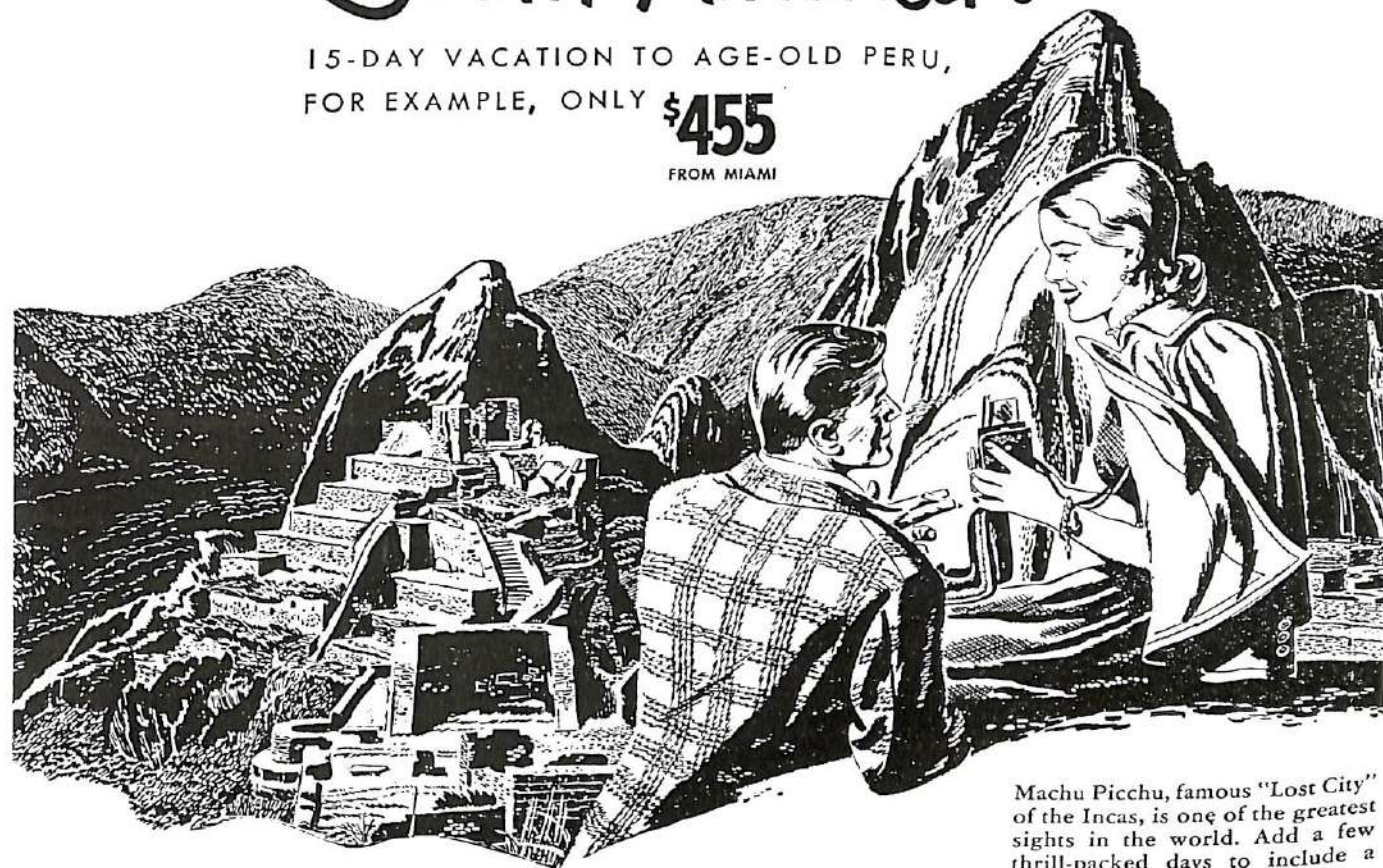
From the files of Allan S. Kaplan

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...from the left hand seat...

by Paul F. Collins



I would like to take this opportunity to thank all of the members who responded to my request in the last issue of the **LOG** to send in their next year's renewal a little early. Through their efforts we will be going into the next year in a better financial situation. I would also like to thank those members who sent along their messages of support for the Society and how much they enjoy their membership. All renewals were greatly appreciated, as well as the words of support.

As you read this issue, it will only be three or four weeks before the big show in Seattle. I hope you have all made your hotel reservations and have registered for the show. On the **SHOWTIME** page, you will find an update on the activities taking place AI '98. This may be the only time you will be able to take an hour flight in a Boeing 247, an aircraft over 60 years old. There will be ramp tours of SEA-TAC and other places of aviation interest.

As mentioned in the last issue, it was reported that our model editor has resigned. We are still in search of someone to replace Mr. Cole, but at this time, no replacement has been found. Several people, however, have indicated they might be interested in the position. More on this matter as it develops.

Also mentioned in the last issue was the matter of an individual or group to take over operation of the Society in a few years. Several individuals have expressed an interest in doing this job. I am currently working on a "job description," so they will have an idea of what might be in store for them. This is not something that we need to rush into, but something which we should be considering.

I appreciate the number of you who have purchased the 1997-98 Roster booklet. Hopefully, another update will be out later this spring or summer. The 1999-2000 booklet will be available in the spring of 1999. I still feel the Roster is an important part of the Society. I would like to see more of you indicate on your membership forms the items you collect and trade. After all, we are a collecting Society!

Around the middle of January, a reporter from **Frequent Flyer** magazine contacted Society HQ seeking information in regard to the hobby of collecting airline memorabilia. He was working on an article to be published

in April. We were able to provide him with the names of several Society members who we thought could assist him in making the article interesting. From the telephone responses we have received so far, the article was a success!

The Society still receives requests from various individuals and groups seeking information on different airline subjects. To help us, we are still looking for members who would be interested in becoming members of our "expert" panel. We have had several members volunteer to help, but we still need additional "experts" in a number of fields. While our associate editors are called upon with some of the requests, we try not to burden them with too much extra work. If you would like to become a member of this group, please send a card with your name, address, and telephone number along with information that describes your area of expertise. We still need volunteers who possess a knowledge in the history of various airlines and airplanes. Your help will be greatly appreciated.

We have received several complaints about those members who advertise in the **Flight Exchange** section of the magazine who are not responding to inquiries to their ads. If you advertise a certain item, and you sell it, please have the courtesy to respond to those members who have answered your ad. After all, they took the time and trouble to contact you. Also, those making a request for a list or an inquiry about an item should send a SASE as a courtesy.

I have not mentioned this for a few issues, but please advise the Society HQ when you move. This is necessary even when you change apartments in the same complex. After each mailing of the **LOG**, we usually receive 14 or 15 address corrections from the USPS, each of which costs 50 cents. While this may not seem like much, it adds up over the year, so please send in your change of address when you make your next move.

Pat and I are looking forward to seeing all of you in Seattle. If you have any questions about the Society or your membership, please stop by our table, and we will be happy to answer any questions you might have.

Until next issue, happy collecting!

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

CONTENT DELETED DUE TO PRIVACY CONCERNS

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.

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 22, 1998 ATLANTA Georgia Transportation Show, Airlin/Railroad Collectibles Georgia Int'l Convention Center (Adjacent to Sheraton Gateway) Contact John Joiner, 173 Green Tree Dr., Newnan, GA 30265 (770-502-9565) or Tony Trapp, 5343 1st Avenue N.W., Naples, FL 34119 (941-352-0216)

August 29, 1998 COLUMBUS Ohio History of Flight Museum (CMH) Contact Jim Thompson, 4275 Sawyer Road, Columbus, OH 43219 (614-231-1300)

September 12, 1998 NEWARK NEW SITE Sheraton Newark Airport Contract Bill Gawchik, 88 Clarendon, Yonkers, NY 10701 (914-965-3010) FAX (914-966-1055)
Wait list for tables

September 26, 1998 PHOENIX Airline Southwest Expo Ramada Plaza Hotel at Sky Harbor Airport Contact Alan Merkle (602-993-8276) For hotel reservations call (800-346-3049) and ask for Expo rate.

October 17, 1998 TORONTO, CANADA Royal Canadian Legion, Branch 528, 3263 Derry Road, E. Malton (North Side of Derry) Contact E-Mail (aitor@interlog.com)

November 7, 1998 HOUSTON IAH Clarion Contact Duane Young, P.O. Box 101, Covington, LA 70434 (504-892-3297)

LOOKING AHEAD...

September 19, 1998 ST. LOUIS
September 26, 1998 PHOENIX
November 1, 1998 GAITHERSBURG, MD*
*Transportation Show

1999 AIRLINERS INTERNATIONAL '99 ST. LOUIS AI '98 UPDATE NO. 2

Contrary to popular belief, the Double Tree Hotel at Seattle Airport is not, I repeat NOT sold out during the convention dates! Several people have called us, only to find out that airline employee rates are sold out. The convention rate is available at \$94.00 per night (1-4 people), and it includes two complimentary breakfasts daily in the Garden Restaurant. Send the AI '98 committee a completed hotel reservation form with your registration or contact the hotel directly at 206-246-8600.

AI'98 is sold out of tables as of March 27. A limited number of people are being accommodated on our wait list. Before sending table wait list requests, we suggest you contact us via E-Mail at (airliners@nidlink.com).

By the time you read this, tour information will have been mailed to all who have registered, with schedules posted on our web site: (<http://www.sirius.com/~baahs/AI98.htm>).

Unfortunately, Horizon Air was unable to accommodate us with Mt. St. Helens flights this year and float plane rides were not forthcoming. However, we've obtained flights on vintage open-cockpit Travel Air 4000 and Waco UPF-7 aircraft. These, along with the Boeing 247 flights, will arrive and depart from nearby Boeing Field. We anticipate staging scenic flights on Wednesday and Thursday plus Friday morning, and possibly, on Saturday as well.

At press time, we are finalizing a special Boeing tour of the restored 307 Stratoliner and prototype Boeing 707 "Dash 80." Both are housed at Boeing Field. In addition, a tour of Alaska Airlines' pilot training and maintenance facilities will be conducted Friday morning.

Ramp tours are also being finalized and have taken longer to set up due to increased security restraints. Again, all the information will have been mailed to registrants by the time you read this and will be posted on our website.

Don't forget to attend the Saturday evening banquet with encore guest speaker Captain Al Haynes. All of us on the committee look forward to welcoming you to the Emerald City of Seattle in June!

Jon Proctor



FOR THE GOOD OF THE SOCIETY

It is my sad duty to report the passing of Bill Sohmer on April 7. Bill joined the Society in 1979 and was a very active trader and collector. His expertise was in the collecting of wings, but he was interested in all areas of collecting. I know a lot of you traded with Bill, and he will be missed by those who knew him.

**DINNER TRAIN RIDE
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Once again AIRLINERS INTERNATIONAL will be in an area that offers a dinner train ride. Seattle offers the "SPIRIT OF WASHINGTON" dinner train. Those of you who attended AI '96 remember the great time we had on the "MINNESOTA ZEPHYR." The "SPIRIT OF WASHINGTON" offers a somewhat longer trip (3 3/4 hours) with the turn around point providing a visit to the Columbia Winery where we will sample fine Northwest wines and enjoy a tour of the winery before returning to the depot. The train ride is being offered at a price of \$69 per person with dome car seating. If we get 25 people to go, the price will be discounted 10%. Hopefully we will be able to transport everyone who wants to go by private vehicle, therefore saving the cost of a chartered bus. If you are interested in going on this trip, Society HQ needs to hear from you by June 15. Write to WAHS, Train Ride, 13739 Picarsa Dr., Jacksonville, FL 32225 or call HQ at 904-221-1446. The ride is scheduled for Wednesday evening, June 24, with the train departing the Spirit Depot in Renton, Washington at 6:30 P.M.

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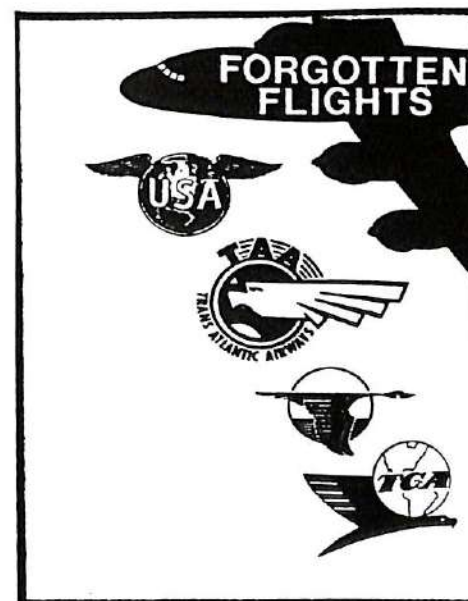
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