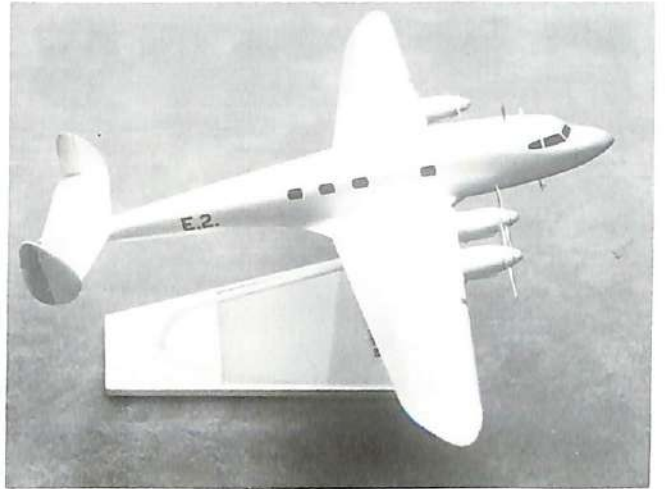




The Journal for Airline Memorabilia Collectors around the World

Vol. 23 - No. 4 - 1998

CAPTAIN'S LOG



Prototype DeHavilland DH-91 Albatross transatlantic mail airplane of 1936 designed for Imperial Airways for the carrier's projected service to North America. This is one of the models in the collection of our new modeling editor, Peter Reed.

Japan Air Lines Boeing 747 at touchdown. This great shot won first place in the AI'98 photo contest at Seattle in June. It was taken by Mike Bolden of Minneapolis (see inside).



WORLD AIRLINE HISTORICAL SOCIETY

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Who we are, what we do:

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

Changes of address:

Members are urged to report any change of address promptly to the WAHS (address above) to be assured of receiving their issues of the CAPTAIN'S LOG. The CAPTAIN'S LOG is sent out by permit mail and the postal departments in the USA and many other countries will not forward permit/second-class mail. If we do not have your correct address, you may not receive your copy of the CAPTAIN'S LOG. A charge will be made to have a replacement issue mailed. *There will be no exception to this rule.*

WAHS memberships expire at different times of the calendar year, depending on when you joined. You will be notified before your membership expires. Please send in your renewal as soon as possible after notification, so you won't miss a single issue of the CAPTAIN'S LOG.

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

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

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AIR CANADA Airbus A319-314 C-FYJB, msn 649, at La Guardia, New York, Aug. 1997. Photo by Aracelio Roman

CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

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WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA

Sorry for not getting to SEA

After telling everyone on this page in the previous issue how much I was looking forward to the convention in Seattle, I am sorry to say I didn't make it. And for a very good reason, I believe. I had mailed my completed registration form back within a few days of receiving it and paid with U.S. dollars I had on hand. But when I started looking at air fares to get to Seattle and back from Buffalo, NY, I was rudely janked back to real life. With the low rate of the Canadian dollar (69 cents U.S. at the time), the return fare and three nights in the hotel would have cost me some \$1,300 Cdn. Then I still had to eat (I am addicted to three meals a day, or at least two if I have had a big and late breakfast). Also, buying any books, photos, magazines and so on would have come on top of that. In short, I was looking at some \$2,000 to \$2,500 Cdn for having a good time for three days. I am sorry, but I just don't have that kind of money.

I therefore offer my sincere apologies to the large crowd of people who had told me they wanted to talk with me or meet me for the first time in Seattle (all three of them) and let's try again next year. If necessary, I can drive to St. Louis from here and that will cost a lot less money than flying.

Meet our new modeling editor

We have a new modeling editor. Peter Reed of Minneapolis, MN, has kindly offered to take over the spot that was vacated by Gerry Cole.

Peter has an extensive collection of models and this will allow him to broaden the scope of the column. He will not write only about making models from plastic kits, but will also draw on his experience as a collector of various makes of snap-together and ready-made models, such as the ones one would put on his or her desk for decoration.

Collecting models, rather than building them, is becoming increasingly popular and Peter's contributions will fill an important gap in our coverage of the subject of collecting airline memorabilia.

Peter's first column appears in this issue and it sets the tone for what is to come. Welcome on board, Peter, and have a pleasant flight with us.

Sorry, George! We'll miss her too

Our sincere sympathy goes out to our schedule editor, George Cearley and his sister Jerry, with the loss of their mother at the beginning of the year.

Mary Cearley was a great friend and supporter of the WAHS and was a frequent hostess to those

of us who visited the Dallas area. She also worked hard behind the scenes, helping her son organize the Dallas Airliner conventions of a few years ago, and by typing the manuscripts of his airline and airliner books and his columns for the CAPTAIN'S LOG.

If for no other reason, we say, "Thank you, Mrs. Cearley. We'll miss you."

What this issue is all about

As is traditional in the first issue after the annual convention, we are publishing the results of the photo, slide and model contests, thanks to Gerry Cole. In my absence he kindly gathered the material and sent it down to me. Unfortunately, his duties of running the photo, slide and model competitions and those as a judge left him no time to take model pictures. If anybody else did take pictures of the winning models, please share them with us. A 4 x 6 color shot is plenty big enough. We don't need expensive 5 x 7s or bigger. The builders of the winning models are of course also free to submit photos of their handiwork. Paul Collins was going to include the questions, answers and names of the winners of the Trivia contest in his pages in the back of this issue.

Furthermore, we feature another tale by Charlie Dolan, together with pictures of some wings and badges in his collection; David Rowe has come up with an interesting collection of animal and bird stickers issued by various airlines in Japan, and with some fine KLM "Golden Oldies". Plus, of course, a variety of current labels. Allan Van Wickler has made a trip to Vienna and reports on the postcard hunting there. He also presents a number of cards of DC-6 (the "short-body" six). Early schedules from airlines serving Seattle are featured by George Cearley and coming our way from Rich Fedorco is another selection of fine photos by Jerry Elmas of Texas and by Arcelio Roman, who covers the three New York airports. "Remember when airline food was not the butt of late-night TV jokes?" Richard Luckin asks us before serving up a helping of fine airline china from the four corners of the world. Ken Taylor shows us another series of wings and cap badges of the numerous new airlines in what was once the Soviet Union and Stan Baumwald has a "new" first Pan American kiddie wing issue. Last but certainly not least, Al Tasca shows us a series of Cathay Pacific swizzle sticks.

That's it, folks. Enjoy!



Wings that came to me as a complete surprise

Sometimes things come at you right out of the blue. This past April, Karen and I celebrated our thirtieth anniversary. We managed to catch a ride to Bermuda on U.S. Airways, thanks to Mr. Wolf's (U S Air president Stephen Wolf) generosity and the fact daughter Julia works for the commuter branch, U S Airways Express. It was the second time we tried to get to the island (several islands, actually) but that is another article altogether. Anyway, we had a fine flight. I met a friend with whom I had worked in Canada several years ago, made some contacts for the photos and text for that upcoming article and we thoroughly enjoyed ourselves. Due to the heavy flight loads just before Easter, we could stay only one night. We had a great suite at the Hamilton Princess Hotel and managed to see the Norwegian Crown sail into Hamilton Harbor just before we walked into the heart of Front Street for breakfast. We had sailed on that ship to Scandinavia and the Baltic in 1996. It was a nice break for both of us and we thought the celebration was done.

The following Sunday we were invited to a dinner at a friend's house. Bonnie and Al are known for the number of folks they have in for the holidays, so we weren't surprised to see the street pretty well filled with cars. We walked in and saw, not the group of people we expected, but Karen's and my co-workers from Maryland, New York, Pennsylvania, Connecticut and Virginia. Cameras were flashing, folks were yelling "surprise", "congratulations" and we were asking ourselves "For what?" We hadn't expected anything like this and, after all, the anniversary had been a week before. Julia, Bonnie and a good friend of Julia from work had planned, put together and kept from us one of the best parties we've attended. How they did it will continue to amaze us.

So, in the spirit of surprise, I am featuring wings which came to me as a complete surprise or took so long to obtain, they might as well have come out of the blue. I will also tell you about allowing a carrier to do something which I thought would not have happened before I retire.

The first article I wrote for our CAPTAIN'S LOG after taking over the reigns from Dick Koran featured the Antonov 124-200 which took cargo on here at BWI Airport. It was operated by a joint venture of HeavyLift Cargo Airlines of the United Kingdom and Volga-Dnepr Airlines of Russia. I had hoped to include the insignia of both carriers, but the Russian Connection took a bit longer than anticipated. After several letters I did receive the requested set of wings and the cap badge from the Volga-Dnepr chief pilot assigned to Stansted Airport, England. It was worth the wait. Now I will have to contact their counterpart in the Ukraine, the Antonov Design Bureau and wait to receive their flight insignia.

Many years ago, more than I like to think about, I was working at Dorval Airport in Montreal, which was prime spot for meeting pilots and engineers who worked for carriers based in all

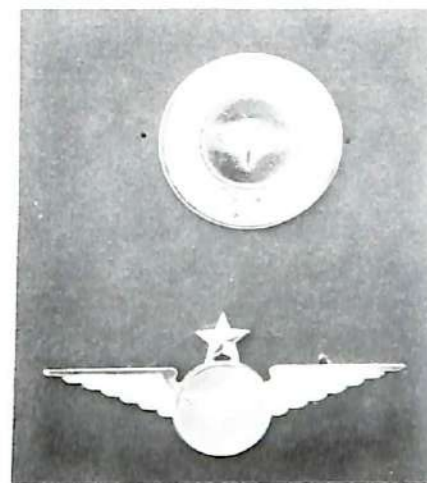
VOLGA-DNEPR AIRLINES

Wing seems to have a heavier stamping than previous wings from Russia. Top feather is polished with a textured finish on the 3 feathers below. Colors at the inner edge of the feathers are from the top: white, dark blue and red. The center logo is in brass over dark blue No hallmark and there is a single screw post. The cap badge is gold bullion with medium blue disc.



GUY-AMERICA AIRWAYS

Gold wing and cap badge. Generic style USAAF prop and wing collar insignia design. Neither piece hallmarked. Wing is pinback, cap badge has single center screw post and a top anchoring pin.



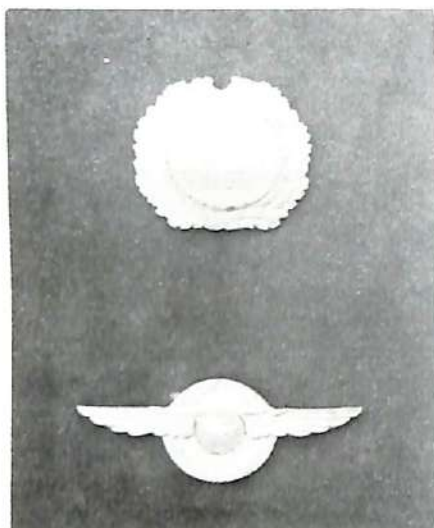
GLOBAL INTERNATIONAL AIRLINES:

Gold metal wing and cap badge. Letters "G I A" in red. Wing is clutch back, hallmarked "Blackinton." Cap badge not hallmarked, single screw post just above point where wreath meets at bottom, two anchoring pins at the base of the top leaf on each side.



ARIANA AFGHAN AIRLINES

Pan American World Airways style wing and cap badge in gold color metal. The disc is light blue with white "bird" emblem and silver lines, outline of the lettering and of the "bird". No hallmarks on either piece. Wing is pin back. Cap badge has one screw post and no anchoring pin.



corners of the world. Not only was Montreal one of the headquarters cities of ICAO, but folks who learn to fly in Canada, generally can fly anywhere. It is not like here in the U.S., where there is a VOR just about everywhere you need or want one. Canadian pilots are very experienced at deduced reckoning navigation. I was able to add wings to my beginning collection from Trans Australia Airlines and Tropic Air, courtesy of Air Canada pilots who had been seconded to those carriers during a period when low seniority and low passenger counts coincided.

One day I was talking with a gentleman who was carrying a chart case with a large Lufthansa insignia plastered to the side. When I asked if he worked for the airline, he said that he had at one time, but was "between jobs" at the moment. He had been a flight engineer for Ariana Afghan Airlines just before the Soviet invasion in December 1997. I mentioned that I had written to the company several times requesting their insignia. He replied that as far as he could tell, the aircraft had been flown out of the country and he doubted that I'd ever hear from them. He was right. I am still waiting for that package from Kabul.

About six months after that conversation I was at the same inspection area when the same gentleman walked up, placed an envelope on the counter and said, "I am not travelling today, but I am still going to make your day." He had decided that the enclosed Ariana wing and cap badge were just gathering dust in the closet and he wanted me to have and display them. Merci beaucoup! It is a nice set, in the older Pan American style.

The island of Jamaica has also proved to be a source of unexpected "plunder". Perhaps there is a pirate connection here somewhere. Air Jamaica, while updating its fleet with Airbus and MD-80 equipment, has continued to operate two Boeing 727s between Montego Bay (MBJ) and Baltimore.

I received a wing from the short-lived Australian carrier Compass Airlines from Captain David Flentje. Shortly after that, Captain Mostaffa Mahdavi, 727 check pilot, gave me his Iran Air wings of pre-Khomeni days. I received the Trans Jamaica cap badge from an Air Jamaica first officer after the smaller airline had been absorbed by the flag carrier.

Recently BWI Airport won the Gateway designation from PHL for the Air Mobility Command's troop and dependent flights.

IRAN AIR

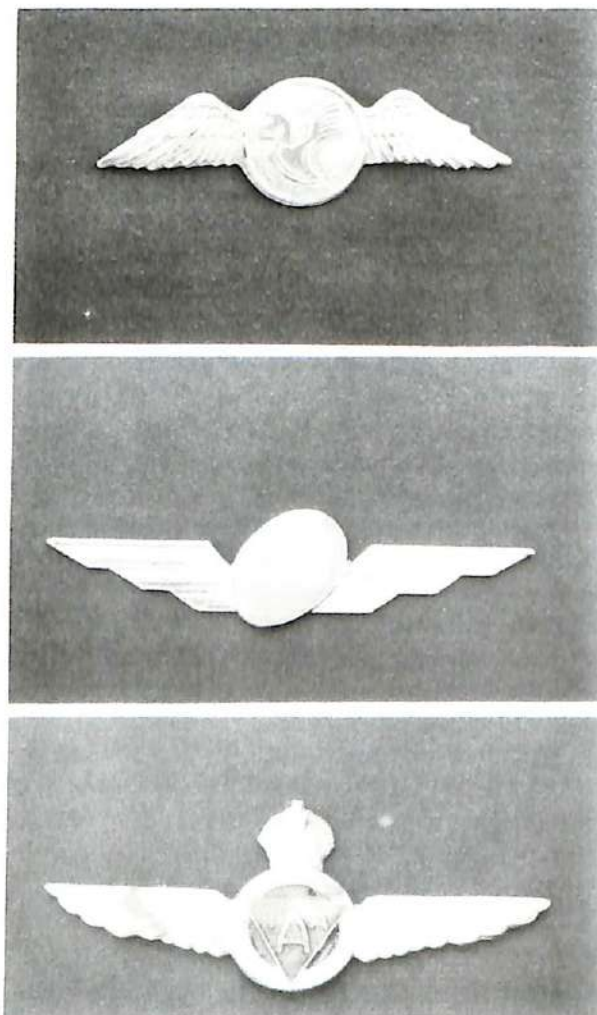
A small wing, just over 2 1/2 inches (6.6 cm) wide, light-gold color metal with light blue national bird symbol in the center. Clutch back with plastic retaining clips.

COMPASS AIRLINES

Gold wing with grey oval center. Gold pointer with center. Two screw posts. Hallmarked "Skygear Int. Sydney".

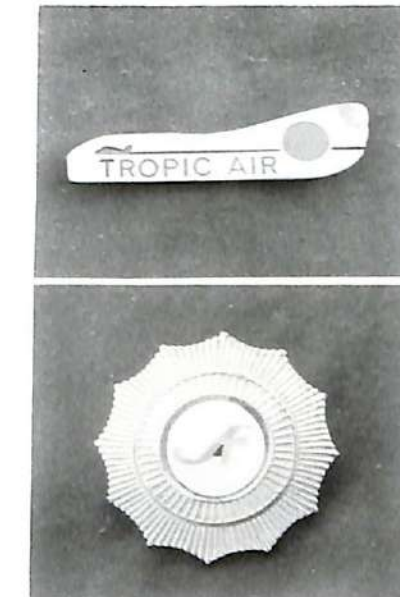
TRANS AUSTRALIA AIRLINES

An earlier TAA issue in gold metal with a red disc and blue triangle. Hallmarked "STOKES". Two eyes on posts are soldered to the back and a large split pin holds the wing to the jacket. The plating is flaking off on the back on the wing I have.



TROPIC AIR

Polished brass design with red disc and letters, aircraft and line all in black. Pin back. No hallmark.



TRANS-JAMAICAN AIRLINES

Badge is metal with shiny gold plating. The center is white with a green "L", yellow "T" and black wedge between the J and the T. Single screw post at center with anchoring pin and clutch at the top. No hallmark.



NORTH AMERICAN AIRLINES

Silver bullion wreath, silver center device with U.S. flag in red, white and blue. "NORTH AMERICAN" in dark blue. Center screw post, two anchoring pins. Wing is clutch back, antiqued silver finish on the wing, center device in red, white and blue. No hallmarks.

Our traffic increased almost two-fold and carriers such as American Trans Air, North American, World and Air Transport International operate more-frequently than the old standbys British Airways, Icelandair, Air Jamaica and Air Aruba. One of ATA's captains brought me sets of insignia from Saudia, Global International Airlines and Guy-America Airways. I had been trying to add Global International to the collection for years, but had not even known about Guy America.

On 26 JAN 98 I did something at work that was a first for me and may also be a last. I gave a U.S.-registered aircraft permission to depart for Havana, Cuba. Pope John Paul II was visiting the country and special permission had been requested from and given by the Treasury Department to North American Airlines to operate a charter flight for the Archdiocese of Boston to bring people back to Boston from Havana. The flight was operated with a Boeing 757 leased from Flying Colors, but it had the North American paint scheme on the tail and bore U.S. registration N751NA. The aircraft arrived at BWI as a continuation of El Al's flight 207 bringing folks who had arrived at JFK from Tel Aviv, but would clear U.S. Customs and Immigration at Baltimore. There was a double crew on board as well as a contingent of El Al security. Once the LY207 portion of the flight was done, the aircraft became North American's flight XG 6112 from Baltimore to Havana. Is this a once-in-a-lifetime event for me or will the two countries normalize relations and will flights between the two cities become weekly or even daily events? Just like the collecting of wings, schedules, playing cards, postcards or china., you NEVER know what to expect. After all, isn't that what makes this hobby so much fun?



STICKER CHATTER

The Japanese are great with animals and birds

David Rowe

I was adding some new items to my Japanese albums recently and I thought it might be fun to show some featuring animals and birds:

#1 is from ANK - All Nippon Kabushiki and shows two skiing ducks!

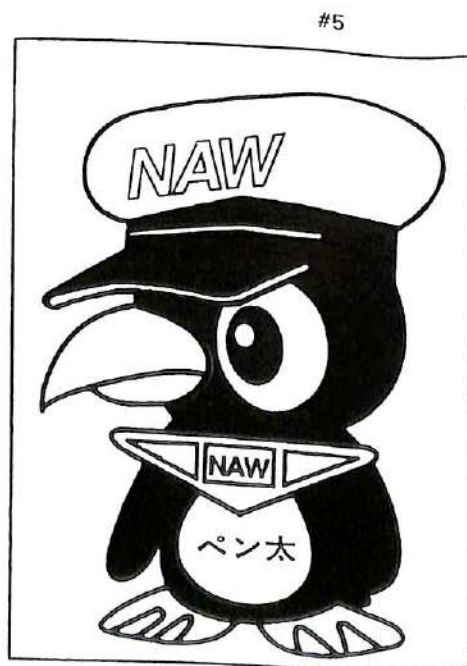
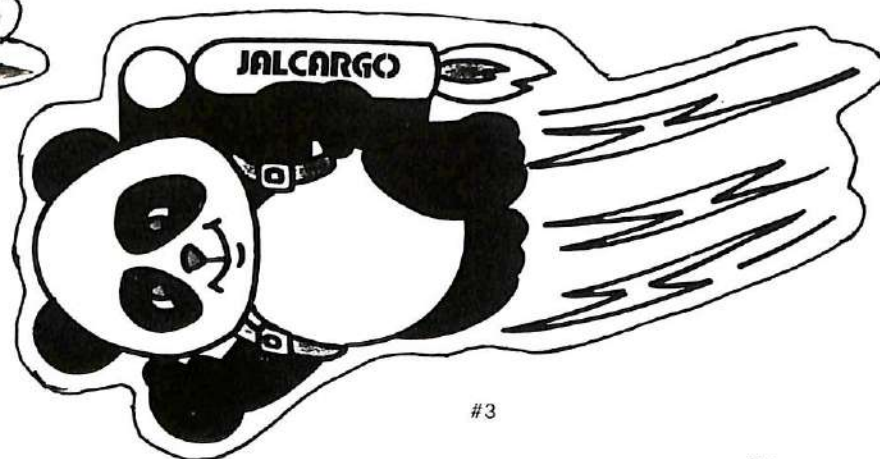


#2. Better still is this item, showing "Powerbull" (their name) astride a JAL Cargo 747.

#3 comes from the same airline and shows a rocket-powered panda bear. JAL periodically produces sheets of wonderful stickers advertising their cargo services. They are well worth looking out for, but are a lot of hard work cutting them out individually as I do for my albums.

#4 features a roller-skating bunny promoting JAL's service from, one would assume, Tokyo to Seattle and Chicago.

#5 is from a small Japanese airline, Nagasaki Airways, who fly BN-2 Islanders. This very appealing penguin in blue, yellow and black, all on white, also comes in two smaller sizes.



#6. All Nippon Airways are the source of this one, showing two bears astride a blue and white fish. I don't know what it is promoting. Perhaps we have a Japanese-speaking reader who can enlighten us?

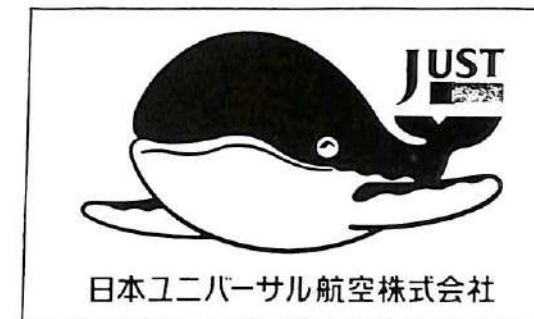
#7. Finally in my flight of fancy, we have a very smart black & white whale on white from Japan Universal System Transport who operate a 747 from Tokyo.

#8. Garuda Indonesia have produced this sticker which I assume is given out aboard their flights that cross the Equator. It is basically green, blue and white, but with multi-colored flowers in the foreground. This one makes you wish we have color pages.

#9. European Air Transport of Belgium has issued this sticker in red and black on white, with the map of the world in gray as background. EAT has a fleet of 727s and 737s all working on DHL contracts and CV-580s, some of which are also finished in the red DHL colors. This sticker is made entirely of plastic and after moistening it, can be attached to the inside of a window.

The next two stickers came from a new contributor, KEVIN GREENWOOD, of Stockport, England.

#10. Olympic Aviation is a wholly-owned subsidiary of Olympic Airways to operate commuter and other domestic services. The airline advertises their ATR full-flight simulator. It is very smart, in blue and white with a silver border. (Offering simulator "flights" to holders of frequent flyer points is becoming increasingly popular with the airlines because it is not nearly as expensive for



them as having someone cashing in points for a real flight. - JG)

#11. Sunways of Turkey is a new airline for me.

Founded in 1955, it brought out this sticker with a red and white airplane on a blue background and two white clouds. The name is also in red and the bottom text is in black on

a white border. It also comes in reverse peelable. I do understand the airlines is no longer with us, however.

Thanks, Kev. and keep 'em coming

Everyone seems to be celebrating anniversaries lately and three more have come to light, also thanks to Kevin Greenwood. They are:

#12 for Comair's 20th, last year. It is in red and blue on white with a blue border. (This is the U.S. carrier Comair, not the one by the same name in South Africa.)

#13 and Ethiopian Airlines' 50th in 1996. It come basically in red on white, with the airline's tail logo in green, yellow and red.

#14. This small sticker notes VARIG's 25year of service across the Atlantic. The text is in German

#15 is from the exotically named (for England) Flying Colours Airlines. The text is in blue and the logo in blue, red and yellow, all on white. The concentric circles are also in blue, red and yellow (from the outside in). The airline was formed in 1996 and flies 757s, mainly from Manchester, England. The sticker was sent in by JOHN JOHNSTONE of Glasgow.

#16. John also contributed this Air Europa Express piece featuring the ATP. The aircraft is in white with black outline on blue. The tail shows the yellow, gold and red house colors.

#17. Another one from John is this Spanair sticker. It has an orange border, dark-blue text, yellow for the sun, light blue for the sky, dark blue for the ocean in the globe and gold for the continents, all on white with an orange border.

#18. KNUT WEGERS of Germany, the 'coaster man,' sent along this this Lear 35 label of the Deutsche Rettungsflugwacht Alarmzentrale (German Air Rescue Centre), who fly a variety of helicopters and fixed wing aircraft. The aircraft is pictured against a redening evening sky and the border of the sticker is made up of the colors of the German flag, yellow, red and black from the inside out.

I always include coasters of the paper and thin card variety in my collection as sometimes these are all that have been issued by the airline. Two cases in point are:

#19 from Air Manchester, a short-lived British airline which flew BAC One-Elevens, and



#12



#20



#21



#23



#13



#14



#15



#17

#20 from Hot Air, operating Vickers Viscounts as shown. No stickers for either have surfaced so far.

#21 is from Air Atlantique of Coventry in England. They operate the DC-3 in cargo and passenger configuration. A very smart sticker with black and green text on a yellow background with the Dakota in white with black outline and green, white & black stripes around the fuselage.

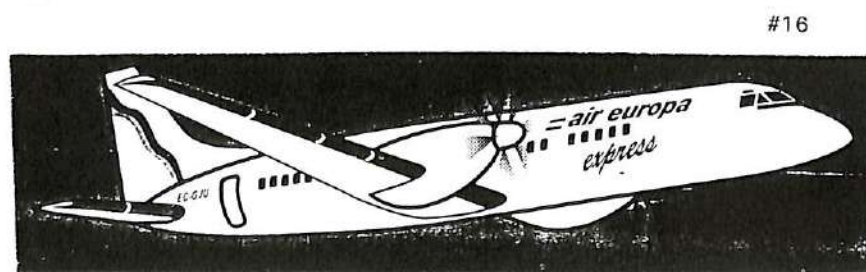
#22 shows the Air Atlantique Douglas DC-6B which was used at some time. It



#22

comes in black and green on white.

#23 shows the Fokker 50 in flight in the colors of SAS Commuter. This is a wholly-owned subsidiary of SAS. Formed in 1988, the airline operates internal services within the three founder countries that own SAS: Denmark, Norway and Sweden.



#16



#18



#24

GOLDEN OLDIES

I thought it would be nice to feature a specific airline occasion-ally in the "Golden Oldies" section of the column and I make no excuse for starting with one of my favorites, and no doubt the editor's favorite as well, KLM Royal Dutch Airlines. All are gummed labels, not stickers as we know today!

#24 shows a Fokker F.IX (not an F.VII/3m!) flying over Schiphol Airport, Amsterdam. It is in red (upper left) white and blue, which are the colors of the Dutch flag, with a gray ramp and runway, dark gray hangars to the right and a yellow passenger terminal to the left.

#25. This is one of my favorite KLM labels. It depicts the Fokker F.XX "Zilvermeeuw" (Silver gull) which was scheduled to make a fast express flight from Amsterdam to Batavia in the Dutch East Indies (now Jakarta in Indonesia) with the Christmas mail, departing on Monday, 18 DEC 33. However, the aircraft developed engine problems in the morning of the day



#25

of departure and the mail was transferred to a older and slower F.XVIII which normally operated to Batavia. Thanks to the crew taking only short rest and sleep breaks, the F.XVIII made it in a time barely longer than was scheduled for the F.XX. The background color is orange with the aircraft in two-tone black and the text in white on black background bands. The F.XX was the only one of the pre-WW2 Fokker airliners with a retractable undercarriage and was the only one of its type built, since the day of the all-metal airliner had arrived.



#19



#26

#26. The DC-3 is one of the all-metal airliners that put Fokker out of the airliner business before WW-2. KLM operated a large fleet of them before the war. Note the fake registration PH-KLM. This was a favorite trick by KLM so that its publicity material would not have to be destroyed if the aircraft with a real registration shown on a label, did crash. The aircraft is in blue and white on orange. The name KLM at the bottom is in white with blue shadow and the border of the label is in white.

#27. This DC-4 label in shades of blue shows the aircraft above the 'original' "Flying Dutchman" galleon that was used in many KLM advertisements from the airline's inception in 1919 to well into the Super Constellation era after WW.2. The text in the centre, in red, says "Presented by KLM". The text at the bottom is in dark blue.

#28. The Constellation is a favorite aircraft of mine. This one is shown in blue outline against a red and white background, also featuring "The Flying Dutchman". The text at the bottom is in the same dark blue.

To end with, two labels from KLM's pre-WW2 West Indies Division.

#29 shows one of two Fokker F.XVIII aircraft used by KLM to open its Caribbean network in JAN 35. The text says "Your mail by KLM" in Dutch (top) and "Your letters by air mail" in Spanish (bottom). The routes depicted are from Curacao to Maracaibo (to the southwest) and La Guaira (to the southeast), both in Venezuela. They are in black on dark blue, but have been highlighted in white by your editor for clarity.

#30. KLM (West Indies) introduced the Lockheed L-14 Super Electra on its Caribbean services in the summer of 1937. Note again the fake registration 'PJ-KLM'. Colors are blue on orange with a wide white border, a narrow orange one and a narrow white one.

PLEASE LET ME KNOW if you want a specific airline featured in "Golden Oldies."



#27



#29



#28



#30

POSTCARD CORNER

Vienna was wonderful for collecting new cards

Allan Van Wickler

Earlier this year I received a nice letter from Paul A. Roitsch, executive vice-president of the Pan Am Historical Foundation.¹ It was in response to a request for information I had made concerning paper ephemera given by my family to "Clipper Hall" in 1959. (It was the actual Western Union roll of messages from all the reporters aboard the press inaugural flight in May, 1939 of the Boeing 314 from Port Washington, N.Y., to Europe.)

No, the roll hasn't shown up yet but I did learn of the Richter Library at the University of Miami which is serving as the repository of the PAA "archives". William E. Brown, Jr., is Head, Archives and Special Collections.² He is active and interested and we excitedly spent an hour and a half together recently when Sue and I found ourselves in Southern Florida for a family wedding.

They are relatively light on postcards, "Clipper" magazines, posters, Pan Am calendars, i.e. our sort of thing. By all means, send your good duplicate material to Bill Brown if you are of a mind, but I suggest you call him first. I am told the collection is the most-active one they have in the archives.

Sue and I travelled to Salzburg and Vienna last February. It was a wonderful trip and DLH managed to provide a modicum of service, even back in steerage. I was like a child in a candy store finding all those airline offices stacked together by the Stadt Oper in Vienna. Between the new DLH cards I picked up and the office visits, I bet I got 15 new cards out of the effort. I hadn't been able to do that for awhile.

I was telling Anthony Lawler about my first flights on the

1. P.O. Box 1222, Weston, Ct. 06883-0222.
2. 8th Floor, Tel. 305-284-3247

A319-200 FRA/MUC and -100 VIE/FRA. It was quite a productive, yet comfortable, yet workable environment in the passenger cabin. And I can say that Anthony was quite proud of the design; he has sold a bunch of them for Airbus.

Sue and I were invited to Anthony's beautiful home in the suburbs of Washington, D.C. after the Tony Trapp Airliner Show recently. You have never seen a model collection like that. Ever. Nowhere. After tea we reviewed the collection, picked ourselves up and then he showed me a few of his postcard albums. He has been collecting for 45 years. All I can say is, I don't have at least 40% of what I saw. And most of those I had never seen before.

Last year the United States Air Force celebrated its 50th

Here's NEW LUXURY in Flight

The DC-6 Braniff-Liner, with its 300 m.p.h. cruising speed, uses 380 gallons of gasoline per hour. It has a wing spread of 117½ feet, length is 100 feet. Fully loaded it weighs nearly 45 tons, carrying a pay load of 20,000 pounds. For passenger comfort it's altitude conditioned.



SEL
Conquistador

Braniff's luxury flight linking the heart of both Americas. This DC-6 conqueror of the skies offers four-engine safety while you fly at 5 miles a minute in air-conditioned comfort... whether you select a deep-cushioned, reclining seat or a down-soft sleeper berth.

anniversary, and as president of our local chapter of the Air Force Association, I attended the greatest imaginable gathering of eagles/air show people, etc., etc. in Las Vegas. No postcards! It was spectacular, the guys did it again in the air show, like Chuck Yeager. The most-modest men I met were the Congressional Medal of Honor winners and the Tuskegee Airmen, just to give you an idea. It was truly a once-in-a-lifetime experience. There was so much "good stuff" in the fly-by's that the ones that were not there, stood out. And the one that stuck in my cranny, was the C-118A. That's right! The venerable DC-6. It arrived too late for the Berlin Air-lift, but it was a mainstay in the 1950s for the Military Air Transport Service (MATS). And it provided me with my first flight to Europe, seated backwards. McGuire AFB in New Jersey via Stephenville, Nova Scotia on into Frankfurt. Boy, did I think I was King Tut, in April, '56, not two weeks after my marriage to Sue, sporting my 2nd. Lieutenant bars. Off to Europe on assignment. Hot dog!

Well, I loved that airplane. It was Pan Am's mainstay when I worked for them in 1955 at IDL before going on active duty, i.e. the DC-6B by that time, a most-economical, productive machine which helped us make some profit in those days. I flew on Pan Am DC-6Bs through IDL, LHR, BRU, FRA, BEY, ANK, THR, ROM, NCE, BCN, LIS, NAS, MIA, LAX, GUA and TUM, as well as on DC-6/DC-6Bs of SR, KL, UA, NW, AA, SAM, EA, DL, Mackey and Aeronaves de Mexico (AM).

Just think of pressurization, of 300 mph, of improved noise suppression and the seat pitch then was probably 34 inches if I remember correctly. A decided advance in state-of-the-art, with more than 20% more seats than the DC-4.

I have been happily able to pull out 20 DC-6 cards and did not have to go into my DC-6Bs or Cs or the DC-7 series as I think (hope) my choices are sufficiently exciting for the purpose of this column. So, make sure you are securely fastened in and please don't ask for a scotch until the stewardess comes around... okay?

Braniff flew their nine DC-6 for almost 20 years. This 3 1/2 x 9 inch 4 c co. card is a wonderful example of why we are collectors. The sepia card in the previous livery is an indication of the need for marketing, albeit BN in this case went from no design in the 1940s to the garish red, white and blue later on (see previous page). The third BN DC-6 is pictured along with one of their CV-340s at the "new" ICT terminal. A rare 4c chrome put out by James Tetirick of Kansas City.

A great card put out by Aerocondor of Columbia in the late-1950s/early-1960s, 4c chrome 3 1/2 x 5 1/2

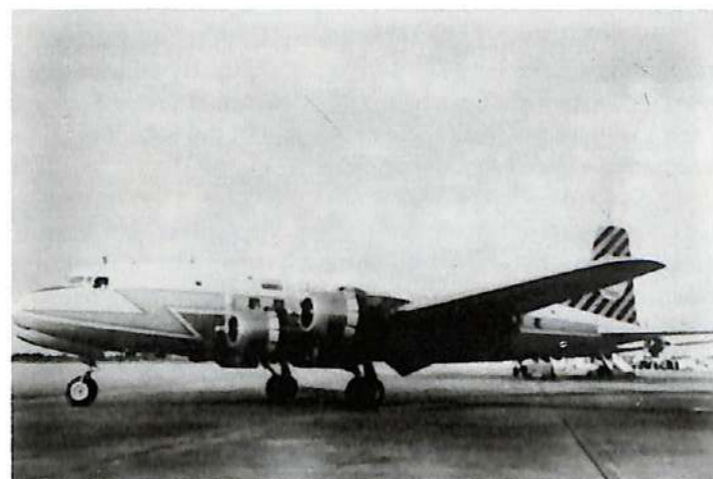
Mackey DC-6 co. card, 4c chrome, 3 1/2 x 5 1/2 of N46618, published by Gil Sayward Assoc. in Ft. Lauderdale (#4661), Mackey's home base. A great postcard, but I do remember their fleet as the most dishevelled aircraft I have ever flown in.

TROPICAL HOLIDAY!

Relax in a comfortable tilt-back lounge chair in a luxurious MACKAY airliner and enjoy a colorful, scenic flight from Florida to the Bahamas and Cuba. Daily scheduled flights from Fort Lauderdale, West Palm Beach, St. Petersburg, Tampa and Miami to Nassau, the Bahamas, and Havana, Cuba. Executive Offices: Broward County International Airport, Fort Lauderdale, Florida.



NEW MUNICIPAL AIRPORT
Wichita, Kansas
The Air Capital of the World



AEROCONDOR was founded by six pilots in 1955 with one C-46 cargo plane. Today the AEROCONDOR fleet consists of 14 planes, including DC-4s, DC-6s, DC-3s and C-46s. AEROCONDOR covers all domestic routes in Colombia and also International Flights between Colombia and the United States and between Colombia and Curacao-Aruba, D. W. I.



Barranquilla, Colombia - Gen. Office
Miami, Florida - U.S.A. Office



TEAL Super DC-6 in flight from Christchurch, passing over Southern Alps, South Island, New Zealand.

Two of the great Tasmanian Empire (TEAL) DC-6 3 1/2 x 5 1/2 4 c chrome cards, a company menu card (not very exciting fare, eh wot?) and the colorful natives of Fiji posing before ZK-BGC.



C-118s ON THE LINE. These three aircraft of the Military Air Transport Service at McGuire Air Force Base are just part of the huge fleet operating from this New Jersey base.

I wanted to include at least two USAF C-118 and the first one shows a MATS aircraft taxiing at Travis AFB in California, working on American commitments in the Pacific, while the other shows part of the normal line up at McGuire AFB, a primary transatlantic staging base of the USAF.

I thought you might get a kick out of this photo I took at Schiphol, Amsterdam, just before this bee-yoo-t-ful KLM DC-6 flew Sue and me back to FRA on 05 MAR 57. Our fighter-pilot



TEAL HIBISCUS SERVICE

Super DC-6 airlines of TEAL, New Zealand's International Airline, link Nandi, Fiji, with Auckland, New Zealand, by 5-hour flights. The name of the service derives from the hibiscus blooms presented by the airline to passengers, as they arrive and leave Nandi International Airport.

TRAVIS AIR FORCE BASE, CALIFORNIA

Warming up for a take-off with a full load of passengers is a Douglas C-118, operated by the U. S. Air Force's Military Air Transport Service (MATS). In the background is the Travis Passenger Terminal Bldg. Each month thousands of military and civilian passengers, airlifted by MATS, pass through Travis to and from Pacific bases.





K.L.M.'s new Flying Dutchman, the DOUGLAS DC-6, the last word in airborne luxury, carries passengers and freight at a cruising speed of 300 miles per hour.

son, Ken, was born three months later and is now 41 years old. Hmmm.

Anyhow, I wanted you to view one of many KL DC-6 b/w co. cards, one better than the next. They are 3 1/2 x 5 1/2 and as clear and neat as a pin.

As is Sabena's in its original livery. OO-AWA, b/w, 3 1/2 x 5 1/2, published by Ern Thill of Brussels "Photohill."



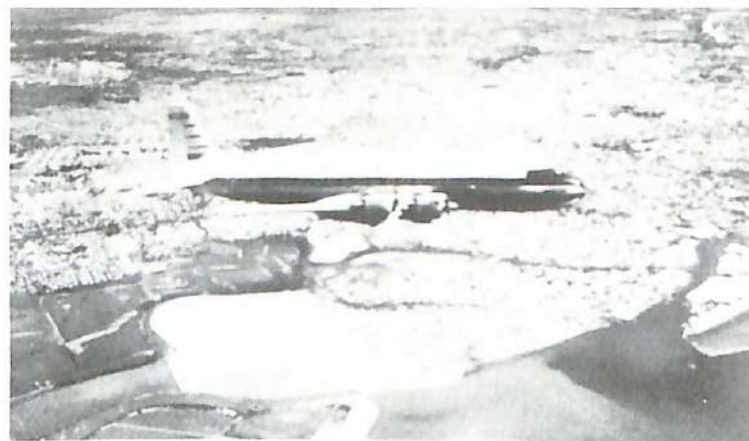
Voyages en Avion
Un quadrimoteur DC 6 transporte 48 passagers à 510 Km. heure de moyenne.

Here are two colorful PAL cards. The first is a 3 1/2 x 5 1/2, 4 c chrome maxi-card put out by Mike Roberts Studios in California of a HNL photo. The penultimate airport card followed by a 3 1/2 x 5 1/2, white-bordered 4 c chrome co. card of probably a later color scheme, over MNL. Great stuff.

Another good airport card is this 4 c chrome 3 1/2 x 5 1/2, done undoubtedly for the newsstand at Jackson, Mississippi. A good-looking DL DC-6 looking lonely. Published by Dexter Press, #79141.



C1138—HONOLULU AIRPORT
A PAL DC-6 circles over the city of Manila—"Crossroads of the Orient" and capital city of the Republic of the Philippines is shown loading at the Honolulu Airport ready to depart for the Orient.



PHILIPPINE AIR LINES

JACKSON'S MUNICIPAL AIRPORT, JACKSON, MISS.
Jackson's Municipal Airport, located on Hawkins Field, is rated as one of the largest and best lighted airports in the country. Two airlines serve Jackson, Miss. with convenient connections in all directions.



If you wish, your SAS hostess will be glad to mail this postcard for you.
High above the clouds where the sun always shines flies a Douglas DC-6 of Scandinavian Airlines.

A fine SAS DC-6 co. card, flying right to left, 4" x 6", 4 c with a white border, and a Stockholm/Bromma Airport card showing two DC-6, one with two flags flying, 3 1/2 x 5 1/2, 4 c, printed in Sweden by AB Grafisk Konst., #1436. Why are cards like these not available these days?

The original livery in a cut-away drawing as a co. card, 3 1/2 x 5 1/2, 4c for UA. Later on, we see one of their 6cs on the ground awaiting some action at the famed Quad Cities airport, well west of Ordway (ORD). C-16758 published by Mike Roberts of Berkeley, CA.

On down Argentina way on board one of Aerolineas' DC-6s, a 3 1/2 x 5 1/2, co. card of a lovely mommy and her offspring doing a bed-time story, followed by a perfectly awful (yet compel-

Sueño reparador a bordo de un confortable avión DC-6 de AEROLINEAS ARGENTINAS.
A peaceful rest aboard a comfortable AEROLINEAS ARGENTINAS' DC-6.
Sonnell réparateur a bord d'un confortable avion DC-6 des AEROLINEAS ARGENTINAS.
Sono riparatore a bordo d'un confortabile avione di AEROLINEAS ARGENTINAS.
Sono reparador a bordo de um confortavel avião de AEROLINEAS ARGENTINAS.



Stockholm-Bromma flygplats
Douglas DC-6 försedd med tryckkabin för 48 passagerare. Marschhastighet ca 460 km/tim på 6000 m höjd.
Bromma Airport-Stockholm
Douglas DC-6 provided with pressure cabin for 48 passengers. Cruising speed approx 290 m/hr at 19 700 ft. altitude.

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



A cutaway view of United's 4-engine Mainliner for the "Age of Flight." Striking across the sky at 300 miles per hour, the plane will carry 52 passengers and 5500 pounds of mail and air express.

QUAD CITIES AIRPORT
Serving Moline - Rock Island, Illinois and Davenport, Iowa.



NORTHWEST AIRLINES

CHICAGO TWIN CITIES SPOKANE SEATTLE

**Chicago - St. Paul - Minneapolis
Spokane - Seattle**

Effective August 15, 1934

WESTBOUND—Read down				EASTBOUND—Read up			
Trip 5	Trip 3	Trip 1	Daily	Trip 2	Trip 4	Trip 6	
P. M. A. M. A. M.				P. M. A. M. P. M.			
4 45	8 15	5 00	Lv. CHICAGO (CST)	Ar. 10 45	11 10	4 05	
5 20			Lv. Milwaukee	Ar. 10 10			
	9 50	16 40	Lv. Rochester	Ar. 9 30	2 15		
7 10	10 30	7 10	Lv. MINNEAPOLIS	Ar. 8 15	9 00	1 45	
7 20	10 45	7 30	Lv. ST. PAUL	Ar. 8 00	8 45	1 30	
			Lv. ST. PAUL	Ar. 7 30			
THROUGH PASSENGERS CONNECT AT MINNEAPOLIS				EASTBOUND			
			Lv. MINNEAPOLIS	Ar. 7 20			
			Lv. Fargo	Ar. 6 00			
			Lv. Fargo	Ar. 5 45			
			Lv. Jamestown	Ar. 5 10			
			Lv. Bismarck (CST)	Ar. 4 25			
			Lv. Dickinson (MST)	Ar. 2 35			
			Lv. Glendive	Ar. 1 55			
			Lv. Miles City	Ar. 1 15			
			Lv. Billings	Ar. 12 15			
			Lv. Billings	Ar. 12 00			
			Lv. Butte	Ar. 10 15			
			Lv. Missoula (MST)	Ar. 9 20			
			Lv. Spokane (PST)	Ar. 6 35			
			Lv. Spokane	Ar. 6 20			
			Lv. Wenatche	Ar. 5 05			
			Lv. SEATTLE	Ar. 4 00			

Left & above: Northwest Airlines was awarded Air Mail Route 3 (AM3) between Fargo and Seattle in 1934, with service inaugurated on May 26 that year. At the end of 1934 Northwest acquired the Chicago - St. Paul - Fargo mail route from Hanford.

Right: In 1934 United was awarded AM1 (Newark - Oakland), AM11 (San Diego - Seattle) and AM12 (Salt Lake City - Seattle).

LATEST SCHEDULES
CORRECTED TO OCTOBER 1, 1934

UNITED AIR LINES INC.

"3-Mile-a-Minute" BOEINGS

THREE COAST-TO-COAST PLANES DAILY

Commuter Service between
CHICAGO-CLEVELAND-NEW YORK

CHICAGO - WASHINGTON 5 1/2 HRS.
PHILADELPHIA - CLEVELAND 3 HRS.
OMAHA - CHICAGO 2 1/2 HRS.

SPEED with COMFORT

SHIP BY AIR EXPRESS—USE AIR MAIL

TRANS-CANADA AIR LINES

PASSENGER AIR MAIL AIR EXPRESS SCHEDULES

Canada's National Air Service

VANCOUVER - VICTORIA
Via Canadian Airways Ltd.

DAILY

Lv. VANCOUVER	PST	11:50 AM
Ar. VICTORIA		12:30 PM

— or after arrival of Trans-Canada Air Lines' Trip 1.

	#328	#324	#320	#318	#312	#304	#300	
	5 00	4 00	1 30	12 01	10 30	8 30	7 30	
	4 20	1 50	1 50	8 55	8 55	10 55	9 30	
	6 25	2 00	2 00	11 05	11 05	11 20		
	7 00	6 50	3 55	2 00	12 30	11 20		
				2 20	10 00			
				2 35				
				2 50				
				5 35	12 50			
				5 55	1 10			
				6 50	2 05			

PACIFIC DIVISION

Lv. SAN DIEGO	
Ar. LONG BEACH	
Lv. LONG BEACH	
Ar. LOS ANGELES (L. A. Airport)	

PACIFIC DIVISION

Lv. LOS ANGELES (L. A. Airport)	
Ar. LOS ANGELES (Burbank)	
Lv. LOS ANGELES (Burbank)	
Ar. OAKLAND	
Lv. OAKLAND	
Ar. SAN FRANCISCO	
Lv. SAN FRANCISCO	
Ar. OAKLAND	
Lv. OAKLAND	
Ar. PORTLAND	
Lv. PORTLAND	
Ar. SEATTLE-TACOMA	

WESTERN AIR LINES

NORTHWEST AIRLINES

Oriental

Flight Schedule COAST-TO-COAST AND ALASKA

NOV. 1, 1946

Air Mail Now 5c an Ounce

SEATTLE-TACOMA and ANCHORAGE, ALASKA

Lv. Seattle-Tacoma 6:00 A. M. (PST) Ar. Anchorage 11:30 A. M. (AS)

Lv. Anchorage 1:45 P. M. (AST) Ar. Seattle-Tacoma 11:15 P. M.

Northwest inaugurated Seattle - Anchorage flights on September 1, 1946, using the DC-4.

WESTBOUND		FL. 821-801	FL. 841		
		(Mon., Thurs., Sat)			
Lv. SEATTLE-TACOMA		7:00 am			
Ar. ANCHORAGE		12:50 pm			
Lv. ANCHORAGE		1:50 pm			
(International Date Line)		(Thurs., Sat., Mon)	(Thurs., Sat., Mon)		
Ar. TOKYO		4:50 am			
Lv. TOKYO		7:00 am	9:00 am		
Ar. SEOUL		11:50 am	3:45 pm		
Lv. SHANGHAI		1:50 pm			
Ar. MANILA		7:55 pm			

(Direct Connections Tokyo Seoul Korea)

EASTBOUND		FL. 800-822	FL. 840		
		(Mon., Wed., Sat)	(Sun., Tues., Fri)		
Lv. MANILA		12:05 am			
Ar. SHANGHAI		6:00 am			
Lv. SHANGHAI		7:00 am			
Lv. SEOUL			9:00 am		
Ar. TOKYO		1:10 pm	3:05 pm		
Lv. TOKYO		2:10 pm			
(International Date Line)		(Mon., Wed., Sat)			
Ar. ANCHORAGE		12:55 pm			
Lv. ANCHORAGE		5:00 pm			
Ar. SEATTLE-TACOMA		2:30 am			

(Direct Connections Coast to Coast)

NORTHWEST AIRLINES

Oriental

JULY 3, 1947

Flight Schedule COAST-TO-COAST ALASKA THE ORIENT

Left and above center: Trans-Canada Air Lines (now Air Canada) services between Seattle and Vancouver in 1939.

Center and right: In Spring 1947 the CAB awarded Western a Seattle - San Francisco route, making possible Seattle - San Diego flights via Western.

NOW! MORE F-27 SERVICE THAN EVER BEFORE

FAIRCHILD F-27

WEST COAST AIRLINES

FAST, FREQUENT SERVICE

WEST COAST AIRLINES

TIMETABLE

TO WASHINGTON, OREGON AND IDAHO

NOW! MORE F-27 SERVICE THAN EVER BEFORE

EFFECTIVE FEB. 1, 1950

*Ship to route 21 new cities along 1,300 new route miles in Cal., Texas, Montana and Utah

EFFECTIVE FEBRUARY 1, 1950

385A SOUTH AND EASTBOUND

FLIGHT	EQUIPMENT	SEATTLE	PORTLAND	EUGENE	YAKIMA	SEASIDE	SPokane	LEWISTON-CLARKSTON	WALLA WALLA	BOISE	IDAHO FALLS	SEATTLE	PORTLAND	EUGENE	YAKIMA	SEASIDE	SPokane	LEWISTON-CLARKSTON	WALLA WALLA	BOISE	IDAHO FALLS	
790	F-27	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

385B SEATTLE/PORTLAND TO SPOKANE & INLAND EMPIRE

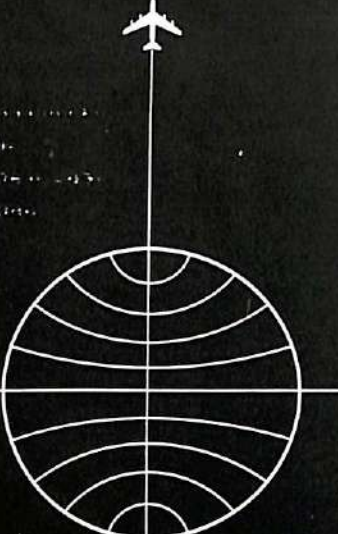
FLIGHT	EQUIPMENT	SEATTLE	PORTLAND	YAKIMA	SEASIDE	SPokane	LEWISTON-CLARKSTON	WALLA WALLA	BOISE	IDAHO FALLS	SEATTLE	PORTLAND	YAKIMA	SEASIDE	SPokane	LEWISTON-CLARKSTON	WALLA WALLA	BOISE	IDAHO FALLS			
790	F-27	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

On July 15, 1947 service was inaugurated by Northwest from Seattle to Anchorage, Tokyo, Shanghai and Manila. Note the short-lived trade name of Northwest Oriental Airlines on the Fall 1946 timetable at left.

SEPTEMBER 27 - OCTOBER 24, 1959

PAA

SYSTEM TIME TABLE



PAN AMERICAN WORLD AIRWAYS
WORLD'S MOST EXPERIENCED AIRLINE

TABLE 18 WESTBOUND

CLASS→ FLIGHT NO.→ AIRCRAFT→ FREQUENCY→	EFFECTIVE THRU OCT. 14			EFFECTIVE OCT. 15		
	LT 891 JET	FT 895	T	LT 891 JET	FT 895	T
SEATTLE+.....Lv	18 00	22 00	22 00	9 15	22 00	
PORTLAND+.....Lv	19 25	23 40	23 40	10 40	23 40	MO TH FR SA
HONOLULU.....Ar	22 45	7 25	7 25	14 00	7 25	FR SA

CITY	DC-8 JET		DC-8 JET		DC-8 JET	
	LT	FT	LT	FT	LT	FT
SAN DIEGO (PST) Lv	8 20	4 10	8 20	4 10	8 20	4 10
LOS ANGELES (International airport) Ar	7 43	7 43	7 43	7 43	7 43	7 43
(International airport) Lv	5 10	2 40	5 10	2 40	5 10	2 40
Santa Barbara Lv		3 40		3 40		3 40
Bakersfield Lv		4 30		4 30		4 30
Visalia Lv						
Fresno Lv						
Salinas Lv						
Monterey-Carmel Lv						
Mered (Yosemite Park) Lv						
Modesto Lv						
Stockton Lv						
OAKLAND Ar						
OAKLAND Lv						
SAN FRANCISCO Ar						
SAN FRANCISCO Lv						
OAKLAND Ar						
OAKLAND Lv						
Stockton Lv						
Sacramento Lv						
Redwood City Lv						
Boise (MST) Lv						
Medford (PST) Lv						
Eugene Lv						
Salem Lv						
PORTLAND Ar						
PORTLAND Lv						
Pendleton Lv						
Walla Walla Lv						
SPokane Ar						
SEATTLE-TACOMA Ar						
SEATTLE-TACOMA Lv						
VANCOUVER, B.C. (PST) Ar						

SYSTEM TIME TABLE EFFECTIVE MARCH 1, 1960



DC-8 JETS TO HAWAII EXCLUSIVE ON UNITED

Now Hawaii is so close to New York that you can leave the east coast at 9:00 am and be in Honolulu at 4:15 pm the same day. Leave Chicago at 10:00 am, be there at 4:15 pm. Or leave the west coast at 8:45 am, be in Hawaii by noon! Red Carpet service or economical Custom Coach on the DC-8 - Best of the Jets.

FOR FURTHER INFORMATION SEE PAGE 5.

United Air Lines added DC-8 jet service along the Pacific Coast in March 1960.

JETS TO ALASKA

IN SPEED AND SPLENDOR



VIA ALASKA AIRLINES



Flight Schedules



FLY IN SPEED and SPLENDOR ALASKA AIRLINES 880M JET SERVICE SEATTLE • FAIRBANKS ANCHORAGE

Right: In August 1961 Alaska Airlines introduced Convair 880M jet service on the Seattle - Fairbanks - Anchorage route.

Below: Pacific Northern Airlines inaugurated Boeing 720-062 jet service on May 1, 1962 between Seattle and Anchorage, and on the Seattle - Ketchikan - Juneau route.

CITY	881 JET		206 DC-8		210 DC-8		200 DC-8		301 DC-8		212 DC-8		208 DC-8		103 DC-8		105 DC-8	
	LT	FT	LT	FT	LT	FT	LT	FT	LT	FT	LT	FT	LT	FT	LT	FT	LT	FT
PORTLAND (PDT) Lv	7 30	7 45	8 15	8 30	8 45	9 00	10 00	10 15	11 00	11 15	11 30	11 45	11 55	12 05	12 15	12 25	12 35	12 45
SEATTLE-TACOMA (PDT) Lv	6 50	7 05	7 35	7 50	8 05	8 20	9 20	9 35	10 20	10 35	10 50	11 05	11 15	11 25	11 35	11 45	11 55	12 05
FAIRBANKS Lv																		
ANCHORAGE Lv																		

First pure jet service at Seattle was provided by Pan American on October, 2 1959 with 707 flights to Portland and Honolulu.

Effective June 1 through June 30, 1960

WESTERN AIRLINES

NOW!



707 JETS

FASTEST and FINEST ALONG THE PACIFIC COAST BETWEEN LOS ANGELES - SAN FRANCISCO PORTLAND - SEATTLE/TACOMA

EFFECTIVE JULY 1, 1960

NORTHWEST AIRLINES



FLY NORTHWEST DC-8C JETS

FROM NEW YORK, SEATTLE OR CHICAGO* DIRECT TO THE ORIENT

Convenient connections from all major cities

Luxury IMPERIAL SERVICE or thrifty CORONATION COACH

*EFFECTIVE IN AUGUST

Shortest, fastest route to the Orient

JAPAN AIR LINES

FLIGHT	716	708	702	712	704	714	706
SINGAPORE Lv	0800 Sa			0800 Tu		0800 Th	
BANGKOK Lv	1105 Sa			1105 Tu		1105 Th	
BANGKOK Ar	1206 Sa			1206 Tu		1206 Th	
HONG KONG Lv	1846 Sa			1846 Tu		1846 Th	
HONG KONG Ar	1000 Su	1000 Mo	0900 Tu	1000 We	1000 Th	1000 Fr	0900 Sa
TAIPEI Lv		1340 Mo	1030 Tu		1340 Th		1030 Sa
TAIPEI Ar		1435 Mo	1105 Tu		1435 Th		1105 Sa
OKINAWA Lv		1610 Tu		1610 Th		1610 Sa	
OKINAWA Ar		1815 Mo	1815 Tu	1650 We	1815 Th	1650 Fr	1815 Sa
OSAKA Lv							
OSAKA Ar							
TOKYO Lv							
TOKYO Ar							

FLIGHT DC-8 800 DC-8 810 DC-8 802 DC-8 820 DC-8 812 DC-8 806 DC-8 822 DC-8 814 1614

TOKYO Lv 1030 Su 1030 Mo 1030 Tu 2000 We 1030 Th 1030 Fr 2000 Sa 2230 Fr

HONOLULU Lv 2220 Sa 2220 Su 2220 Mo 2220 Tu 2220 We 2220 Th 2220 Fr 1620 Fr

SEATTLE Lv 0725 Su 0725 Mo 1325 We 0720 Th 0720 Fr 1325 Sa 0720 Sa 0630 Fr

LOS ANGELES Lv 0725 Su 0725 Mo 1325 We 0720 Th 0720 Fr 1325 Sa 0720 Sa 0630 Fr

SAN FRANCISCO Lv 0725 Su 0725 Mo 1325 We 0720 Th 0720 Fr 1325 Sa 0720 Sa 0630 Fr

Flight Saving Time shown for Hong Kong. *Seattle-Tokyo flights via Anchorage. Many meals and snacks served at appropriate times for both First and Tourist passengers.

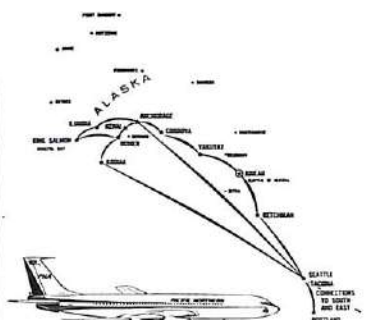
Center: Northwest inaugurated its first jet services in July 1960, with the DC-8-32. Initial flights included the route Seattle - Anchorage - Tokyo.

Above: Japan Airlines inaugurated jet service at Seattle on October 1, 1960 with flights to Tokyo, using the DC-8-32.

EFFECTIVE JULY 1, 1962

PACIFIC NORTHERN AIRLINES ALASKA SERVICE

FLY PNA



PACIFIC NORTHERN AIRLINES THE ALASKA FLAG LINE

PACIFIC NORTHERN AIRLINES—JET SCHEDULES

725	721	1	723	FLIGHT NUMBER	722	2	720	726
B-720	B-720	L 749	B-720	EQUIPMENT	B-720	L 749	B-720	B-720
JET F/R	JET F/R	P	JET F/R	CLASS OF SERVICE	JET F/R	P	JET F/R	JET F/R
Ex Mo	Daily	We Mo Fr Tu Th Sa	Daily	FREQUENCY	Ex Mo	Ex We Su We Su	Daily	Daily
11 8 00	(CH) 940 10 15		11 9 15	Read Down				
7 55	7 20 JET	1 40 1 40 1 40	7 20 JET	PORTLAND (PDT) Ar	3 50			4 50
	10 40 11 25	2 15 2 55 3 35	9 10	SEATTLE-TACOMA Ar			4 40	4 50
				SEATTLE-TACOMA (PST) Lv			1 45	
				KETCHIKAN (Annette Island) Ar			1 45	
				KETCHIKAN Lv			1 00	
				JUNEAU Ar				
				YAKUTAT (YST) Lv	12 10	12 10		
				CORDOVA (AST) Lv	8 15	9 55		
				ANCHORAGE Lv	11 00	11 00		

FLY NOW - PAY LATER

Western Air Lines inaugurated 707-139 jet service on the Seattle - Portland - San Francisco - Los Angeles route on June 1, 1960

More photos by Jerry Elmas & Aracelio Roman

In this issue of our CAPTAIN'S LOG I am leading off with a few shots from JERRY ELMAS of Austin, Texas. Jerry has become a regular contributor and whenever I see his name on a letter in my mailbox, I know the photos will be interesting.

Two pictures of note are the BA 767 and the Sabena DC-10-30. Sabena now no longer flies this type. All four shots were taken at ORD.

The other contributor in this issue sends me his shots in a BIG way... 8 x 11 inches. ARACELIO ROMAN works the three New York airports and gets some great looks at a good number of airliners. In this issue I have included some of his jet photos. I'll show you his commuter work in the next issue.

The LOT 767 and Carnival 727 were taken at JFK, the US Air 737-400 and AF 747 at EWR and the balance at LGA. I like the new TWA colors with the red-gold-blue combination and the globe graphic over the first-class section. Also of note is the AU Air Shuttle 727. When this was being written, the contract under which US Air is operating the shuttle service is nearing its conclusion and the owners of the routes are in the market for other bidders.

Finally, as a reminder, I can be found on CompuServe as 71602.2624. My Internet address is: 71602.2624@compuserve.com"

The photos, top to bottom:

McDonnell-Douglas DC-10-30 OO-SLG, msn 47926/170, of Sabena was formerly D-ADGO with Lufthansa.

Boeing 767-336 (ER) G-BNWN, msn 25204/376 in the - now old - British Airways scheme.

McDonnell-Douglas MD-11 HB-IWG, msn 48452/472

Unidentifiable Boeing 747-422 of United Air Lines.

All photos by Jerry Elmas



Canadian Boeing 737-275 Adv, C-GPPW, msn 22264/753.
America West Boeing 737-277 Adv, N1888AW, msn 22655/872.

TWA Boeing 757-2Q8, N701TW, msn 28160/721.
All by Aracelio Roman at LGA, August 1997.





This page:
 USAir Shuttle 727-225, N923TS, msn20441/835 at LGA, Aug 1997
 Carnival 727/221 Adv. (RE), N728VA, msn22537/1779, JFK, July 1997
 Continental 737-524, N13624, 737524, msn27528/2675, LGA,
 August 1997. All by Aracelio Roman

Opposite page:
 USAir Boeing 737-4B7, N447US, msn 24874/1936 at EWR June 1997.
 Air France Boeing 747-227, F-BVPM, msn 20799/227, EWR, June 97.
 LOT Boeing 767-35D (ER), SP-LBP, msn 27902/577 at JFK July 1997.
 All by Aracelio Roman



Remember when . . . airline food was real food?

Can you remember when airline food was not the butt of late-night TV jokes? Well, it was years ago. I all fairness to the airlines of today, if you have the money to fly business or first class or better yet, receive an upgrade, the food is not all that bad. The only problem is, the meal time window seems to have narrowed over the years.

International business and first class is where the airlines really pull out the stops by using china produced by Royal Doulton,

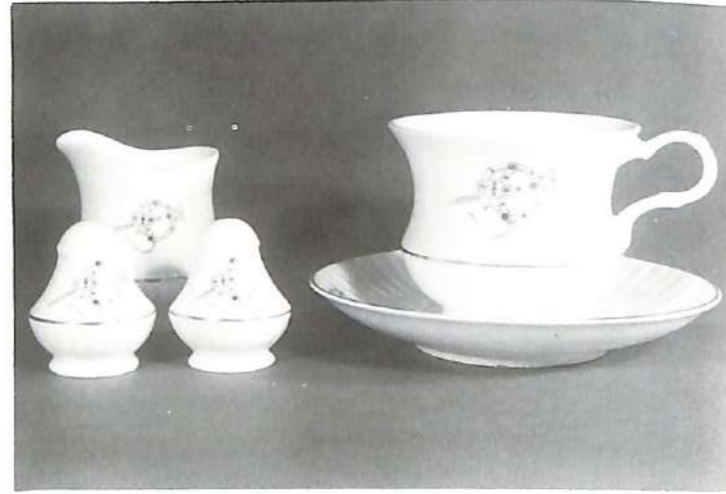
Wedgwood and Noritake. ABCO International certainly is making inroads into this business as well.

Years ago first class was more-affordable (before yield management), people dressed to travel and dinner was served on real china! Plus, the presentation was a feast for the eyes.

The next few photos are a way of visiting that past. Perhaps you remember those days or maybe these scenes will be new to you.



#1. With that in mind, we start out with dinner aboard Irish International Airlines in 1960. It is the same pattern that Aer Lingus used later and we collectors know it as Tara Brooch. It is doubtful you would leave your seat hungry after polishing off this meal. What was for dessert?



#3. The china was produced by Royal Tara of Ireland. Later, Noritake manufactured an up-dated version of the pattern in their Irish plant.



#2. A few years later on a Boeing aircraft the same Tara Brooch pattern was being used. However, this version is backstamped with the Aer Lingus name.



#4. China was also used on this British European Airways Comet 4B. I have never seen this pattern in the flesh, so to speak, but it is safe to say it was made by a British china company. Has anyone seen it, or has anyone it in their collection?



#5. Trans-Canada designed a maple leaf pattern for their DC-8 aircraft.



#6 shows a close up of this Trans-Canada pattern, which was made by Royal Safford of England. Rather elegant.



#7. American Airlines pioneered airline china back in 1946 with their *Airlite* ware. It was a very light, translucent china which was quite difficult for Syracuse China to manufacture. The product was discontinued after three years. I have been told the rejection rate was very high and because of that, Syracuse could not make a profit with *Airlite* ware.



#8. Air France continues to use this pattern for their first-class service.



#9. China on the Air France Concorde is a plain white. However, it is backstamped 'Air France'.



#10. If you flew on a Lufthansa 707, you would have been served on a china we call SENATOR SERVICE.

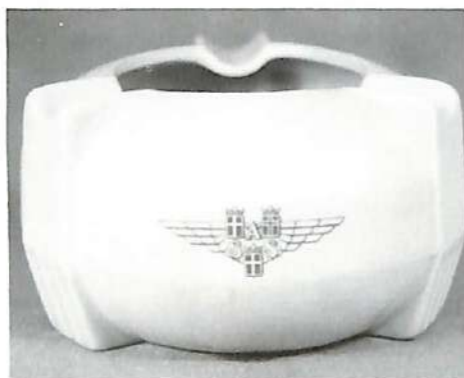


#11. The only of the Senator Service china I have seen is this butter pad which features the Senator Service logo on a solid black decoration.



#12. American Astrojet Food Service, (as it was known) used a pattern I have never seen before. I realize the pattern does not show up well in the photograph. The design resembles a constellation of stars.

While smoking has become less-accepted these days, and most airlines have banned it altogether, I thought I'd show a few ashtrays the airlines have used in the past.



#13. This one comes from SAS. The light-blue body of the china is in contrast to the dark-blue logo. The maker of this ashtray was Arabia of Finland.



#14. The small Iberia ashtray, SPANISH GLOBE, is only 1 1/2 x 3 1/4 inches (3.8 x 8.3 cm) in size and would certainly fit on your tray table in first class for that after-dinner smoke. This piece was made by Alvarez.



#15. The next Iberia ashtray is much larger, 2 1/2 x 3 1/2 inches (8.3 x 9 cm) and looks more like an advertising item than something intended for onboard service.



#16. Travelling back a few years finds this Olympic Airways ashtray, which features a Comet 4B.



#17. The final ashtray in this issue features a cobalt-blue decoration. It commemorates 40 years of service by KLM, 1919-1959.

The next time, a few new patterns, and the question is, will Frontier Airlines have china in their new business class service? Stay tuned. In the future I'll show some ceramic gift items the airlines gave out in years past.

If you have something you would like to share with our readers, please contact me.

WHAT IS IT?

More airline insignia from new Russian airlines

Ken Taylor

Again, I will show you some of the airline insignia of the more than 400 aviation companies that have emerged from the old Aeroflot of the Soviet Union. Most, I have been told, have already folded their wings. These insignia are shown in no particular order.

#1. 1996 cap badge from Krasair from the city of Krasnyorsk in Russia's Central Asia.

#2. This shows the cap badge of K M V Komi Interavia, from Aeroflot's old Komi Division, from the mid-1990s.

#3. The mid-1990s also saw the birth of the East Line Aviation company of Moscow.

#4. Karat Air of Moscow issued this cap badge in 1997. It is already the second one for the company.

#5. Aviaenergo of Moscow have now ceased using this type one wing of 1993 and have adopted

#6. this wing, issued in 1996.

#7. The Diamond Sakha Line of Moscow used these badges since its start up in the mid 1990s.

#8. Av Com Aviation Commercial Airline of Moscow has used this cap badge since 1995.

#9. This jacket wing of Orient Avia Air Service of Vladivostok dates from 1996. For the cap badge, see the CAPTAIN'S LOG, Vol. 22, No. 3.

#10. The final one of these embroidered badges is the second pattern jacket wing of Inversia, The Cargo Airline, of Riga, Latvia. It was issued in 1997. For the first-issue wing, see the CAPTAIN'S LOG Vol. 22, No. 3.

These cloth badges (#2 - #10) are all from the same Moscow designer and were made on the same weaving machines.

#11. The cabin crew of A J T Asian Joint Transport of Moscow use this half wing. The airline has been bankrupt since JUN 97. The cap badge was shown in the CAPTAIN'S LOG, Vol. 23, No. 3.

#12. This unique design is the pilot jacket wing of Orel Avia of Orel. For another look, see the CAPTAIN'S LOG Vol. 21, No. 1.

#13. Vyacheslav Bogdanov, chief of the personnel department of Aeroflot, cut this wing from his uniform jacked at the Airlines International 1993 in Washington, D.C. and gave it to me. It is the wing of Aeroflot Russian International Airlines and was first issued in 1993.



1



2



3



4



5



6



7



8



9



10



11



12



13



15



16



17



18



14

#14. Four years were to pass before I was able to find the proper cap badge.

#15. Also from Russian International Airlines is this Flight Attendant breast badge.

#16. Trans European Airlines of Moscow have used this high-quality metal jacket wing since start up in 1996.

#17. Transaero Airlines of Moscow now uses this good-quality Type 3 jacket wing. Look in the CAPTAIN'S LOG Vol. 21, No. 1 for the previous two types.

#18. Air Baltic of Riga, Latvia, was formed in JUL 95 out of the former Baltic International Airlines and Latavio. It uses these very high-quality cap badge and jacket wing.

#19. Riair of Riga, Latvia, now uses this 1996 cloth jacket wing. See the CAPTAIN'S LOG Vol. 21, No. 1 for the airline's first issue.

#20a. This is a pocket patch from Latpass Airlines, also of Riga, Latvia, while

#20b shows the airline's jacket "wing".

The "cock" symbol on the left of this badge and wing is from the "cock" weather vane on the 123 m (404 ft) high spire of St. Peter's Church in downtown Riga. The red and white bars on the right end of this wing are a representation of the Latvian flag. Latpass Airlines was founded in 1991 and began charter services throughout Europe, Southeast Asia and the Near East in that year. It became the first airline in Latvia to operate scheduled flights, to Ben Gurion Airport, Tel Aviv, Israel. Flight numbers were QJ 310 and QJ 302.

#21. This is the new 1996 cap badge of Turkmenistan Air in the former Soviet Union state of Turkmenistan. For a look at the first issue of this cap badge, see the CAPTAIN'S LOG, Vol. 22 No. 3

#22. The final one in this series is a pilot's jacket pocket patch of Bemoair, based in Prague, Czechia. Bemoair is an air charter company formed in 1995.

ANSWERS to QUESTIONS

The questions asked a couple of issues ago have generated some interest. I have known for a long time that the answers are out there. Getting at them is the challenge. BILL SOHMER gave a number of answers, Dr. CHARLES QUARLES eclipsed some of Bill's answers and expanded on others, RON SUTTELL enlarged on some of these and DAVID ROWE also contributed some answers.

#194. Bill Sohmer has a pilot jacket wing with the same design as on this button. It comes from Kansas City-based Riss Airways of 1934. A National Button Society catalogue of twenty or more years ago list this button as being used by Northwest Airlines and First Officer JOHN MARAWSKI of American Eagle Airlines gave me his currenty-in-use cap with these buttons attached. I rather tend to agree with a writer of several monts ago who wrote badges and buttons of this design are generic and not as costly an item in outfitting the crews.

#231 shows a Flight Attendant half-wing of Royal Sawzi National Airways Corp. of Manzini, Swaziland in Southern Africa.

#232. Special Air Transport of Dusseldorf, Germany. Formed in 1978, they had a fleet of four aircraft.

Question A: When did Pacific Western merge with Frontier?

Answer: Never, the merger was called off.

Question B: When did Transcontinental & Western Air use a Transcontinental & Western cap badge and a Trans World jacket wing? Or did they?

Answer: TWA adopted the name Transcontinental & Western Air "The Trans World Airline" after World War 2 in order to emphasize its expanding international operations. Note the singular "Airline" which appeared on all logos. In the late-1940s the "Transcontinental & Western" was phase out in favor of "Trans World Airline". This became "Airlines." TWA retained the Indian head motif and kept the "Transcontinental & Western Air" on the hat badge until the next design change in 1959. The matching wing, however, used the name "Trans World Airline." There never was a hat badge that used the name "Trans World Airline(s)".



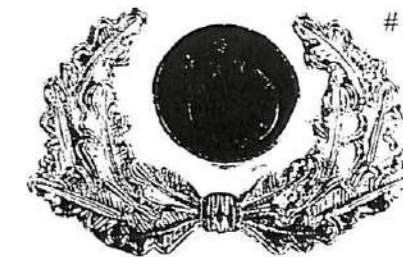
19



20B



20A



21



22



231



194



232

132

Question D: How many different cap badge designs were used by Continental Airlines?

Answer: Again, Dr. Quarles writes, Continental had five cap badges. Here are four of them:

He is missing the Type 1 Continental badge which, he feels, should be a match to a set of wings in his collection, featuring an Indian head. We did not show the two most-recent metal cap badges.

Question E: When did America West change badge and wing designs?

Answer: In 1994.

Question F: The question of Alaska Coastal-Ellis Airlines: These badges were collected by myself, Ken Taylor, from the president of Alaska Coastal-Ellis in 19567. Dr. Quarles sent an excellent Xerox copy of Alaska Coastal-Ellis wings used prior to 1968. Note the letters ACEA and that the wings of the geese and their heads extend beyond the circular gold-wire frame. (I hope this will show in our reproduction process - JG).

A lengthy letter with considerable detail arrived from Ron Suttell, after his discussion with a retired senior vice-president of Alaska Coastal Airlines. Ron writes:

"Alaska Coastal Airlines had their own cap and wing design, which were one and the same. It is a modified U.S. Air Force metal wing with the Alaskan flag encircled by the name 'Alaska Coastal Airlines'.

"When Alaska Coastal and Ellis merged in 1962, the Ellis badge design was adopted. The difference was that Ellis used an orange background for the double goose. Alaka Coas-Ellis used a red background."

Question G: Who was Family Airlines?

Answer: Family Airlines was formed in 1992 and was based at Encino, California. It never carried paying passengers, making proving flights only with a 747 (no doubt leased - JG). But the airline did issue badges and postcards. Along with a pilot cap badge and jacket wing, there were three different flight attendant wings.

Question H: When did United front-end crews switch from silvertone to goldtone badges of the same type?

Answer: In 1976.

Question I: Does (Did) the new Pan Am use the same style insignia as the former Pan Am of 1991?

Answer: Yes, except there is no blue enamel in the wings. The flight attendant wing has a name bar added.

Question J: Who is TSA?

Answer: There were several replies to this, but the key to this question is the map of the U.S., surrounding the letters TSA. The carrier was Trans States Airlines of St. Louis, Missouri. Most of its considerable fleet of Jetstream 31 and 41 and ATR 42 and



Type 2



Type 3



Type 4



Type 5



F



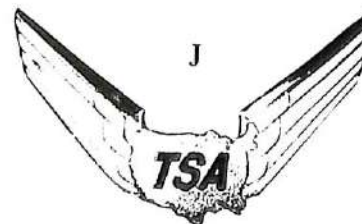
F



F



F



J

72 are operating as Trans World Express, but the company also code-shares with Alaska Airlines (as AA Comuter), Northwest (as NW Airlink) and US Airways (as US Airways).

Question K: Did Panagra use only one badge design during its 38 years of life?

Answer: STAN BAUMWALD says "No." From Pan American Air Ways magazine of APR 31, it appears there possibly is a second one. The first is the regular, recognized wing. From the Xerox copy he sent along, it appears that the outer wreath is not present, or has been removed.

The next one is this, a grand piece I would think.

From the magazine comes a picture of a metal cap badge of the same type as the wing shown above.

NEW QUESTIONS



Who was National Florida and when?



Who is RA, where and when?



Who is W, where and when?



Who is R E T, where and when?



K

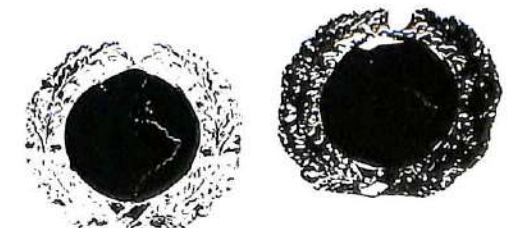


Who is (winged) A, where and when?



Who uses (used) a flying elephant for a logo, where and when?

Who is this with what appears to be the Cross of St. Andrew of Scotland, where and when?



Who is this? A Panagra badge with blue enamel in the centre, or a PAA badge without the "PAA"?

Thank you all for your questions and answers.

Course adjustment: Collecting models is popular

AN INTRODUCTION

Since I am new to editing this column, and am beginning with a blank page, as it were, let me indulge myself by talking about my own interests. Perhaps this will serve as a way of introducing myself and saying a word about my ideas for this column.

I am ancient enough to remember watching the dogfights of the battle of Britain, although I have been told my interest in aircraft began before that - possibly before I could walk. My appetite for aircraft models was insatiable. Birthdays and Christmases brought a steady stream of Dinky Toys and later the solid wood scale kits, so popular during the Second World War, that I usually spoiled them in my haste to see them finished. Later came flying models, and then in due course the plastic scale airliner kits from Frog, Monogram, Revell and the rest.

In recent years my rate of building has greatly slowed due to lack of time. Increasingly I seem to be tackling vacuform and resin models in pursuit of more-exotic types. My interest ranges from historic to current types and my offices at home and at work are so full of models that one astonished women client exclaimed, "This looks like my son's bedroom." I hope I am a bit beyond the kit-basher stage, but I am no museum-quality builder, so don't expect that kind of expertise from me.

In addition to building models, I have gathered airliner models of all types. A couple are museum-quality, professionally-made models from Bob Dros in Amsterdam. Others are desktop display models from people like AirJet and Atlantic, and I have some snap-together models from Long Prosper, Wooster, PPC, etc.

The available range of die-cast metal models keeps growing. I have some of the 1/500 and 1/600 scale models from Schabak and Herpa Wings, 1/400 scale from Dragon Wings and 1/200 scale from Western Models, Metal Airliners and Jet Wings. Helmet in England makes some fine historical models, mostly military, but including some airliners, and Bel-Air in Holland also offers fine 1/200 scale models, but in plastic. (I have even recaptured part of my childhood with some original Dinky Toys!)

So, my interests are quite eclectic. My sense is that this column should be, too, since I gather there are a good many airline history buffs who enjoy collecting various kinds of pre-made models besides those of us who like to build them. There are probably others like me who enjoy doing both. I'd like this column to try to give some attention to the range of these interests. It occurred to me that one activity might be considered "modeling" and the other "collecting." Perhaps the time will come for separate columns for each. Meanwhile, though, let me try to be inclusive.

I offered to write the column because it seemed a shame to see it dropped. As I have said, I don't pretend to be an expert. I'll



Reno Air MD-90, from Sasquatch 1/144 kit.

count on others for that. But I am an enthusiast, and because I do a lot of writing for a living, I thought I might be able to help out. I hope all of you with an interest in airliner models will be generous with information, photographs, tips and experiences.

With interest in die-cast models growing, the range of airliner types and scales available is expanding. Pioneers Schabak and Herpa Wings have been joined by some other companies making larger-scale models, and both now make these models which are considerably more-expensive, but much more-detailed. Western Models makes a fascinating range of postwar propliners in 1/200 scale, and several companies are now making the narrow-body jetliners in this scale. A new arrival, Dragon Wings, is offering wide-bodies in 1/400 scale. Corgi is the the process of releasing the Constellation, York, Lancastrian and DC-3 in 1/144 scale. The largest die casts are the ERTL DC-3/C-47 and Ford 4-AT in 1/72 scale.

The 1/500 and 1/600 scale models have the advantage of taking up less room and being inexpensive. they can make attractive displays with the extraordinary range of airline color schemes available. There are limitations to the amount of detail that can be reproduced in models in these scales. Strength requires that wings and tail surfaces be thicker than scale, and the scoring for control surfaces tends to be heavy. A small error in the placing of the decal or screened windshields, windows or color scheme quickly makes a huge difference in this scale, badly throwing off the look of a model.

The larger scales introduced by these manufacturers certainly make a difference. The Herpa 1/500 MD-11, which looks most-attractive in the new Saudi Arabian Cargo colors, has a wingspan of 4 inches versus the 3 1/2 of the 1/600 model, and permits added detail, like the corrugard section of the wings. Herpa's Ju-52/3M at 1/160 scale is in plastic rather than metal, but the detail and accuracy of this model are excellent. The fuselage is made of a transparent material, so that cockpit and cabin windows are all see-through. The corrugations in the skin and the scoring of the various control surfaces and panels is suitably light, and the wheels

Right:

Dragon Wings Canada 3000 Airbus A330-200 and China Eastern A340-300, both 1/144 scale.

Below Right:

Welsh Models 1/144 scale vacuform models: Dewoitine 332 (left foreground), A.W. 15 Atalanta (right foreground) and Short S.23 Empire flying boat.



even have rubber tires. My own model is the red and white Shinsheim Museum version.

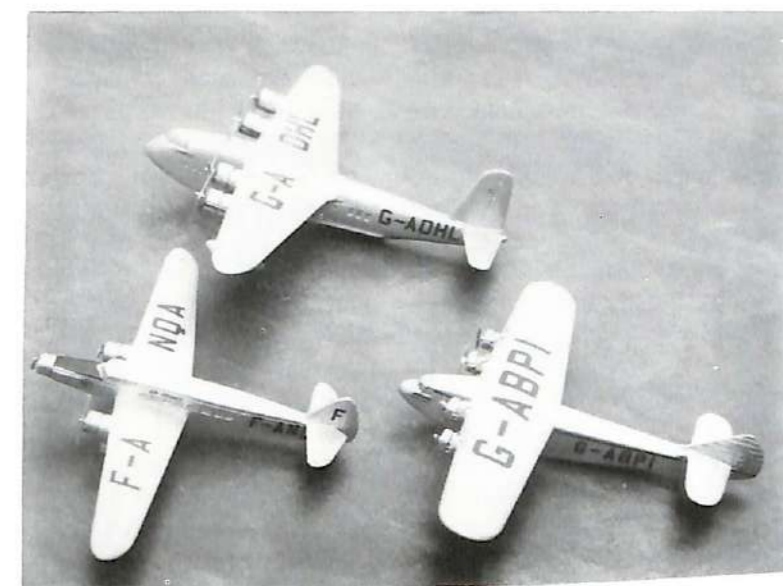
DRAGON WINGS

Dragon Wings is a fairly new arrival on the die-cast scene, its claim to attention being its use of the larger 1/400 scale. This is intended to facilitate the company's emphasis on the quality and accuracy of its detailing, with silk-screened windows and colors.

The first models in their range were the Airbus A330-200 (Canada 3000) and -300 (Airbus House and Malaysian); the A340-200 (Philippine) and -300 (China Eastern), and the A320-200 (Airbus and China Southern). These have been joined by the Boeing 777-200 and -300 and the Airbus A321, along with more airline color schemes on the original types.

I have the Canada 3000 A330-200 and the China Eastern A340-300. The models come with stands and with undercarriage units that can be plugged in. Since my bias is to see airplanes as flying machines rather than as clumsy giant tricycles, I elected to use the stands. The interesting feature of Dragon Wings models is that they are hybrids, with die-cast metal fuselages and plastic that they are hybrids, with die-cast metal fuselages and plastic flying surfaces and engines. This permits much more accuracy in the thickness of the wings and tail surfaces, as well as finer detailing. The wings are two-tone gray and corrugard. The mixed materials look good, but give the models a curiously unbalanced feel, with the wings being so light compared with the solid metal fuselage.

The nose of an airliner is its face, and just as with the portrait of a person, inaccuracy in the features there really spoils



the subject. The ERTL Collectors 1/72 scale DC-3/C-47 is a classic case in point. Both of the Dragon Wings models were good in this respect, although on the A340 model the red cheatline curved upward to the cockpit windows rather than continue straight as on the real aircraft. This bugged me enough that I got handy with my paint brush. Otherwise the placement and detail of the airline colors on these two models is excellent and makes them attractive desk-top alternatives to the larger wood, plastic or fiberglass models. (The span on the A330/A340 models is six inches).

There are now a growing number of 1/200 scale models available, as well as some at even larger scales. I shall discuss and illustrate some of them in a later column.

PLASTIC MODELS:

WELSH MODELS

Among those from my collection that I have chosen to illustrate in this issue are a few from the Welsh Models Historic Airliner series. These are vacuform kits in 1/144 scale. Gerry Cole reviewed the DC-3/C-47 kit (which is a hybrid vacuum and injection molded kit) in Vol. 22 No. 1. I have built the AVRO York, Short S-23 Empire, Dewoitine 332 and the Armstrong Whitworth Atalanta from this series and have an AW-27 Ensign started for a long time. The 1/144 scale works well for the big jet airliners, but these vintage airliners were small in comparison, so there will be less detail here. Better modelers than I probably have more success in sanding wings and tails to get the proper thickness. Propellers and landing gears can be quite tricky, too. The reward is in creating models of some fascinating aircraft of the propeller-driven generations, all to the same scale. The scribing on the parts is good and the decals, which often have to include some tiny lettering, are excellent. As Gerry Cole noted, these kits do not come cheap, ranging from \$20 to \$35 (U.S. dollars). Welsh Models also makes kits for some current and recent types, such as the Tupolev TU-114 and TU-154, and the Super VC-10.



Wooden 1/48 scale model of the DH-90 Dragonfly, built about 1950.

SASQUATCH

Sasquatch Scale Models, run by Dean Slaubaugh in Milwaukie, Oregon, is another source for kits of models not readily available in the major injection-molded lines. Most of the kits are mixed plastic and resin, to 1/200 and 1/144 scales (often offering the same type in both scales). The Sasquatch line includes a number of commuter types: BAe 146/RJ-70, 85 and 100, Beech 99, Beech 1900D, DHC-6 Twin Otter, Dash 8, Dornier 328, YS-11, SAAB 340, Shorts 330 and 340, and the Embraer EMB-120 - with a variety of airline decals. Among larger airliners, Sasquatch offers 757-200s with either Rolls Royce or P&W engines in 1/200 scale

1900D, DHC-6 Twin Otter, Dash 8, Dornier 328, YS-11, SAAB 340, Shorts 330 and 360, and the Embraer EMB-120 - with a variety of airline decals. Among larger airliners, Sasquatch offers 757-200s with either Rolls Royce or P&W engines in 1/200 scale, and the MD-80 with both original and screwdriver tail cones, the MD-87 and the MD-90. In addition, there are a number of conversion parts, such as a resin fuselage to convert the Glencoe Viscount 700 to an 800, one to convert the Revell P-3 to an Electra, and various DC-8, 757 and Convair conversions.

Dean is frank to admit that these kits do not have the refinement of those made by the major manufacturers or of the vacuform kits. The injection-molded parts are often rough and there is little detailing. He and I have not agreed on the shape of the MD-90 engine nacelles, for example, but he most-agreeably changed the dimensions of the MD-87 fuselage. These models provide a good start on some otherwise unavailable but interesting types, and a skilled and creative modeler can do very well with them. You'll need some filling, some green putty, and an adhesive that works with the mixed materials. They are reasonable priced, with the full kit usually between \$12 and \$17 U.S. Sasquatch offers a wide variety of decals suited to the models in

its range. I have built the Boeing 307 conversion and many of the McDonnell Douglas twin jets.

OLD FAVORITES

Two of the photographs are of models I have had around for a long time, one for a very long time. I made the D.H. 90 Dragonfly when I was fourteen or fifteen years old from one of those solid wood kits. They required much rasping and sanding. After more than 40 years it is a sentimental favorite! The other is the Lockheed L-18 Lodestar with vacuform fuselage and wing conversion.

Finally, I can be reached at 4900 First Avenue South, Minneapolis, MN 55409-2606, or at reedx001@tc.umn.edu.

1/72 scale Lockheed 18 Lodestar.



JUNIOR CREW WINGS

Stan Baumwald

A friend discovers a new 'first' Pan Am wing

A collector friend of mine recently made some new finds and to be very honest, they are outstanding.

#1. First and foremost is what I have to call the new PAA-1. Because of this find, I am going to revise my numbering system about the Pan Am wings in my book since I believe this is their first issue.

Why do I think so? Well, how many would doubt that the Boeing 314 aircraft shown is not their earliest-known junior wing? And it says "Pan American Junior Pilot". This metal wing is 2 3/4 inches (7 cm) long and is brass or gold-wash colored with the sea and sky in blue. The airplane has red on the bottom of the fuselage. There are clouds above the aircraft and wind or water lines below. The lettering on the wings and the background sky are a dark blue. My friend sent me a color photo and I have tried to enhance it with my scanner. I am sure a lot of the detail is missing, but the general idea is there.

#2. In addition, the same friend also found a Braniff Jr. Flight Captain button. It has a white background with the Braniff colors of red, yellow and blue,

#3. and this Western Airlines Jr. Chief Pilot button. It comes in light brown in the center and dark brown lettering and rim.

Both are certainly new to me.

#4. On top of this, he found a TWA gift shop item, which is TWA-34 in my book. The unusual thing is that he found it in the original wrapping. This what the text says:

"Here's how to put on your AIRLINE PILOTS' WINGS
 1. Bend "nip" back and snap off.
 2. "Nip" fits on post in back of wings.
 3. To wear in buttonhole, place post through hole, then slip "nip" over post and press firmly.
 4. For shirts, caps, etc. press post to cloth then fasten "nip". It fits tight - won't puncture cloth.
 It fits tight - won't puncture cloth.

My friend wants to remain anonymous, but he did say he found these at an antique show. It shows that we have to keep looking, folks, and we will better and increase our knowledge and enlarge our collections.

#5. On another front, KEN TAYLOR sent me a new Westjet junior wing. (Also illustrated in different columns in the previous issue of your CAPTAIN'S LOG - J.G.) This Canadian airline has gone to a paper, peel-off type of wing this time. The colors are white with a green happy face and a black outline. 'West' is also in black and 'jet' is in green.

Another trading friend of mine found two new wings: > > >



1



2

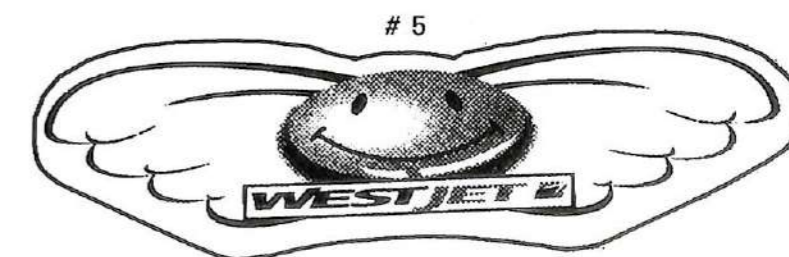


3

HERE'S HOW TO PUT ON YOUR AIRLINE PILOTS' WINGS



#4



5

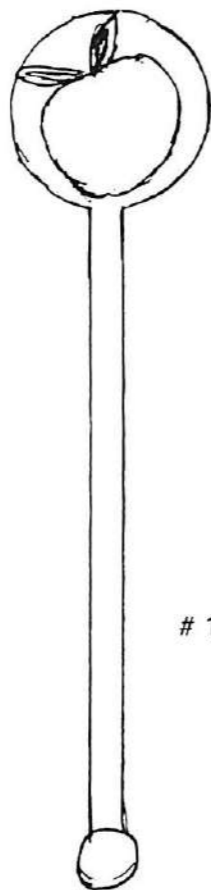
I know of seven styles of Cathay Pacific sticks

In recent months I have acquired some new sticks and I gladly share them with you in this issue of our CAPTAIN'S LOG. I am including some Cathay Pacific sticks. The airline was featured three issues ago.

#1 is a stick sent to me by VERNON COOPER of Horley, Surrey, England. He says the name of the airline is Peach Air and is part of Caledonian. It uses two 737-200 and four TriStars leased from Air Atlanta, on charter flights. Many thanks, Vernon, for the sticks and information. The stick is in white with a flat, one-sided top, round shank and ball bottom. The peach is orange and the two leaves are green with an orange border. The stick measures 4 1/8 inches long (11.4 cm) with the letters W.K.T. on either side of the shank just above the ball end depending on which way the peach logo was hot-stamped on it.

CATHAY PACIFIC STICKS

I know of seven styles of this Cathay Pacific stick, five of the larger variety and two of the small one. On the large variety, which is six inches long (15.2 cm), the raised name in front of the raised logo on the flat shank, can be either on one side or on both sides in the same color of the stick, or it can have the raised name and the raised logo in either gold or silver on only one side with the other side plain. There an exception: the medium green one that I have is identical to the other six-inch sticks, but it doesn't have a raised logo after the name.



1

On one of the smaller variety, which are 5 7/8 inches long (14.9 cm), the name on the shank is also raised and it is on both sides, but there is no logo. Also, the shank of this stick is more edgewise, making the top and bottom narrower than the sides. Of the second of the smaller varieties, which is 5 3/8 inches long (13.7 cm) the shank also looks like it is edgewise, but it is uniform on all four sides. Also, the two smaller varieties have a differently-shaped bottom than the larger ones and written on the bottom of both sides is TOSYO. The only difference here is that on a gold one of the 5 7/8 inch variety that I have, both sides of the bottom are blank. Whether this was an omission or the stick is from a different manufacturer, I do not know. Incidentally, all the varieties of these sticks have two identical-sided tops with the second and fourth groove in the design lower than the rest in the long variety and grooves between all of the design in the smaller versions. The shades areas in all varieties are cut out. > > >

#6-7-8 Copyright (c) 1998 by Herman van Dyk



6



#7



#8

#6. ProAir, which is based in Seattle. This is a Stoffel-style wing in silver with red lettering, and

#7. A wing from AirTran of Orlando, Florida. It comes in gold with blue lettering and a red dot on top of the "i". AirTran absorbed a great deal of ValuJet after the latter's accident.

#8. While attending a military show some months ago, I found a junior with from a real oddball operation. This Halisa Air (Haitian Aviation Line S.A.) item is a Stoffel-style wing. Halisa Air is listed in the North American Airlines Handbook as a Boeing 727-200 operator with a home office in Miami. They started business in 1995. I called the telephone number listed in the book but found it had been disconnected. I assume therefore this was only a short-lived operation. The lettering on this wing are difficult to reproduce as they are in red against a blue background. The airline name is superimposed on an 'H' which at first look I thought were parallel runways. Very uncommon, but it certainly will be listed in my junior wings book as it is (was?) an airline. Has anyone else seen this wing?

That's it for this time, folks. Happy Collecting!

#2 shows the 6 inch (15.2 cm) variation. Known colors are:

- ++ Raised name & logo one one side - same color as stick, dark aquamarine,
- ++ Raised name on both sides same color as stick, but no logo, medium green,
- ++ Raised name & logo in gold one one side, other side plain, chocolate and red,
- ++ Raised name & logo in silver on one side, other side plain, dark blue.

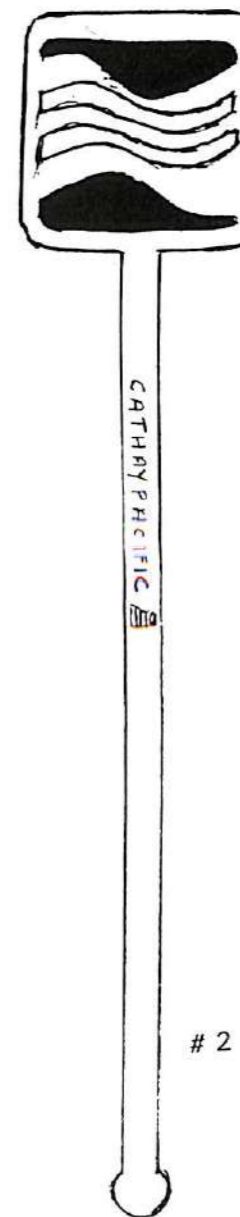
#3 shows the 5 7/8 inches (14.9 cm) variation. It has a raised name on both sides. Note the narrow shank. Known colors are: two shades of yellow, chartreuse & gold (no TOSYO)

#4 shows the 5 3/8 inches long (13.7 cm) variation. The shank on this one is also narrow, but it is equal on all four sides and it also has the raised name on both sides. Known colors are cream and dark green.

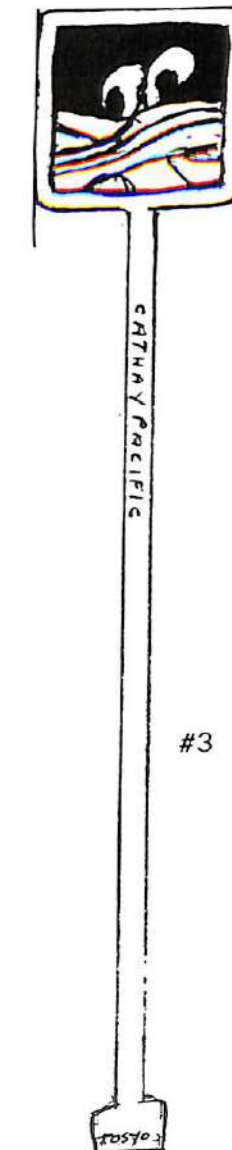
Anyone who knows of still different variations of this stick, please feel free to write me and let me know.

#5. I picked up this 5 1/2 inch (14 cm) fork-type stick recently. It is flat and one-sided with the manufacturer's name, spirit u.s.a., on the reverse just behind the fork end. The one that I have is yellow with gold hot-stamped logo and name.

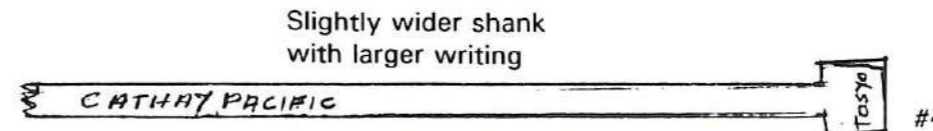
Well, that is it for this issue. As usual, anyone who has any information or any sticks that can be used in a future article, please don't hesitate to write. My address is on the inside front cover.



2



#3



#4



#5

< Sunken areas

All lines are grooved

Slightly wider shank with larger writing



Results of AI-98 Photo Contest

1. Color Prints

- 1st – JAL 747 by Mike Bolden, Minneapolis, MN
- 2nd – Swissair 747-300 by Michael Gofberg, Miami, FL
- 3rd – Singapore 777 by Roger Peter May, Walton-on-Thames, England

2. Color Slides

- 1st – Martin Mars by John Yu, Vancouver, BC, Canada
- 2nd – 727 at Sunset by Walker Wilson, Alexandria, VA
- 3rd – Concorde Nose by Roger Peter May, Walton-on-Thames, England

3. Salon Photograph

- 1st – United Trio by Michael Chew, Belmont, CA

SPECIAL AWARD:

Spirit of Flight Photo – Martin Mars by John Yu, Vancouver, BC, Canada

Judges: Gerry Cole, Allan Evans and Marshall Lefferts



Results of Airliners International Model Contest – AI-98 in Seattle

1. Large Prop (piston or turbo powered) 1/99 and larger
 - 1st - Junkers G.24 by Rick Neyland, El Segundo, CA
 - 2nd - American DC-3 by James Peters, Killeen, TX
2. Small Prop (piston or turbo powered) 1/100 and smaller
 - 1st - United DC-3 by Mark Hooper, San Jose, CA
 - 2nd - Pan Am DC-3 by James Peters, Killeen, TX
 - 3rd - Piedmont YS-11 by Rick Guilbault, Detroit, MI
3. Large Jet 1/125 and larger
 - 1st - Canadian Boeing 737-200 by Charlie Coward, Miami Beach, FL
4. Medium Jet 1/126 to 1/149
 - 1st - Mohawk BAC-111 by J Barlo, Newcastle-upon-Tyne, England
 - 2nd - American Fokker F-100 by Dave Kessler, San Jose, CA
 - 3rd - Thai (o/c) Boeing 737-200 by Rick Guilbault, Detroit, MI
5. Small Jet 1/150 or smaller
 - 1st - TWA Boeing 727-200 by James Peters, Killeen, TX
 - 2nd - Mexicana DC-10 by Mike Bolden, Minneapolis, MN
 - 3rd - Continental Boeing 737 by Charlie Coward, Miami Beach, FL
6. Major Conversion
 - 1st - Wardair A-310 in 1/200 scale by Rick Guilbault, Detroit, MI
7. Vacuform and ScratchBuilt
 - 1st - Sikorsky S-30 in 1/50 scale by Hiroshi Azuma, Osaka, Japan
8. Diorama/Collection
 - 1st - JAS Rainbow Fleet by Gary Shepherd, Port Orange, FL
9. Display Model with stand
 - EG&G Boeing 737-200 by Greg Stanley, Manassas, VA
10. Flights of Fancy
 - Star Alliance Boeing 777 in 1/200 scale by Bill Parker, Phoenix, AZ

SPECIAL AWARDS:

Most Popular Model (people's choice award) – Ford Tri-Motor in 1/50 scale by Hiroshi Azuma, Osaka, Japan

Judges' Best in Show – United DC-3 in 1/144 scale by Mark Hooper, San Jose, CA

Judges: Gerry Cole, Allan Evans and Marshall Lefferts



SEATTLE SHOW A SUCCESS

by Paul Collins

As usual the annual airline convention means two weeks away from work at CSX and some great sight seeing. This year was no different than many previous ones. Our plan was to take the first week getting to and attending AI '98 and spending the second week traveling down highway 101 along the Oregon coast taking in all the sights. As it turned out, things went just as planned!

We departed Jacksonville on an early morning DELTA flight that would take us to DFW, with a couple of hours lay over. We departed DFW on time and arrived at our next station, SLC. After a short time we were on our way to Seattle. This would be our first time back to DFW since the San Jose convention, and our first ever stop in SLC. It would actually be our first flight into Seattle since we drove to the first convention held there. All flights arrived and departed on time so not much to complain about in that department. Airline food still sucks!

After arriving in Seattle, we checked into the hotel and settled in. After a few hours rest we visited the lobby to see which "early birds" had arrived, and then went to the registration area and signed in. Even at this early time there seemed to be quite a bit of trading going on in the lower lobby. Just a sign of things to come on the following three days!

On Wednesday morning we went over to the airport to pick up our rental unit, a Chevy Lumina. We spent the morning doing a "practice" run from the hotel to the dinner train station in Renton. After driving around the area four or five times, I thought I had it down pretty good. The hard job would be that evening trying to explain to the other drivers what I had learned!

After arriving back to the hotel, we did some socializing with old friends and met some new ones. The airplane flights for Wednesday were canceled due to weather conditions, but on Friday and Saturday there was some clearing, so some flights in the Boeing 247 were made. In a couple of hours our adventure on the "Spirit of Washington Dinner Train" would begin.

Those who had made reservations to take the dinner train met in the lobby of the Double Tree Hotel at 5:00 PM. After sharing my "practice" run info with my fellow drivers, we departed the hotel about 5:30 PM and headed off to the depot in a light misty rain. To my

surprise everyone arrived at the station except for the party traveling with Howard Grant, one of our long-time, life members. Somehow he got turned around and went in the wrong direction, but finally got back on track and arrived at the station just before the train departed!

The train ride was great. Along with a smooth ride, great friendship, and a very nice meal, it all made for an evening we will all remember. At the turning point there was the opportunity to taste some wine at the Columbia Winery. After boarding the train for the trip back to the station, coffee and dessert were served. I am sure that when this trip is talked about at future get togethers, the main topic of discussion will be how great those desserts were! Out of this world! Everyone made it back to the hotel safely. I would like to thank all who participated in this event, and your support was greatly appreciated. We are planning on doing something in St. Louis next year, so leave the Wednesday evening of the convention week open!

Thursday morning was slow and lazy. The display hall would not open until noon for vendor set up, so after breakfast we sat around talking with Society members and catching up on what everyone had been doing since the last meeting in Colorado Springs. The vendor area finally opened and the job of setting up began. Since we had not taken much with us, it did not take long to lay out what material we had. During the next two and a half days Pat and I passed out a lot of flyers/membership forms and talked with a number of potential new members.

The vendors were given two hours to set up before the doors were open to those fully registered for the convention. When those two hours were up, the doors opened, and four hours of earnest buying and selling began. In the room were lots of models of all scales and material, tons of post cards, schedules, and safety cards along with lots of just about anything collectible. Really, there was something there for everyone! The room finally closed down at 6:00 PM. If those four hours were any indication of what would be going on the next two days, it was going to be a busy time for all the vendors behind the tables.

When we arrived at the trade room on Friday morning everyone was lined up and ready to get in and spend their money. At the given time the doors were opened and the GAMES BEGAN! The Society table does not usually get much action on the first morning of the convention, so Pat "volunteered" to man the table while I went on search of new post cards and stickers for my collection. After touring the room and picking up some cards and stickers, I concluded this was a "collector's

paradise!" I was sure that everyone present would be able to find something to add to his/her collection.

I finally arrived back at the Society table with a big handful of stickers and post cards. Now it was Pat's turn to do a walk about, so I took over control of the Society table. We had taken a few "choice" items to sell at the table, so we started to get a little action in the sales area. Along with selling some older schedules and miscellaneous items, a number of members stopped by to pay their annual membership dues. We also were able to pass out quite a few information sheets on the Society, as well as some membership forms.

On Wednesday and Thursday a number of those attending the convention took a little walk up the street from the Double Tree to the Alaska Air Lines company store. Pat and I decided we would take a break from the trade room, catch a bite to eat, and then drive up to the store to see what was still available. Upon entering the store I could see that the shelves were getting somewhat bare, as well as the clothing racks. It seems like our people had spent quite a bit of money in this place! I was able to pick up some stickers, post cards and pins while Pat purchased some miscellaneous items of her own interest. I am sure the company store operated in the black for the month of June.

We returned to the Double Tree and went back to the table to spend a couple of more hours meeting and greeting old and new friends. The show room would shut down at 5:00 PM, so everyone could attend the annual convention business meeting where a site would be selected for the year 2000. A report from the AI '99 committee would also be given.

The business meeting started on time, and Jon Proctor presented the St. Louis committee for an update on the activities at AI '99. Following this update, nominations were accepted for AI 2000. Only one site was nominated and that was Phoenix, AZ., by committee chairman Al Merkle. AI once again offered the Camelback Resort stating that a number of improvements have been made to the property since we were there last. A hand count vote was taken with those present accepting the bid for Phoenix in the year 2000. A short business meeting was conducted in regard to operation of the AI convention. The chair wanted someone to make a motion to limit the presale of convention tables to 60% of total tables available. After some discussion by those present, it was decided that no action be taken on the subject at that time. Several other items were brought up, with one item going to committee to be reported on at a later date. No new rules were added to

the by-laws, and no additional new or old business was brought up. The meeting was adjourned. There was no business meeting of the WAHS since no one had made any complaints about the organization since the last AI meeting.

Saturday was somewhat a repeat of Friday with some new faces showing up and a lot of old ones trying to decide where to spend those dollars left in their pockets. Pat said she would watch the table while I made one more trip around the room. On this trip I picked up some additional post cards and stickers, but I also talked with some of the dealers to get their opinion of how the show was going for them. Nearly all those I spoke to had good words to say about the show and how it was being run. They said they would probably have tables at AI '99. I then returned to the Society table to look over the goodies I just purchased.

Trading sort of slowed down after lunch and some of the larger vendors started to pack up their wares. Several new members were signed up, and a lot of membership forms were passed out. Since the convention about a dozen or so forms have showed up at Society HQ. The room had to be cleared by 4:00 PM, so around three o'clock packing began in earnest. A lot of "last minute before you put it away" deals took place! The final activity for the day would be the annual banquet which would start at 7:00 PM. Cocktails would be served starting at 6:00 PM in the banquet area. Attendees hurried to their rooms to freshen up.

The 23rd annual Airliners International banquet began right on time. After the welcome by host Jon Proctor, the annual games began, as well as the meal. Jim "Jet" Thompson was the Master of Decit for the trivia contest which was followed by the next "brainer," the Name the Plane Contest. Both contests are a lot of fun and some people actually have a lot of correct answers!

Following the meal, Jon introduced our guest speaker, Captain Al Haynes, retired United pilot. Captain Haynes was in command of Flt 232, a United DC-10 flying from Denver to Chicago at 37,000 feet on July 19, 1989 when an explosion tore through the number two engine rupturing lines in all three hydraulic systems.

Captain Haynes' presentation consisted of slides/tapes between his crippled aircraft and the tower at Sioux City's Gateway Airport, and his comments as to what was actually happening in the air. The presentation does keep you on the edge of your seat—really! Watching the slides and listening to the comments of Captain Haynes puts you

continued on page 44

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.

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)

October 17, 1998 SAN FRANCISCO Grosvenor Airport Inn Contact Tom or Sue Draggas (650-574-8111)

October 31, 1998 MIAMI Sheraton Gateway Hotel Contact Don or Linda Levine, 1836 N.E. 213 Lane, Miami, FL 33179 (305-935-1791) or (305-935-2922) E-Mail (LINDONLEV@juno.com)

November 1, 1998 GAITHERSBURG, MD Montgomery County Fairgrounds Contact Golden Spike Ent., 3106 N. Rochester, Arlington, VA 22213 or Charles Miller (703-536-2954) *Transportation Show (85% RR, 10% Ship, 5% Air)

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

November 21, 1998 CHICAGO Holiday Inn (Elk Grove Village near ORD) Contact Steve Mazanek, Box 31344, Chicago, IL 60631 (773-775-5623)

February 13, 1999 SAN JOSE, CA Doubletree Hotel SJ Airport Contact Craig Morris, 105 Willow Court, Galt, CA 95632-2442 (209-745-4539)

March 6, 1999 LAS VEGAS The Palace Station Hotel and Casino Contact Phil Martin (562-434-6701) Dave Cherkis (702-360-3615) Pam Lamb (702-220-9105) Mon. - Fri. 9:00 A.M. - 5:00 P.M. PST

April 10, 1999 DALLAS

May 8, 1999 SEATTLE Museum of Flight (Boeing Field) Contact Greg Mattocks, P.O. Box 1455, Bothell, WA 98041-1455 (425-485-8780) E-Mail (mattocks@gte.net)

June 16-19, 1999 ST. LOUIS Airliners International '99 Renaissance St. Louis Hotel - Airport Contact AI '99, P.O. Box 1264, Austin, TX 78767-1264 E-Mail (AirIntl99@aol.com) Website: <http://www.ai99.com/>

October 9, 1999 SEATTLE

CONVENTION COVERAGE cont.

right in the center of the action. At the conclusion of his presentation, Captain Haynes received a standing ovation from those present. Following the banquet the Captain was available for autographs and photos.

Following the guest speaker, the results of the model and photo/slide contests were announced as well as the winners of the Trivia and Name the Plane contests. Also at this time a Certificate of Appreciation was presented to retired model editor Jerry Cole by Society President, Paul Collins. Mr. Cole had served a number of years on the staff of the Captain's Log and we shall miss his talents. Following this presentation, door prize numbers were drawn and a large number of prizes awarded to lucky winners.

Jon Proctor closed the evening festivities by thanking all those who attended and wishing the AI '99 committee success. And so ended the 23rd gathering of airline memorabilia collectors for another year.

"GOOD CITIZEN"

Fifty Year Old Handbook Of Citizenship,
Originally Distributed At Freedom Train
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This Is A Reprint Of A 72 Page Booklet
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...from the left hand seat...

by Paul F. Collins



I would like take this opportunity to welcome all the new members that have signed up since AI '98. I also would like to thank those who stopped at the Society table during the convention, to renew old friendships and make some new ones as well. There were a number of new vendors at this year's show, so we picked up some new members. I hope we can hold their interest so they will be vendors at future shows. A few of our international members stopped by mainly to pay their annual dues since it is cheaper to pay cash at the convention than to send an international check or money order.

This issue of the LOG ends our 23rd year of providing information to those interested in the collecting of all types of airline memorabilia and the study of airlines and airliners. As mentioned in previous issues, when the Society was created back in the early 1970's, there were few, if any, dealers in airline memorabilia. I feel we have come a long way since those early days of the World Airline Hobby Club! A big thanks goes out to the over 3900 subscribers who we have touched over the past 23 years, and the current 1300 active members we have at this time.

As reported earlier, the 1998 version of the international convention was a success. There was a good turn out on Thursday afternoon after the dealers set up their displays. This was followed by good crowds on Friday and Saturday. On Saturday evening, at our annual banquet, retired United Captain Al Haynes was once again our guest speaker, and his presentation was well-received. During the convention a number of flights in the older aircraft were canceled due to the local weather conditions. However, there was some clearing near the end of the week and this allowed the Boeing 247 to make a number of flights. What a beautiful aircraft! Jon Proctor and his crew did a great job and the Society would like to offer a BIG thanks for a job well done.

Recently there have been a number of inquiries in regard to back issues of the LOG. I have just started to take an inventory of what is still available, and I will publish this list in the next issue. There have been inquiries regarding any plans to make copies of some of the original issues of the LOG that have been out of print for a long time. At this time I don't believe that this will happen. If plans change, it will be announced in a future issue of the LOG.

It has been brought to my attention that there is an annual gathering of National Air Lines employees. One of their members approached me with the idea of the Society hosting a mini-convention at their next meeting in Ft. Lauderdale in early May of 1999. I suggested that I would ask dealers at our international convention if any would be interested in attending such an affair. I did get a positive response from several dealers, and I would like to hear from any one else who is interested. I feel we probably could use up to about 20 dealers to make it a successful show. By the way, this show will also be open to the general public as well as the National employees. If you would like to set up at this show, please advise Society HQ. This could be the start of a nice relationship!

At the annual AI business meeting, held on Friday evening of the convention, the AI '99 committee from St. Louis gave an update on what will be happening there next June. Following this report, nominations were made for the site of AI 2000. Only one site committee made a presentation and that was Phoenix, AZ headed by Al Merkle. AI has once again selected the Camelback Resort as the site to hold the convention. He reported that there have been a number of changes since we were there last, all on the positive side. Following the site section there was a brief business meeting of AI, but no changes were made in the operating rules of the convention and the meeting closed. If you or a group are interested in hosting a future AI convention in your area, please contact Society HQ, and I will be happy to forward to you a copy of the rules and regulations for hosting a successful convention.

During the business meeting a discussion was held in regard to the AI host committee setting up a web site from which the committee could offer updates on the next year's convention, as well as getting feed back from those coming to the convention. The St. Louis committee advised that they have already set up such a site. The same suggestion was directed to the Society, as well. I will be looking into the possibility of a web site being set up by the WAHS. The Society has the tools, but is still working on the ability to operate the tools. More on this as it develops.

Until next time, happy collecting!

CONTENT DELETED DUE TO PRIVACY CONCERNS

FLIGHT EXCHANGE cont...

DAVID CHERKIS, 3229 Canyon Lake Drive, Las Vegas, NV 89117 (702-360-3615 between 8:00 A.M. and 7:00 P.M. PST) or FAX (702-360-3612 between 8:00 A.M. and 7:00 P.M. PST), has a bunch of new stuff in the real wing/cap badge categories, as well as junior wings. He also has some new decks of playing cards. Send for his list, and send him your list of trade or sell items. He still has several Betty Boop MGM Grand Air plane figurines. When these are gone, there are no more. If you want one, the price is \$35.00 plus \$5.00 postage. PLEASE check the telephone and FAX times, especially overseas correspondents.

BRUCE D. MOSER, 17 Arthur Avenue, Clarendon Hills, IL 60514 (630-325-4368), needs an early AA visor cap and badge with the eagle facing to the viewer's left and "American Airlines" embroidered above the chin strap. He also needs early cap badges: AA stewardess with eagle's head facing to the viewer's left and TWA, Pan Am and Eastern pilots, with or without the visor cap. Dave Z are you ready to sell? He can also use American Airlines Flagship silverware pickle forks.

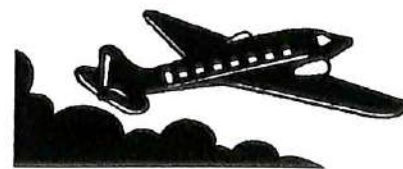
BEN SUTHERLAND, P.O. Box 53, New Paris, IN 46553, is looking for the following airline issue postcards: ARME-
NIAN A320, JAS B777, MYANMAR 757, MYANMAR 737, AVENSA DC-9, and SOUTHERN DC-9 (Blue/Yellow colors). He also has in-flight magazines for sale.

24/1

JIM MCDUFFIE, 137 Tanglewood Drive, Longview, WA 98632, has for sale: timetables, book and magazines, postcards, and ticket envelopes. Lists are available and discounts are being offered.

E. DUANE HOWARD, 508-B Walnut Ave. S.W., Roanoke, VA 24016 (540-982-1085), has for sale a 1939 15" high trophy with a Travel Air plane on top, a rotating prop, and an 8" wing span. It is inscribed, "1939, Bipex, Air Mail Trophy, Awarded To, Louise S. Davis, By, Goldsmith Bros." Underneath is a small, round disk with Loren Murchison & Co., 6 Maiden Lane, New York City. For more detailed information, contact Duane. His asking price is \$1,895.00.

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



IN MEMORY OF PAT SAWYER

You do not meet many people that you immediately feel you have known for a long time, but Pat Sawyer was one of those people. Through telephone conversations and meeting at the annual show, we had come to know about Pat and her family, as well as her fifteen years spent working for Eastern Airlines, first in Milwaukee and, finally, in Washington, D.C. At her death she was a resident of Warren, MN.

We lost Pat on May 25, 1998, from cardiac arrest brought on by pneumonia. She was 66 years of age. She is survived by her husband Howard and their son Timothy. Pat and her husband are life members of WAHS. We shall miss her.

IN MEMORY OF KARL J. RYS

Society headquarters was advised of the passing on June 15, 1998, of long time member (number 003) Karl Rys. Karl was a TWA employee at Kansas City and was very much into modeling and collecting photos and slides of all commercial aircraft. I met Karl at several of our conventions and always enjoyed talking with him about TWA and what was going on in the airline modeling field.

FOR THE GOOD OF THE SOCIETY

WANTED: MOHAWK AIRLINE EMPLOYEES

Brian P Johnson, the Official Historian of Mohawk Airlines is inviting all former "Hawks" to the 15th annual "Gathering off the Hawks" to be held at River Ranch Resort, Lake Wales, FL, January 1999. For additional information contact Brian at 813-934-3583 or write him at 2168 Kings Cross, Titusville, FL 32796.

NEW BOOK FOR MINI AIRCRAFT COLLECTORS

Rod Ward advises that a new publication coming out of England is going to pick up where G. R. Webster left off when MAQ was terminated. This publication is AVIA MINI and features stories and pictures of all types of miniature aircraft from around the world. The subscription rate is 17 pounds (British) for one year (4 issues), air mail delivery to the U.S. For additional information write to AVIA MINI, Malvern House Publications, PO Box SM2 Leeds, LS25 5XA, UK (FAX +44(0)1977 681991).

LOOKING FOR INFO ON WOODRUM FIELD

E. Duane Howard, 508-B Walnut Ave., SW, Roanoke, VA 24016, is looking for information on LUD-
INGTON AIRLINES and WOODRUM FIELD. Any information on these two items would be appreciated

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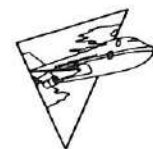
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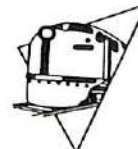
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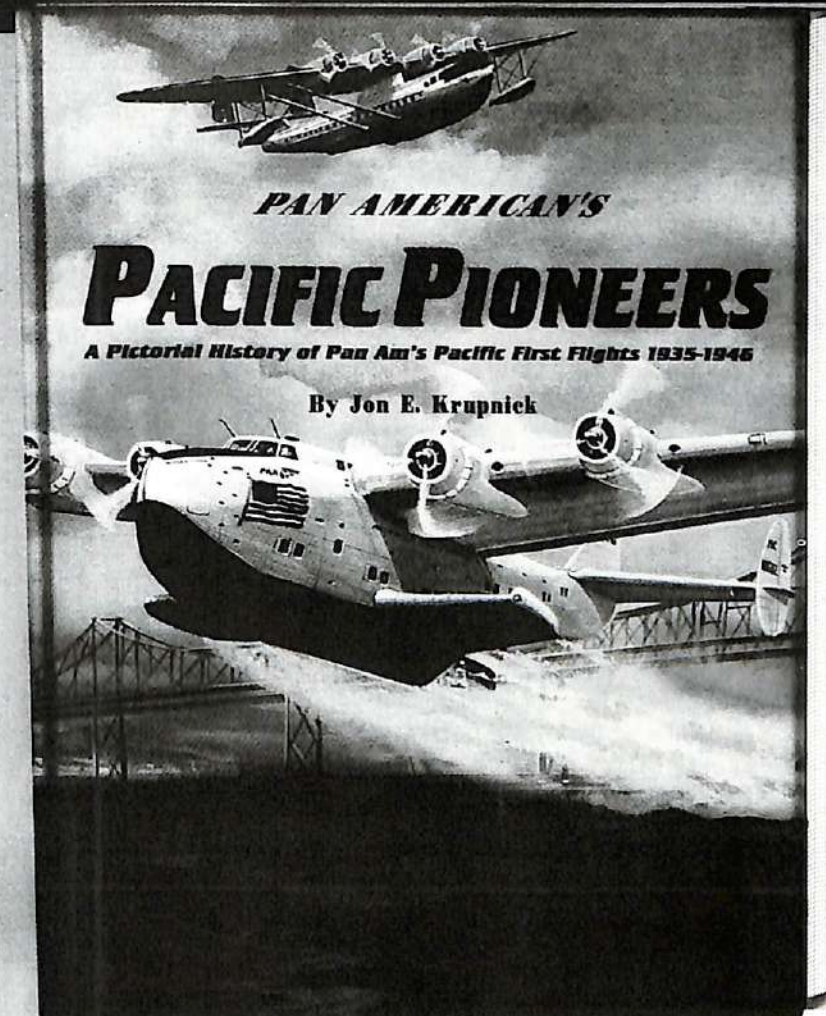
For more information, contact

Phil Martin 562-434-6701 Mon - Fri, 9:00 AM - 5:00 PM
Dave Cherkis 702-360-3615 Mon - Fri, 9:00 AM - 5:00 PM
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