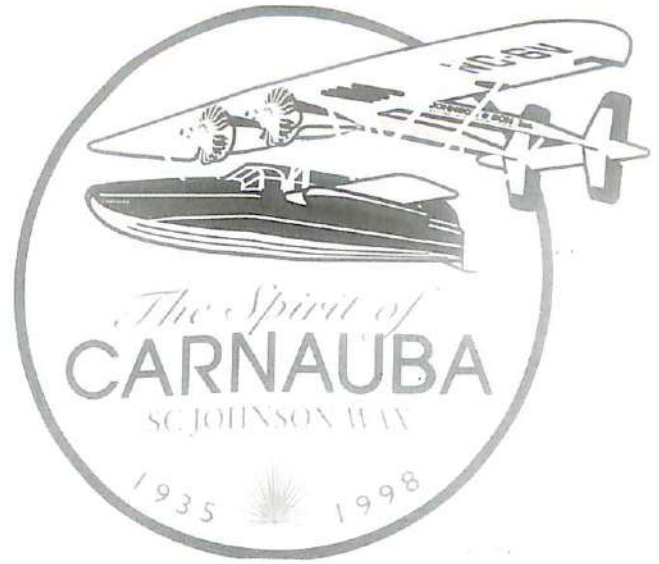




*The Journal for Airline Memorabilia Collectors around the World*

Vol. 24 - No. 1 - 1998/1999

# CAPTAIN'S LOG



## WORLD AIRLINE HISTORICAL SOCIETY

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WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA

The Martin M.170 Mars was the largest flying boat of its day. Designed as a patrol bomber for the U.S. Navy with a range as close to 5,000 miles (8,000 km) as possible, the prototype made its first flight 03 JUL 42. The U.S. Navy ordered 20 JRM-1 Mars transports. The first of these, Hawaii Mars, was first flown on 21 JUL 45. Too late to still be a major factor during World War 2, the contract was cut back to five. Two of these are still fighting forest fires in British Columbia, Canada. This slide of one of these was made by JOHN YU of Vancouver. It won first place in the color slide category at the Airliners International Convention in Seattle last June.

Cover Photo: Tom Kalina at the controls of the S-38 enroute to Brazil.



## CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

Vol. 24 - No. 1 - Winter 1998/99

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### A friend came along

A few weeks ago I found myself with an extra Friday off from work. I had done a special job on a weekend and my employer was properly grateful. "Take a day off next week," he had said. His motivation was clear. By giving me a day off, he avoided the expense of paying me. And to be honest, I rather have the time off than being paid overtime for just one day. After all, the tax man cannot get his sticky fingers on extra time off, but he certainly would grab a share of any overtime pay.

So, there I was on the Friday morning. The sun was shining and the temperature was agreeable with being outdoors. The night before I had decided to go to YYZ for the day to do some photography since I hadn't been there all that often lately.

A friend of mine, who is "between jobs," as they now call it when you have been laid off or "downsized," had once asked if he could come along some day. The guy doesn't know a Boeing from an Airbus, but other than for this one major character flaw, he really is a nice chap. He just wanted to get out of the house for a bit, away from the telephone that wasn't exactly ringing off the wall with offers of lucrative jobs.

While driving to YYZ, I explained to him why we airline fanatics among ourselves never talk about 'Pearson' or 'Toronto International Airport', but instead use mysterious and secret codes such as YYZ. He found this rather confusing and silly. (I told you, he knows nothing about the airline world).

After we had arrived, I started firing in rapid succession and in-between pointed out to him, "Look, that is a 737, and that an A320. There is a 767 and on the other side . . ."

It was clear for all to see that within a few minutes I had him totally confused. His eyes glazed over (no, we had not stopped for a beer on the way) and he shrugged his shoulders. "I don't think I ever can keep all that straight," he sighed. "I am amazed you can. They look all the same to me."

"No, they're not all the same," I said in defence of this fine hobby. "Look over there. That is a 727. See, it has three engines at the tail, with the middle one inside the rear fuselage."

Just at that very moment, a DC-9 of AC (another one of those secret codes, this one standing for Air Canada) taxied past and I pointed it out to him. "That is a DC-9. See, it has only two engines, but they are at the rear, not under the wings." He nodded gravely to indicate he understood the difference. But then an RJ of AC came into view a few minutes later.

"Hey, I know that one. It's a DC-9," my buddy said, obviously proud of himself. I tried to break the news gently to him. "No, sorry . . ."

But you must give the guy some credit. He noticed by himself that the L-1011 is not the same as the 727, "because it is much fatter." And just like a real pro, he called an AC 747 a "jumbo jet". (Don't we all?)

I guess there is hope for him yet, but I was happy no one threw a DC-10 into the mix. How could I have explained to him its "fat fuselage" with one engine in the tailfin rather than in the rear fuselage?

Also, I am happy he failed to see a VASP MD-11 as it pulled onto the ramp at far-away Terminal 3.

Thanks for small mercies.

It was not until I got home that my friend's words suddenly hit me. The words "they look all the same to me."

I got some airliner books out and looked at the photos and the three-views. And you know what? Apart from some differences in sizes, many of our favorite steeds do look much

like their cousins, at least to a lay person, such as the A310, A320, 737, 757 and 767; the DC-10, MD-11 and L-1011; the SAAB 340 and the Embraer Bandeirante.

But, really, what is new? I remember as if it happened yesterday that as a teenage airliner enthusiast hanging over the fence at the old Schiphol Airport at Amsterdam one day, I overheard a father telling his young son (the boy must have been all of five or six years old), "Look, that is a Caravelle, one of those new jet fighters. You can tell by the loud scream of the engines." To me, the aircraft that was taxiing past us looked suspiciously much like a Vickers Viscount. Yes, their Rolls Royce Dart engines also made a foul noise, just like the Rolls Royce Avons of the Caravelle did, but a "jet fighter"???

Still, I suppose we must feel some gratitude toward that father, some 40 years ago. At least he took his son out the airport to watch the airplanes. Perhaps the boy was grabbed by the aviation bug on that day and took his first tentative steps on the path of memorabilia collecting then or when he was a little older. Who knows, he may be a member of the World Airline Historical Society today. I hope he is grateful to his dad for taking him to "see the airplanes," all those long years ago.

### An Apology

The name of one of the winners in the photo contest at the Airliners International convention in Seattle, was misspelled in the previous issue of the CAPTAIN'S LOG (23/4, p.40). Second place in the slide contest was won by Walter Wilson, not as spelled in that issue. The CAPTAIN'S LOG apologizes for the error.

While on vacation in Holland in September, I picked up the following story. It happened a few years ago at Rotterdam, I was told.

It was almost noon and the twinjet for London was poised for departure. The passengers had boarded, the crew was on board, the baggage was loaded and the doors were closed. She was "all buttoned up," as they say.

Not ten minutes after the scheduled departure time, the telephone started ringing off the hook in the airport's administration office with people who lived around the airport, bitterly complaining about the noise and how it robbed them of the enjoyment of their property.

However, the jet was still standing on the ground. Had not moved an inch thanks to some problem, the nature of which I was not made privy to. When airport personnel pointed out this little fact to the callers, they were met with an icy silence, followed by either a slamming down of the phone on the other end of the line, or a loud lecture on how "those damn airplanes always make a racket."

Come to think of it, I wonder how many of those people who always complain about aircraft noise, don't think twice about jumping on a charter in the winter to fly to some warmer climate for a couple of weeks. I wish somebody would gather statistics on that.

*Joop*

## A "DC-3 Replacement" made in Sweden, 1946

On 16 NOV 46 a new airliner made its maiden flight from the airport at Linköping, Sweden. Billed as a "Dakota replacement," the aircraft had been built by SAAB and was called the "Scandia". It was a little smaller than the Convair 240 and Martin 2-0-2 (both of which had yet to make their first flights) and was the first new airliner in the world to make its maiden flight after World War 2. Unfortunately, a number of factors conspired against the Scandia, limiting its production to only 18 aircraft.



Scandia SE-BSB, the fifth production aircraft and the first for SAS, is without a doubt the most-photographed of all Scandias. It was delivered to SAS on 03 OCT 50 and went to VASP of Brazil on 23 AUG 57 as PP-SQW. Withdrawn from service in NOV 65, the aircraft was subsequently cannibalized for spares at Congonhas Airport, Sao Paulo. (SAS photo)

Design work on the Scandia started early in 1944 as a replacement for the Dakotas and JU 52/3m of the Swedish national airline ABA after the war. The first flight was to take place in the Spring of 1945. But several factors caused a delay in its completion. SAAB had built only aircraft for the Swedish air force and lacked experience with the construction of a large, all-metal airliner. Sweden had remained outside the war and SAAB had not been able to acquire the technical know-how needed for such a project. The first Scandia (the name had been chosen in a competition among employees at the Linköping factory) therefore did not take to the air until 16 NOV 46. This first flight, with Claes Smith and Ole Hagermark in the cockpit, was without incident and test flights started a few days later. ABA expressed an interest in ordering three Scandias without and 15 with a pressurized cabin.

The Model 90 Scandia, as it emerged, had an unpressurized, monocoque fuselage and a low wing. The wing chord between the fuselage and the two engines was constant, but the outer wing had a sweep back leading edge and a sweep forward trailing edge. Split flaps ran from the engine nacelles to the wing root and continued under the fuselage. The nosewheel undercarriage was hydraulically operated, with the wheels retracting forward. This way they could fall free if the hydraulic system failed, and they would be locked in place by the air flow.

In the cockpit was room for two pilots, a radio operator and a flight engineer. An unusual feature was that the rear-most window on both sides had a convex shape to give better view of the engines and wings. The cabin had seating for a maximum of 32 passengers, but without the flight engineer and his instrument panel, 36 could be carried. The seats were in rows of three, with two on port and one on starboard. There was one entrance door, on port behind the wing, and the cargo hold hatches were on starboard.

The engines were two Pratt & Whitney R-1830 Twin Wasps of 1,065 hp each. This engine was built under licence in Sweden for a number of military aircraft. For the Scandia, engine output

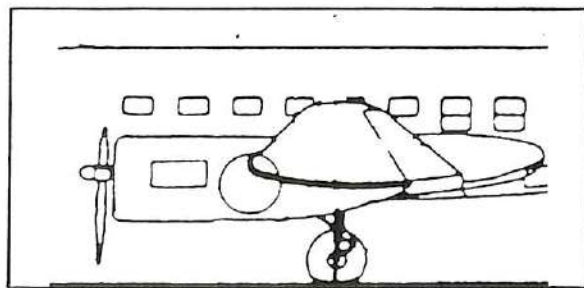
would be boosted to 2,000 hp each. But during test flights it was found these engines experienced cooling problems. They were replaced by the P&W R-2000-2SD-G Twin Wasps. This was the engine of choice of ABA because they were also used in the airline's DC-4s. It developed 1,350 hp with water injection (for take off) and 1,200 hp "dry" (during the cruise). But the Scandia proved to be underpowered with these. They were in turn replaced by the P&W R-2180E-1 of 1,800 hp, with four-bladed propellers. The R-2180 was "half" the P&W R-4360 of 3,500 hp of the Boeing Stratocruiser and the Boeing B-50. It proved to be an unfortunate choice, because it was not adopted by any other airliner manufacturer and the airlines did not want to take a chance on an unproven engine.

The Scandia was publicly shown for the first time on 06 MAR 47 when it made its appearance at Stockholm and a week later it flew to Copenhagen. Two days after this, the aircraft flew south and was demonstrated at Amsterdam for KLM, at Zurich for Swissair and at Brussels for SABENA. But there were still hundreds of cheap military surplus C-47s available, which at relatively little cost could be converted into comfortable airliners, and no orders for the Scandia were placed. Even ABA, which had shown an early interest in the Scandia, held off. In the USA the Convair 240 and Martin 2-0-2 had now made their first flights. Both were bigger than the Scandia but were aimed at the same Dakota replacement market. KLM, Swissair and SABENA, among others, ordered the Convair instead. Another factor against the Scandia was the high value of the Swedish Kroner against the American dollar. During a South American sales tour, SAAB even offered to take coffee beans in payment for Scandias.

Finally, in March 1948, ABA placed an order for 10 Scandias. But by this time its operations had been merged with



VASP advertisement for business travel by Scandia. Undated, but likely early in its service with the airline.



Early shape of the engine cowlings that caused problems with overheating.

"Fokker" Scandia PP-SQU of VASP at Congonhas, Sao Paulo on 03 DEC 61. (Paulo F. Laux photo via Joop Gerritsma)



those of DDL of Denmark and DNL of Norway to form SAS and the latter did not show much interest in including the Scandia in its all-Douglas fleet. It is therefore safe to assume that the Swedish government had a big hand in ABA placing the order. Further sales tours were made to England, Continental Europe and North Africa in August 1948, but again, there were no orders. Besides rejecting the choice of engine, the airlines were also reluctant because SAAB had no experience in supporting aircraft far away from the home country, since up to then they had built aircraft exclusively for the Swedish military.

Production start-up was also delayed by a massive industrial strike that hit the entire country.

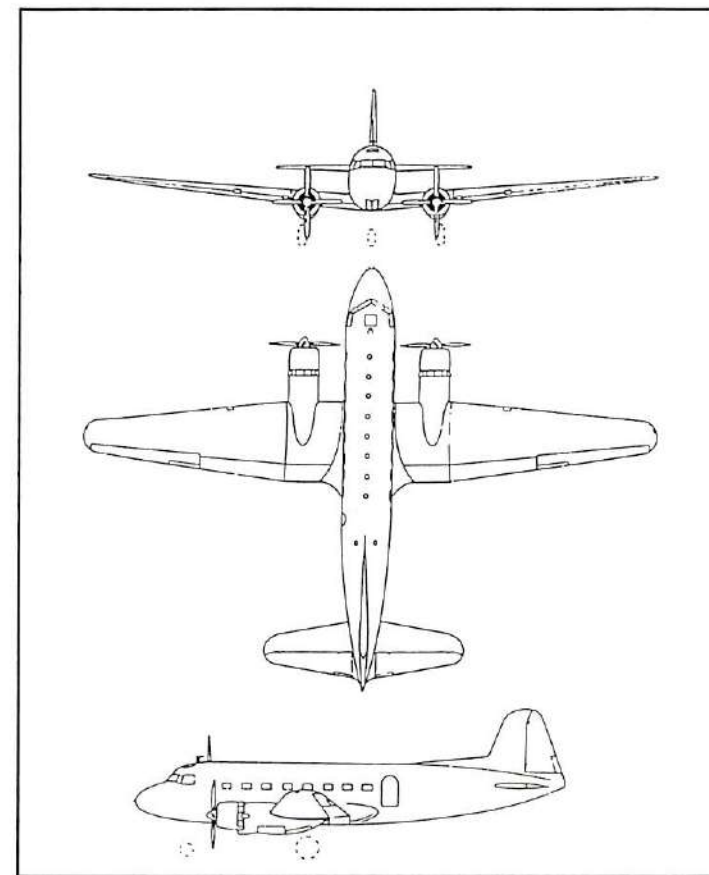
On 11 DEC 48 SAS leased the Scandia prototype (now with the R-2000 engine) for two months of proving flights. It was during this period that the Scandia was found to be underpowered and following the lease, it was given the R-1820E-1 and the Model number became 90A. In September the prototype departed Linköping for a lengthy sales tour of North America, where it was demonstrated for several airlines, including United and TWA, but no orders followed. By now, Martin was experiencing serious structural problems with the 2-0-2 and SAAB offered Martin the licence rights for the U.S. market, but nothing came of this. The version for the U.S. market would have been the Model 90B-3, similar to the 90A, but with a pressurized cabin. An all-cargo version was also proposed, and a Model 90A-3 for 38 passengers, without pressurization. None of these were built.

The next major sales tour led to South America and in 1950 Aerovias Brasil placed an order for five. But it wanted them fast so it could better compete with the Dakotas of other airlines. SAS gladly give up its first four places on the production line to Aerovias and converted these four aircraft into options, leaving a firm order for six.

Another Brazilian airline, VASP, owned a majority of shares in Aerovias, but the two airlines were still operating separately. When late in 1950 VASP took total control of Aerovias and integrated both networks, it also took over the order for five Scandias. The first two aircraft, and possibly the third, were still delivered in Aerovias livery, but the other two carried VASP colors upon delivery. The delivery flights went from Linköping to Geneva, Lissabon and Dakar, to Recife and Sao Paulo. For the flight over the South Atlantic, the aircraft carried extra fuel tanks in their fuselages, tanks that came out of a Dakota, the aircraft it was intended to replace.

VASP put the Scandia to work on its Rio de Janeiro - Sao Paulo route. It quickly became popular among crews and passengers, which had been used to the lumbering Dakota, and the frequency increased from nine daily return flights in August 1951 to 13 in early 1958. In 1953 VASP ordered four more Scandias to meet the demand.

In 1959, VASP, VARIG and Cruzeiro do Sul jointly founded the Ponte Area (Air Bridge), a no-reservations shuttle between Rio de Janeiro, the capital and major cultural center of the country, and Sao Paulo, the industrial capital 230 miles (370 km) southwest along the South Atlantic coast. This shuttle predated the well-known Eastern Airlines no-reservations shuttle between New York and Washington, D.C., by some two years. VARIG and Cruzeiro operated Convairs and VASP its Scandias. It soon became one of the busiest air shuttle services in the world. At its



height, the three airlines, plus a few smaller ones that had come in later, together flew some 70 flights per day in each direction.

SAS had also found gainful employment for its fleet of six, mainly on domestic services in Sweden and Norway. The airline wanted two more after it had introduced the Scandia on the Stockholm-Moscow service when the Soviets did not allow the airline to use its Convair 340s. Aeroflot used Ilyushin IL-12 on this service and it wanted no competition from the larger, faster and more-modern Convair. Since the Scandia and IL-12 were similar in size and performance, SAS was told to use the Scandia.

But SAAB was by now deep into the production of the J-29 jet fighter for the Swedish Air Force and was told by the Swedish government to find other space to build the Scandia or stop production. It therefore contracted with Fokker in Amsterdam to assemble the six with parts supplied by SAAB. The first one made its maiden flight on 04 MAY 54 and was delivered to

The end of the Scandia: three VASP aircraft at Congonhas, Sao Paulo, Brazil, on 06 APR 65, where they were slowly being dismantled for spares. (Paulo F. Laux photo via Joop Gerritsma)



SAAB on 12 MAY. It went to VASP on 19 JUL 55, more than a year later.

SAS withdrew the Scandia from service in 1957 and by prior arrangement sold all eight to VASP. Since VASP had earlier also bought the prototype from SAAB, the airline therefore operated all 18 Scandias that were built. They continued in service on the Ponte Aerea until being replaced in 1962 by 10 Viscount 701 taken over from British European Airways, and then went on to operate on many secondary services in the Brazilian interior for a few more years. As their airworthiness certificates expired, they were cannibalized to keep a steadily-shrinking fleet in the air. The final two were withdrawn from service in July 1969. One of these last two was donated to a museum at Bebedouro in the State of Sao Paulo and still exists. Early in 1998 there were plans to transfer it to the Museo Aeroespacial at Rio de Janeiro for restoration to static display.

#### TECHNICAL DATA

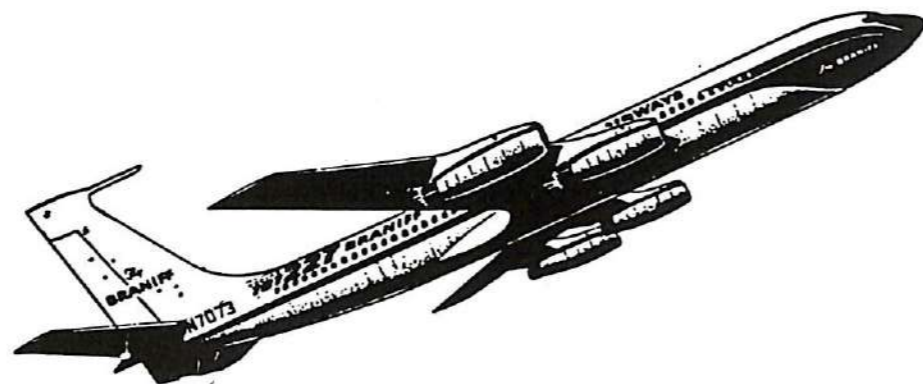
(Details for the CV-240 in brackets)  
 Wing span: 91 ft 10 in (91 ft 9 in); Wing area: 922 sq ft (817 sq ft); Fus. length: 69 ft 11 in (74 ft 8 in); Tail height: 23 ft 3 in (26 ft 11 in);  
 Engines: Two P&W R-2180E-1 (Two P&W R-2800-CA-18); Engine power: 2 x 1,800 hp (2,400 hp for takeoff);  
 Max. speed: 280 mph (347 mph); Cruise speed: 242 mph (284 mph); Max. Range: 1,560 mi (1,025 mi); Service ceiling at cruise: 10,000 ft (20,000 ft);  
 Empty weight: 21,960 lbs (30,345 lbs); Max. payload: 9,350 lbs (9,600 lbs); Takeoff weight: 56,503 lbs (41,790 lbs)  
 No. of crew: 4 (4); No. of passengers: 32 - 36 (40 - 44)

#### ACKNOWLEDGEMENTS

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# AROUND THE WORLD

## of Airline Schedules



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George W. Cearley Jr.

The schedule column in this issue of the *Captain's Log* is the first of a two-part history of airline service at St. Louis, the location of the 1999 Airliners International Convention. The first column, here, includes the period from the 1920's to the late 1940's; the second, in the next issue, will cover the 1950's through the early 1970's.

**ROBERTSON VIA AIR**  
RAC  
PASSENGER SERVICE TIME SCHEDULES  
ST. LOUIS CHICAGO KANSAS CITY  
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### SCHEDULES

#### ST. LOUIS-CHICAGO DIVISION

Southbound—Read Down			CENTRAL STANDARD TIME		Northbound—Read Up		
No. 3 Mail Daily Ex. Sunday	No. 1 "The Skyline Limited" Daily	Miles	PORTS	Miles	No. 2 "The Skyline Limited" Daily	No. 4 Mail Daily Ex. Sunday	
5:50	9:00	000	Lv. Chicago, Ill. Ar.	208	3:30	7:30	
7:15	No stops—Operates via Bloomington and Springfield	122	Ar. Peoria, Ill. (Lv. Ar.)	140	6:00	6:10	
7:25							
8:05	187	Ar. Springfield, Ill. (Lv. Ar.)	81	5:20	5:10	5:20	
8:15							
9:15	12:15	268	Ar. St. Louis, Mo. Lv.	000	12:30	4:15	

\*No. 3-4 carry mail only at present. Passenger service to be provided about February 15, 1929. Time from 12:01 p. m. to midnight shown in heavy faced type. **One Way \$30.00** Transportation included between hotels and airports. **Round Trip \$55.00**

**In Chicago:** Connecting bus leaves City Ticket Office, 103 W. Monroe St., forty minutes before departure of plane. Will stop at any Loop hotel on advance notification. **In St. Louis:** Connecting bus leaves Hotel Mayfair one hour before departure of plane, stopping at Hotels Statler, Jefferson, Melbourne, Coronado and Chase enroute to airport.

#### ST. LOUIS-KANSAS CITY DIVISION

Westbound—Read Down		CENTRAL STANDARD TIME		Eastbound—Read Up	
No. 5 "The Skyline Express" Daily	Miles	PORTS	Miles	No. 6 "The Skyline Express" Daily	Miles
2:15	000	Lv. St. Louis, Mo. Ar.	226	11:10	
5:15	226	Ar. Kansas City, Mo. Lv.	000	8:30	

Time from 12:01 p. m. to midnight shown in heavy faced type. **One Way \$30.00** Transportation included between hotels and airports. **Round Trip \$55.00**

**In St. Louis:** Connecting bus leaves Hotel Mayfair one hour before departure of plane, stopping at Hotels Statler, Jefferson, Melbourne, Coronado and Chase enroute to airport. **In Kansas City:** Connecting bus leaves Hotel President twenty minutes before departure of plane, stopping at Hotels Muehlebach and Baltimore and Board of Trade Building office enroute to airport.

Robertson was organized in the St. Louis area in 1921, and is the earliest predecessor company of American Airlines. Business activities of the early Robertson included aircraft parts and sales, operation of sightseeing flights on weekends, a flying school, and an air taxi service. In 1925 Robertson was based at Lambert Field and bid on Contract Air Mail Route 2 (CAM 2) from St. Louis to Chicago. Charles Lindbergh was the company's chief pilot and he made the inaugural flight over the mail route on April 15, 1926. A 97% share of Robertson was acquired by Universal Aviation Corporation on December 31, 1928. The Robertson division of Universal inaugurated service over CAM 28 between St. Louis, Kansas City and Omaha on May 1, 1929. Universal, founded in 1928, sought to put together a transcontinental air-rail network and acquired several other companies with diversified operations similar to Robertson.

**Passenger Schedule**  
**INTERSTATE AIRLINES, INC.**  
U. S. MAIL-PASSENGERS

**UNIVERSAL AIR LINES SYSTEM**  
**FLY**  
CHICAGO  
CLEVELAND  
KANSAS CITY  
MINNEAPOLIS  
ROCHESTER, MINN.  
ST. LOUIS  
SAINT PAUL  
TOLEDO  
PLANES are operated on daily schedule between the above cities. Special charters in any point in the United States or Canada.  
**AMERICAN EXPRESS CO.**  
Travel Department  
Ralph E. Towle, General Manager  
CONNECTED TO FEBRUARY 21, 1929

**UNIVERSAL AIR LINES SYSTEM**  
**Travel by AIR**

**PLANE TRAIN**

Left: American Airlines predecessor Interstate started service in November 1928 over a Chicago - Atlanta route with an east-west line out of Evansville to St. Louis and Louisville. Center: Universal's air mail system included NY Central RR from the East Coast to Cleveland; Universal from Cleveland to Garden City; and the Santa Fe RR between Garden City and the West Coast. Right: TAT air-rail network began operations July 1929 with the Pennsylvania RR from NY to Columbus, TAT from Columbus to Waynoka, OK; Santa Fe RR from Waynoka to Clovis; and TAT from Clovis to the West Coast.

### SAFE SOUTHWEST AIR FAST EXPRESS, Inc.

General Offices—301 Tulsa Trust Bldg., Tulsa, Oklahoma.

**OFFICERS**  
Eric P. Halliburton, President.  
J. Frank Matchett, Vice-President.  
Ralph H. Barry, Secretary-Treasurer.

**GENERAL OFFICES**  
Eric P. Halliburton, General Manager.  
Lawrence G. Fritz, Operations Manager.  
J. C. Halliburton, General Traffic Manager.  
W. S. Slater, Superintendent of Maintenance.  
Robert W. Cartwright, Chief Pilot.  
J. J. Madden, Auditor.  
J. C. Halliburton, Purchasing Agent.

**FIELD OPERATIONS OFFICES**  
DALLAS, TEXAS—Love Field.  
FORT WORTH, TEXAS—Meacham Field.  
OKLAHOMA CITY, OKLAHOMA—Municipal Airport, Phone: 2-5706.  
TULSA, OKLA.—Municipal Airport, Phone: 4-5148 (Ask for "Safe way").  
SWEETWATER, TEXAS—Municipal Airport.  
WICHITA FALLS, TEXAS—Kell Airport.  
COFFEYVILLE, KANS.—Municipal Airport.  
KANSAS CITY, MO.—Fairfax Airport.  
SPRINGFIELD, MO.—Municipal Airport.  
ST. LOUIS, MO.—Lambert Field (Anglum, Mo.).

**DIVISION TRAFFIC OFFICES**  
DALLAS, TEXAS—708 Dallas Nat'l Bank Bldg., Phone: 7-4361. F. H. Phares, Mgr.  
FORT WORTH, TEXAS—Meacham Field, James Lovell, Rep.  
OKLAHOMA CITY, OKLA.—Municipal Airport, Phone: 2-5706. Bill Yoast, Mgr.  
TULSA, OKLA.—301 Tulsa Trust Bldg., Phone: 4-8478.  
KANSAS CITY, MO.—1213 Baltimore Ave., Phone: Harrison 0622. L. Lohbll, Mgr.  
ST. LOUIS, MO.—1161 Syndicate Trust Bldg., Phone: Central 2426. M. W. Little, Mgr.

**TRAFFIC OFFICES**  
TULSA, OKLA.—J. C. Halliburton, general traffic manager. King Young, Division traffic representative. Telephone 4-8478.  
ST. LOUIS, MO.—M. W. Little, Division traffic representative. 1161 Syndicate Trust Bldg., St. Louis, Mo.  
DALLAS, TEXAS—Frank H. Phares, Division traffic representative. 708 Dallas National Bank Bldg., Tel. 7-4361.  
OKLAHOMA CITY, OKLA.—Wm. Yoast, Division traffic representative. Municipal Airport, Tel. 2-5706.

**PASSENGER AGENTS**  
DALLAS, TEXAS—F. H. Phares, 708 Dallas National Bank Bldg., Phone: 7-4361.  
FORT WORTH, TEX.—James Lovell.  
OKLAHOMA CITY, OKLA.—Bill Yoast, Opp. Municipal Airport, Phone: 2-5706.  
TULSA, OKLA.—King Young, 301 Tulsa Trust Bldg., Phone: 4-8478.  
KANSAS CITY, MO.—Lorna Lohbll, 1213 Baltimore Ave., Phone: Harrison 0622.  
ST. LOUIS, MO.—M. W. Little, 1161 Syndicate Trust Bldg., Phone: Central 2426.  
CINCINNATI, OHIO—Mervin P. Buckley, 1165 Elm Street.

**TABLE 56 ST. LOUIS—SPRINGFIELD—TULSA**

Read Down		Read Up	
8:30	Lv. St. Louis	Ar. Springfield	3:30
10:35	Lv. Springfield	Lv. Tulsa	1:40 P.M.
12:25	Ar. Tulsa	Lv. Tulsa	12:00 P.M.

**TABLE 57 KANSAS CITY—COFFEYVILLE—TULSA**

Read Down		Read Up	
9:30	Lv. Kansas City	Ar. Coffeyville	2:50
11:20	Lv. Coffeyville	Lv. Tulsa	1:05
12:05	Ar. Tulsa	Lv. Tulsa	12:30

**TABLE 58 TULSA—OKLA. CITY—FORT WORTH—DALLAS**

Read Down		Read Up	
12:50	Lv. Tulsa	Ar. Oklahoma City	6:00
2:05	Lv. Oklahoma City	Lv. Fort Worth	10:45
4:15	Lv. Fort Worth	Lv. Dallas	8:55
4:30	Ar. Dallas	Lv. Dallas	8:30

**TABLE 59 TULSA—OKLA. CITY—WICHITA FALLS—SWEETWATER**

Read Down		Read Up	
12:50	Lv. Tulsa	Ar. Oklahoma City	11:45
2:05	Lv. Oklahoma City	Lv. Wichita Falls	9:55
4:15	Lv. Wichita Falls	Lv. Sweetwater	8:00

Connects by Texas & Pacific Ry. to El Paso and by Plane from El Paso to Los Angeles and intermediate points. Eastern connection on application.

**FARES**

	Dallas	Fort Worth	Okla. City	Tulsa	Coffeyville	Kansas City	Springfield	St. Louis	Wich. Falls
Fr. Worth	4.30								
Okla. City	21.00	18.00							
Tulsa	29.00	26.00	11.00						
Coffeyville	35.00	32.00	17.00	6.00					
Kansas City	51.00	48.00	23.00	12.00	16.00				
Springfield	66.00	63.00	28.00	17.00	21.00				
St. Louis	85.00	82.00	47.00	36.00	42.00				
Wichita Falls	99.00	96.00	51.00	40.00	44.00	39.00	58.00		
Sweetwater	114.00	111.00	56.00	43.00	47.00	54.00	73.00	55.00	

**ADDITIONAL INFORMATION**  
Planes connect with trains and other air services at terminals. Plane schedule permits travel by air on other lines with short wait at certain terminals.

**EQUIPMENT**  
All-metal 14-passenger, trimotored Ford monoplane—Wasp-powered. Captain and Mate. Toilet facilities. Maximum speed 135 miles per hour. Metal propellers. Radio and landing lights. Meteorological reports enroute on all flights.

### Travel

in Safety  
with Comfort  
and Speed



**Wedell-Williams Air Service**  
WHITNEY BUILDING  
New Orleans

**TABLE 84 NEW ORLEANS—ST. LOUIS**

Read Down Friday		Read Up Saturday	
9:00	Lv. New Orleans	Ar. St. Louis	5:00
11:00	Lv. Jackson	Lv. Memphis	3:00
1:00	Lv. Memphis	Lv. St. Louis	1:00
2:00	Lv. Memphis	Ar. St. Louis	12:00
5:00	Ar. St. Louis	Lv. St. Louis	9:00

**FARES**

	New Orleans	Jackson	Memphis
Jackson	\$20		
Memphis	40	\$20	
St. Louis	60	45	\$20

**TABLE 85 NEW ORLEANS—SHREVEPORT**

Read Down Sat. & Mon.		Read Up Sat. & Mon.	
8:30	Lv. New Orleans	Ar. Baton Rouge	5:30
9:30	Lv. Baton Rouge	Lv. Alexandria	4:30
10:45	Lv. Alexandria	Lv. Shreveport	2:15
12:00	Ar. Shreveport	Lv. Shreveport	2:00

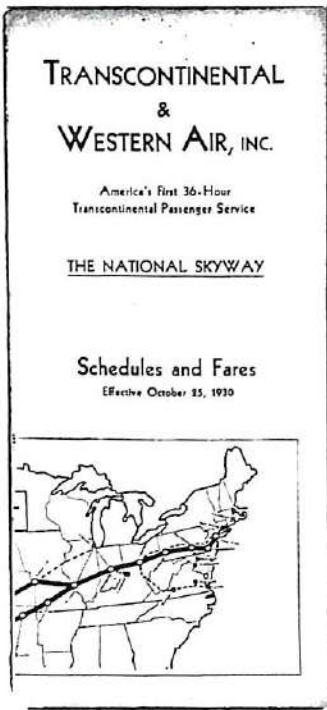
Left: Southwest Air Fast Express (S.A.F.E.) was founded in April 1929 and by July of that year was flying between Tulsa and St. Louis, Tulsa and Kansas City, Tulsa and Dallas-Ft. Worth; and Tulsa and Sweetwater via Oklahoma City. Right: In August 1929, Wedell-Williams inaugurated service between New Orleans, Jackson, Memphis and St. Louis; and New Orleans, Baton Rouge, Alexandria and Shreveport.



Daily Schedules

Lead Down	ST. LOUIS-KANSAS CITY-DENVER		Lead Up
No. 11	Miles	Days	No. 12
9:00	143	Mo	8:25
11:20	250	Tu	8:00
11:25	410	We	2:55
1:10	410	Th	1:15
1:30	257	Fr	12:55
2:35	257	Sa	11:35
4:40	354	Su	9:45
4:40	541	Mo	8:00

Above: United States Airways was founded in 1929 and inaugurated service at St. Louis in 1930 on a route to Kansas City and Denver.



Middle left: In 1930 predecessor companies of American were organized under the name of American Airways, Inc. Middle right: TAT and Western Air Express merged in 1930 to form Transcontinental & Western Air (TWA). On October 25, 1930 TWA inaugurated the first transcontinental service, totally by air, and a stop at St. Louis. Right: In 1931 Century inaugurated flights between Springfield, St. Louis, Chicago, and Cleveland. In 1932 Century became a part of American Airways.

Left: Pacific Seaboard (which became Chicago & Southern, C&S in 1935) inaugurated Chicago - St. Louis - New Orleans service on July 10, 1934. Middle left: TWA in summer 1934 inaugurated transcontinental DC-2 service with a stop en route at St. Louis. Middle right: Marquette, which had service from St. Louis to Detroit via Ohio points, was acquired by TWA in 1939. Right: Bowen, which ceased operations in 1935, operated between Chicago, St. Louis, Oklahoma and Texas in 1934.



Weather Reports En-Route Radio Equipped Planes

One-half Million Miles Without An Accident

Rapid Air Transport

GENERAL OFFICES: OMAHA, NEBR. FONTENELLE HOTEL.

SCHEDULE NO. 12 - EFFECTIVE FEBRUARY 9, 1932

OMAHA-KANSAS CITY-ST. LOUIS

FROM	TO	CLASS	FARE
Omaha	St. Louis	1st	\$12.00
Omaha	Kansas City	1st	\$12.00
Omaha	St. Louis	2nd	\$8.00
Omaha	Kansas City	2nd	\$8.00
Omaha	St. Louis	3rd	\$5.00
Omaha	Kansas City	3rd	\$5.00

FARES

Omaha to Kansas City \$12.00  
 Omaha to St. Louis \$12.00  
 Omaha to Kansas City to St. Louis \$22.00

ROUND TRIP FARES

Omaha to Kansas City \$22.00  
 Omaha to St. Louis \$22.00  
 Omaha to Kansas City to St. Louis \$42.00

MUNICIPAL AIRPORTS - Omaha - Kansas City - St. Louis

AIR EXPRESS SERVICE

Omaha to St. Louis \$15.00  
 Omaha to Kansas City \$15.00  
 Omaha to St. Louis to Kansas City \$25.00

GENERAL INFORMATION

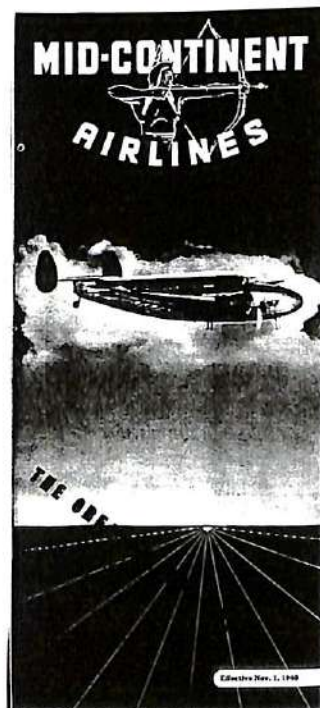
EQUIPMENT - 40 places in 2 passenger cabins, 20 places in 1st class, 20 places in 2nd class, 20 places in 3rd class.

FOOD AND BEVERAGE - Full service in 1st and 2nd class, 2nd class service in 3rd class.

CHILDREN - Full fare for children under 12 years of age.

TICKET OFFICES

OMAHA - Municipal Airport  
 ST. LOUIS - Municipal Airport  
 KANSAS CITY - Municipal Airport



Left: As of Fall 1931, American had routes out of St. Louis to Chicago, New Orleans, Dallas, Kansas City, and Omaha. Middle left: In 1931 Rapid operated flights between St. Louis, Kansas City and Omaha. Middle right: Braniff inaugurated service at St. Louis June 15, 1931 with routes to Chicago, Tulsa and Kansas City. The Kansas City portion was discontinued in 1932. Right: With the award of the 1934 Air Mail Contracts, American was granted, among others, Route 30, from Chicago to St. Louis, Tulsa, Oklahoma City and Dallas-Ft. Worth. Curtiss Condor sleeper flights were inaugurated May 5, 1934.

Left: In October 1940 Eastern inaugurated flights at St. Louis on a route to Evansville, Nashville, Atlanta and Florida. Middle left: The following month (November 1940) Mid-Continent began serving St. Louis with flights to Ottumwa, Des Moines, Rochester and Minneapolis. Middle right: Ozark, which was founded in 1943, operated as of 1945, between Springfield, Ft. Leonard Wood, Rolla and St. Louis. Right: TWA inaugurated "Constellation" flights at St. Louis in June 1947 on a route from New York to St. Louis, Kansas City and Los Angeles.

## Two prized additions: PSA DC-3 and WAL DC-4

Besides the eight DC-6 cards left over from the previous issue (I do get long-winded sometimes), I want to share with you 10 cards that I have picked up this year; four by trade and the other six by purchase for less than \$20 on average. I'll call them an eclectic mix, if you don't mind, and have culled them from many more that I have acquired recently.

In one of the best moves this year, BILL DEMAREST is back in the fray in a big way by publishing his International Airline Postcard Catalogues, beginning with the 747SP and continuing on with the DC-8 and CV-880/990. This is not really a money-maker for him (any more than my matted and framed prints are for me) and he is open to all suggestions for improvements. By all means, contact Bill in Florida as this is a great service to us all and you'll want to participate. His address is: P.O. Box 660583, Miami Springs, FL 33266.

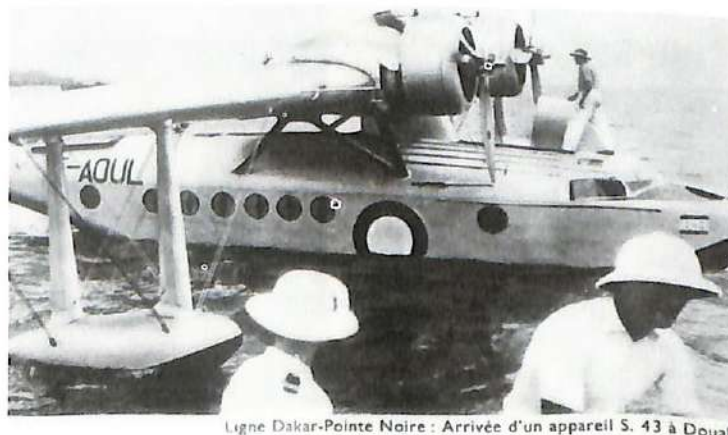
The prices realized from mail auctions remain high, to say the least, and the feeding frenzies are sustained at the shows. With recession winds blowing strongly around the world and the stock markets heading south, I wonder what it all means to us down the road a bit in terms of collection values, remaining in the hobby, travelling to the shows, etc.



At long last I picked up the PSA DC-3 parked at Gate 2 somewhere. This is a company card in b&w, 3 1/2 x 5 1/2 inches.

Equally as beautiful is this WAL DC-4-1009 (NC10203) parked at the old SFO terminal (Mills Field), in b&w, Zan 2437, 3 1/2 x 5 1/2 inches. I have the similar Zan 2435 and 2436. There is also the b&w WAL DC-4 at Mills Field, San Francisco Municipal Airport, manufactured for Mastercraft by Dulfer. Are there any others I am missing?

Keeping with the b&w 3 1/2 x 5 1/2 cards for the moment, here is Enell's #11, depicting Air France's L-049 Constellation F-BAZB, mailed in 1949, and one of three supercalifragilistic Sikorsky S-43 "boats" of Aeromaritime that I received from JEAN-CLAUDE BERTRAND in trade.



As you can see, this is F-AOUL, at Douala. Another is F-AOUK at Port Gentil and F-AOUM taxiing out for takeoff. *Tous sont magnifique, vraiment.*

My final regular-size b&w rp is of the Pan Am 307



"Strato-Clipper" (N199903) flying over Mt. Rainier in the State of Washington. Is there a better card anywhere?

I have also included three more-contemporary 3 1/2 x 5 1/2 four-color chromes that filled in my collection nicely and which perhaps are rare enough to interest at least some of y'all. (Remember y'all, ah live in the South now.)



The Allegheny CV-580 card (Dexter Press 2534-C), of N5802, was evidently produced for the carrier. I remember going up and down in one from Detroit to Reading one day to participate in the airshow, while my wife was more than nine months pregnant with our fourth child!

I just love the WAL DC-6B at Casper, Wyoming (Noble C-24036) and added to my collection of TCA Viscounts



with the Winnipeg card (Traveltime S-442). It looks a lot warmer than when I transited via PAA DC-8 one night while flying LHR-SEA in the winter.



To top it off, two fine Continental-size b&w cards, one a Hannover card of a Pan Am IGS DC-4 taxiing, and a lovely Pan Am DC-6B rp of "Clipper Midnight Sun" tooling along at altitude, issued by Editions P.I. (#44) way back when. Enough already. I hope you'll enjoy.

Following are the eight DC-6 cards that were left out of the previous issue for lack of space.

On down Argentina way a perfectly awful, yet compelling exterior scene. Both the interior shot (see p. 15 of the



Un avión DC-6 de AEROLINEAS ARGENTINAS, en vuelo.  
**AEROLINEAS ARGENTINAS DC-6 airplane on flight.**  
 Un avión DC-6 de AEROLINEAS ARGENTINAS, en vol.  
 Un avione DC-6 di AEROLINEAS ARGENTINAS in volo.  
 Um aviao de AEROLINEAS ARGENTINAS em voo.

— ALBANY AIRPORT —  
 — New York State —  
 Serving the Capital District —  
 Consisting mainly of Albany, Troy and Schenectady.  
 Originally built in 1928 — Rebuilt in 1962 at a cost of 3 million dollars.



PANAGRA DC-6 — "EL INTER AMERICANO"

previous issue) and this card are 4c and are of the blotter variety, definitely NOT chrome.

It was difficult to decide which cards of Panagra to use, but I sure like the "happy carefree couple" 4 c chrome card (a drawing) put out by the carrier to promote its "El Inter Americano" service, #50054. Followed by the excellent and rare right to left co. card E-11775, published by Harry Baumann of New York.

One of the great Albany (NY) cards. A real period piece. A lovely AA DC-6 at rest, being serviced. A Lusterchrome 3 1/2 x 5 1/2 4 c chrome, K-11144.



## Panagra SKY CARD

PAN AMERICAN-GRACE AIRWAYS, INC.

*Hello!  
 Travelers to Lima  
 and IncaLand are finding  
 their dollars go a long way!  
 Send your clients Round  
 South America Cordially,  
 George Mason  
 Panagra Lima*

"EL INTER AMERICANO" servicio expreso de lujo de la Panagra a Buenos Aires, via Balboa, Guayaquil, Lima, Santiago.  
 "EL INTER AMERICANO"—Panagra's luxury express service to Buenos Aires — via Balboa, Guayaquil, Lima, and Santiago.  
 50054

## Panagra SKY CARD

PAN AMERICAN-GRACE AIRWAYS, INC.  
 PANAGRA DC-6 — "EL INTER AMERICANO"

"EL INTER AMERICANO" servicio expreso de lujo de la Panagra a Buenos Aires, via Panama/Balboa, Guayaquil, Lima, Santiago.

"EL INTER AMERICANO"—Panagra's daily luxury express service to Buenos Aires — via Panama/Balboa, Guayaquil, Lima, Santiago.

An LAX b/w airport card, 3 1/2 x 5 1/2, rp, put out by their airport photographer, of AA's NX90704. It has got to be an early-on shot, don't you think?

BCPA was an ill-fated transpacific carrier, but they sure tried hard, and these two co. cards are a testimonial to it, for sure. 3 1/2 x 5 1/2, in four color and both printed in Australia.



The historic "Southern Cross" route, with one of BCPA's fleet of DC-6 airliners.

### THE HISTORIC "SOUTHERN CROSS"

In naming their route the "Southern Cross Route," BCPA pay tribute to the famous tri-motored Fokker of this name in which the courageous Sir Charles Kingsford-Smith and his gallant crew conquered the Pacific by air.

PRINTED IN AUSTRALIA

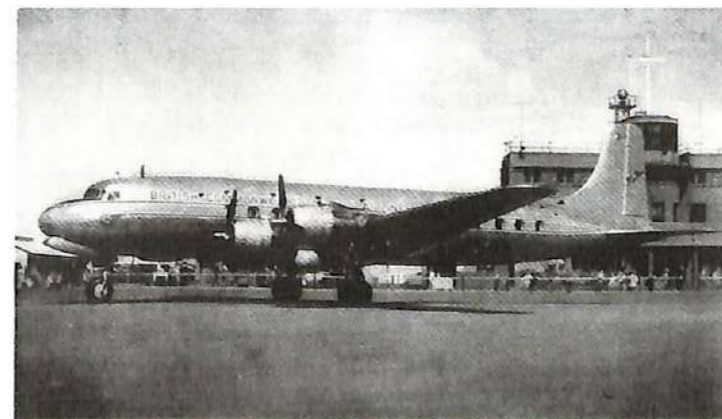


BRITISH COMMONWEALTH  
 PACIFIC AIRLINES LTD.

### THE BCPA DC-6 FLEET

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

PRINTED IN AUSTRALIA



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

Last but by no means least was the domestic U.S. carrier National. The close-up of passengers disembarking on a co. card published by Drewcolor, is one of the all-time classic cards to my mind. Did the DC-6, or the passengers, ever look prettier? 3 1/2 x 5 1/2, 4 c chrome. Following is the NAL co. card drawing of the DC-6 right to left over the New York City docks featuring "The Star" service NYC/MIA/HAV.



### THE STAR

World famed luxury red carpet service between New York, Florida and Havana — including the exclusive Starlight Lounge, luxurious two-abreast seats, and delicious meals served on your own individual table.

### THE STAR

National Airlines' premier flight. STAR red carpet service between New York, Florida and Havana — including the exclusive Starlight Lounge, luxurious two-abreast seats, and delicious meals served on your own individual table.





# An abundance of new wings at the Seattle AI

Figs. #4 to #11  
(c) 1998 by Herman Van Dyk

At the Airliners International convention in Seattle in June there finally was an abundance of new junior wings. In fact, this was probably the best show I have seen in a few years.

#1. Among new issues I picked up, were several British Airways badges of the same design. It is shown in reduced size: they are all 2" (5 cm) in diameter. There are three different issues. One has a blue background, another red and the third one white.

#2. There is also another pin out for the "Capt. Rory's Cubs in Flight" club. This is a British World Airlines junior wing and is white and maroon in color.

#3. British Midland issued a new pin for its Junior Jetsetter club.

#4. BRUCE SCHULTZ brought a new LACSA junior wing to my attention. He was kind enough to lend it to me so that HERMAN VAN DYK could make the copy and I can show it to you here. The bad news is that I had to return it to Bruce. The good news is that I contacted LACSA and was able to get one for my collection. But the only way to get them, really, is on board their aircraft. They come with a kit the airline gives out to children. The kit is really nice. It contains an A320 postcard, two stickers, a coloring book and the junior wing.

#5. AeroMexico has issued this new wing. It is the same as the previous one, but without the name below the center piece. Just as the previous wing, it is made of rubber and is a clutch back.

#6. This new Ansett New Zealand wing is also the same as the previous one, except that it is made of black instead of white plastic.

#7. Finnair, which never seems to produce new issues, has now come out with one. It is of the same design as the previous paper one, but is laminated over metal and has a clutch back.



1. British Airways



2. British World Airlines



3. British Midland



4. LACSA



5. Aero Mexico



6. Ansett New Zealand



7. Finnair

There are several U.S. airlines that have updated their wings, or are new on the scene.

#8. Champion Air, a charter company, has issued their first-ever junior wing. It is made of plastic with gold and blue and has a pin back.

#9. This is a new wing from Reeve Aleutian Airways of Alaska. It is made in a red plastic and the other two colors are blue and white.

#10. Finally, USAirways, in keeping with its new name and paint scheme, has produced a new junior wing. It looks very similar to the real wings worn by the airline's pilots. Colors are gray and black and it is a stick back.

Next we get to mystery time.

#11. I picked up two wings. This one certainly looks like British Airways. The predominant colors are gray and black with some red/white/blue as used in all BA wings. Does anybody know more about these wings?

#12. Then I picked up this Pan American Junior Clipper Captain wing at a flea market. It is exactly like PAA-4 in my book, except that where PAA-4 has a gold finish and blue coloring, this one is completely brass without coloring. This could be a variety rather than an issued wing. Sometimes I find that junior wings with colors missing or having no colors at all, find their way into the world. Rather than list this as a great find and include it in my book, I am just bringing it to the attention of my fellow collectors so they know it exists.

#13 is a "new" KLM junior stewardess wing that has surfaced. It is also to be considered the airline's first (so far) and means I have to revise the numbering system for KLM.

Mentioning this, I have just updated my junior wings book, so if anyone is interested in getting this most-recent issue, you can contact me at 1242 N.W. 102<sup>nd</sup> Way, Coral Springs, FL 33071, or e-mail me at [stanwing@netrox.net](mailto:stanwing@netrox.net).

It never fails, of course. Just as I put the book to press, another new issue came to light.

#14 was from a Swedish airline, called Blue Scandinavia. I am using the past tense, because my friend in Stockholm told me this company was owned by a Swedish travel agency called Fritidsresor. A year ago the British travel agency Thomson Travel Group bought Fritidsresor and changed the name of the airline to Britannia Airways<sup>1</sup>. The three-letter ICAO designation for Blue Scandinavia was BLX, so this junior wing will be listed BLX-1. It has a pinback and is made of blue plastic with yellow, red, green and white in the center design.

That's it for this time. Keep the mail coming and happy collecting.

1. Any connection with the well-known Britannia Airways of Britain, which was already owned by Thomson? Or did Thomson simply merge Blue Scandinavia into Britannia Airways?



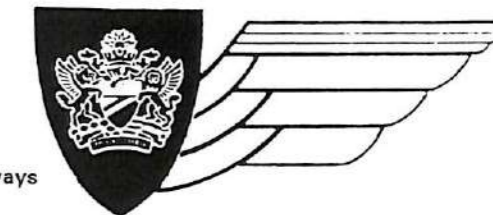
8. Champion Air



9. Reeve Aleutian



10. U S Airways



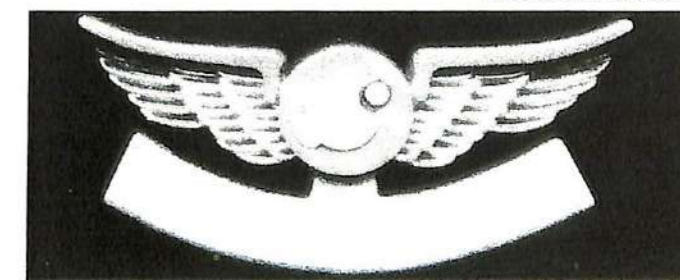
11. British Airways



12. Pan American



13. KLM



14. Blue Scandinavia

# New issues from around the world

## Golden Oldies, Alaska style

Let's start this column with three stickers from GRAHAM ALLIANCE who sends me hundreds of them to choose from at least four times a year.

#1 is from British Airways in red, white and blue and is a change from Finnair's well-known Father Xmas.

#2 features Air China and is unusual as it comes from their Sjarjah office. In red, white and blue.

#3 is a real gem from Norfolk Airlines who fly to Norfolk and Lord Howe Islands from Brisbane with Super King Airs. It is in green and yellow on plastic.

#4 was provided by JERRY ELMAS of Texas. This BIL is in blue, dark green and white. Austin Express is a new regional airline and is based at Austin, operating Metros to Tyler & Beaumont.

From here on in, I owe a big apology as I haven't kept notes of who sent what. Therefore a collective thank you to DAVE CHERKIS, BILL DEMAREST, FRANK LICHTANSKI, BILL SOHMER et al for some of all that follow.

#5 is a BIL from Harlequin Air, a new Japanese carrier. It is in red and black on white.

#6 is an issue by the KLM hockey club. Basically white on blue with gold-colored wings.

#7 is a nice offering from the prolific KLM itself, drawing attention to the annual Floriade, "the greatest flower show on earth." from April through October. This one was issued in 1992. It shows yellow tulips and white text on a blue background. The bottom bar is black (text) and blue (KLM logo), all on white.



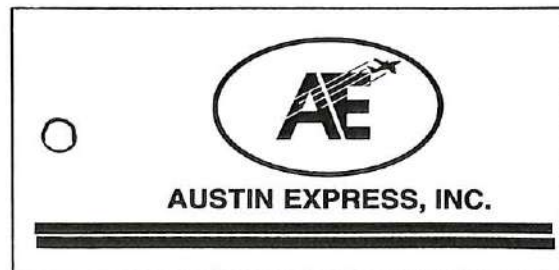
#1



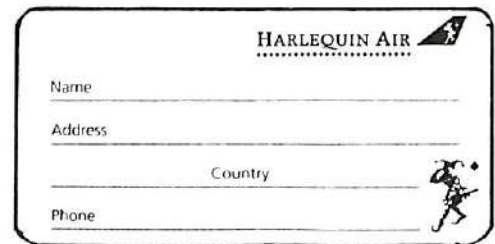
#2



#3



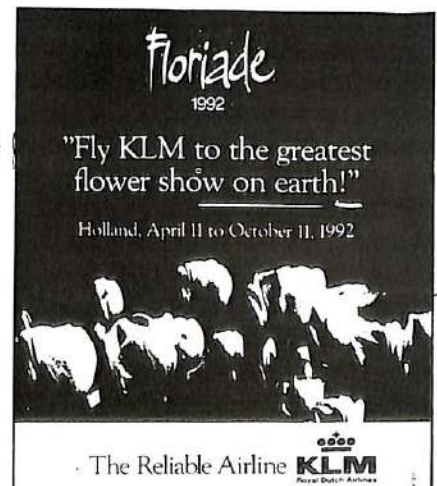
#4



#5



#6



#7

#8 shows a funny-face jumbo of Lufthansa's affiliate Lufthansa Cargo. (But where are the engines? Could this be the world's largest sailplane?)

#9 is another Lufthansa issue, in the usual yellow and blue.

#10. JAL continues to issue very high-class stickers, this one featuring an exotic 747 with a red bird and mauve flowers. Very pretty.

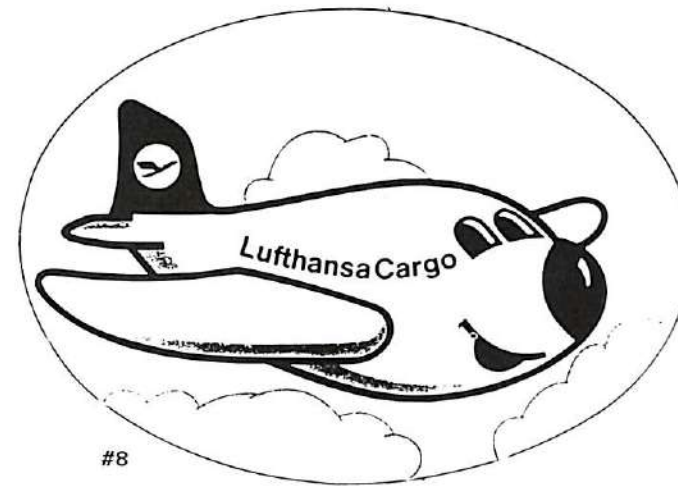
#11. Not a lot of stickers arrive from Cuba apart from Cubana, so I was very pleased to see this Aero Caribbean issue. Colors are light blue text and a golden sun, all on white. The airline is based at Havana and flies a large fleet of Russian YAK 40s, AN-24s & 26s, and IL-18s.

#12 is a nice offering from Vanguard Airlines of Kansas City. It advertises their new service to JFK. They operate Boeing 737s. Colors are mauve, yellow, red and green with a black outer border. Pretty!

#13. Namibia Commercial Aviation is quite a large airline with a mixture of Cessna twins, a DC-6A and two DC-6Bs. That must be quite a sight together. The airline operates out of Windhoek, the capital of this southwest African nation. Colors of this nice sticker are black text, grey eagle, yellow sun, blue NCA with grey shadow, all on white.

#14. COPA is now the national airline of Panama. It shows yet another "funny face" 737, in black, red and orange on white. The message seems to be "Fly with COPA".

#15. This small offering from Ethiopian comes in red (airline name) and gold (all other printing) on white.



#8



#9



#11



#10



#12



#13



#14



#15

#16 is from the same part of the world, the Emirates, advertises the carrier's service to Hong Kong. It is in red and white on black. Note the letters "O" in Hong Kong have been replaced by

the Chinese characters for the city's name. Note the Emirates logo at the top and the sampan at the bottom.

#16



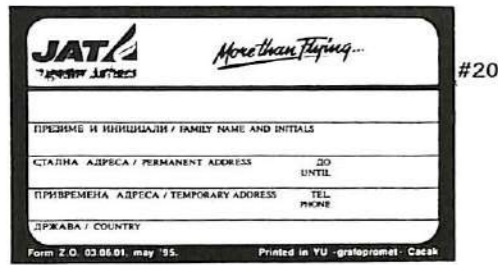
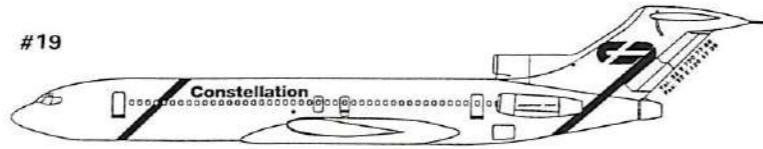
#17

#17. I had been looking for a sticker from Air Belgium for a long time and was very pleased when this one arrived. It is in blue, yellow, red and purple (name and palm tree) on white. The very next week the same sticker arrived from another source! Air Belgium operates 737s from Brussels, mostly holiday charters to the Mediterranean.

#18. While we are in Belgium, I include this large City Bird sticker. They operate MD-11s and 767s from Brussels. Colors are white on green, with an orange "check mark" (V) for the air-line logo.

#19. Yet another sticker from Belgium, showing a 727 of Constellation International, also operating from Brussels. Yellow and blue cheatlines, blue name and logo, all on white.

#20 is the latest BIL from JAT - Yugoslav Airlines. It was issued in May 1995, judging by the small text in the lower left-hand corner. It is in blue on white, with the right-hand part of the logo and the line under the top text, in red.



### Golden Oldies

For the Golden Oldies section I have included labels and stickers of just some of the airlines that serve or have served Seattle, the venue of the 1998 Airliners International this past summer.

I hope you like my selection.



# Photographs from European airports

This edition of the Photo Corner shows some photos taken by Wim Plokker, a Dutch airline enthusiast and aircraft photographer with a special interest in Fokker airliners (from the F.27 to the 100) and in wide-bodies. But this doesn't mean he ignores other types that come across his path, as these photos show.

Wim does most of his photography on the airports of Western Europe, but has also ventured into the eastern part of the continent on a number of occasions, camera always at the ready.

Out of recognition of his (and the editor's) special interest in Fokkers, we start this Photo Corner with two Fokker shots:



**AUSTRIAN:** Fokker 50 OE-LFE, Msn 20227, first went to Austria on 23 AUG 91 and went to Austrian Airlines (as shown) in MAY 96. In SEP 96 the Fokker was transferred to the Dutch register as PH-DMC in the name of Austrian Lease Finance Corp. (ALFC) following a few other short-term leases, she was current with Denim Air of the Netherlands as PH-DMC in early 1998 under lease from ALFC.

**TAM:** Fokker 100 PT-MRZ, Msn 11290, was current with TAM of Brazil in early 1998. Formerly PH-TAB with Fokker, the aircraft was leased to several airlines before going to Brazil in AUG 96 under lease from DASA Aircraft Finance.

**SABENA:** (Previous page) In our previous issue we showed you a DC-10 of Sabena. Here is the other wide-body of the same airline, the Boeing 747-228B Combi F-GCBB, Msn 22272/463 on lease from Air France from 28 FEB 93 to 31 MAR 96.

**TAROM:** (Previous page) YR-BCN, Msn 266, is a BAe One-Eleven 525FT, current with the Romanian carrier in early 1998.



**OLYMPIC:** Boeing 727-284 SX-CBB, Msn 20004, was withdrawn by the Greek flag carrier and seen stored at Athens in this 28 AUG 95 shot.

**AMBASSADOR:** Boeing 757236, Msn 24792, was with Ambassador of Britain when photographed at Manchester on 02 APR 94.

**VIRGIN ATLANTIC:** G-VSKY, Msn 016, was the third Airbus 340-311 delivered to the carrier.



**VIRGIN ATLANTIC:** Photographed at London-Heathrow on 21 AUG 95, Boeing 747-238B G-VLAX was with Virgin Atlantic.

**GHANA AIRWAYS:**  
DC-10-30, 9G-ANA, Msn  
48286, was delivered to the  
African airline on 25 FEB 83.



**VIAJA:**  
YV-138C, Msn 46557, is a  
DC-10-30 and was originally  
with KLM as PH-DTH.

**AIR EUROPA:**  
EC-EMA, a Boeing 757-236,  
Msn 24118, was originally  
delivered to Air Europe of  
Britain as G-BNSD before go-  
ing to its Spanish subsidiary  
Air Europa. At last account,  
she was with China Southern  
as N769BE and at one time  
was PH-TKY with Transavia  
Holland. Seen her at Manches-  
ter on 26 SEP 89.



**DEUTSCHE BA:**  
737-319 D-ADBA, Msn  
26441, of the wholly-owned  
German subsidiary of British  
Airways, was formerly OY-  
MAL of Maersk Air.

## AIRLINE MODELS

Peter Reed

# D.H. 86 & D.H. 90: exotic kits that stir the heart

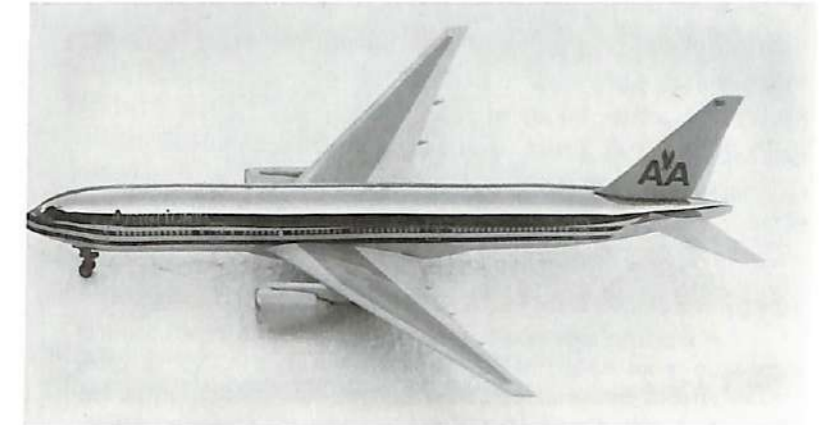
I have recently received two rather exotic kits bound to stir the hearts of those who thrill to the elegance of vintage de Havilland biplanes. Both are from Aircraft in Miniature Limited<sup>1</sup> -- a D.H.90 Dragonfly from Rag Rat Designs, and a D.H.86 Express from the Transport Wings series.

The Dragonfly comes with both Rhodesia and Nyasaland Airways and with British executive decals. At 1/72 scale it makes quite a small model, but even in resin, the parts are remarkably sharp, accurate and detailed. The model is all-resin, except for the clear cabin fenestration, while the struts, props and tail wheel are white metal. The cabin interior is molded into the fuselage, so that a detailed interior can be made and then covered with the transparency. A nice feature is that the decals supply all the cabin window framing, with a margin of color to blend into the fuselage painting.

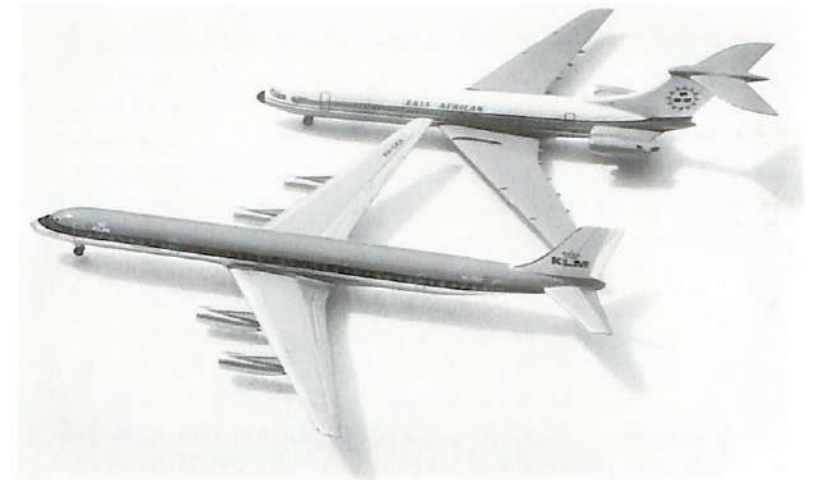
The D.H. 86 Express kit is similar, but with two vacuum fuselage shells. These are nicely formed. De Havilland made the fuselage of the D.H. 86 and the more-familiar Dragon Rapide (D.H. 89) as a plywood box with stringers on the outside and then fabric covering, to give a less-square shape. The kits shows the shaping by the stringers effectively. The cockpit area can be cut out, with a transparent canopy supplied. Again, decals provide very good cockpit framing. There are white-metal seats, instrument console, etc. for installing a detailed cockpit interior. An option would be to paint the cockpit area some dark color and then apply the framing. You could also cut out a strip of the fuselage sides to insert transparencies for the cabin windows. There are decals for either option, see-through or solid black windows. The wings, perhaps unfortunately, come in two segments for each wing (a total of eight parts). The inner portions extend out to the outer engines and outer portions extending to the tips. When you have to cope with the complexity of a biplane with all those struts (in service, one was knick-named "The Flying Cathedral"), it would be nice to have each wing in one piece.

Both types have slim wings of thin section, which contributed to their respectable cruising speed but make building a strong model more difficult (and gave the original Dragonfly a nasty stall).

These elegant machines were built in the mid-thirties and took wooden construction and biplane configuration to the ultimate at a time when no German or American manufacturer would have dreamed of anything but an all-metal monoplane. Interestingly, both went on to serve in extremes of climate. The Dragonfly flew with the Mounties in Canada's frozen North and well as in Rhodesia and New Zealand. The D.H. 86 served the Singapore-Brisbane segment of the "kangaroo route" for Qantas, and flew from India to Hong Kong and from Khartoum to Lagos for Imperial Airways. The kit comes with fine decals for Imperial Airways, Qantas and Jersey Airways. For a four-engine aircraft it is surprisingly small, at 1/72 scale spanning about 10" (25 cm).



Dragon Wings 1/400 American Airlines 777-200



Jet Wings 1/200 KLM DC-8-73 and 1/200  
Metal Airliner Models East African Super VC-10.



BOAC Constellation 049, 1/144 scale

<sup>1</sup>19 Watling Street, Nuneaton, Warwickshire CV11 6JJ England.

I hope to have photos of the finished models in a later issue.

For those who prefer not to struggle with building their own, Bob Dros of Bel-Air Models, Amsterdam, offers a superb museum-quality model of a Qantas D.H. 86. It is finely detailed, with all of the bracing wires, see-through windows, etc. Bob's range of 1/72 scale vintage airliners now encompasses all of the pre-WW2 Dutch and American Fokker Airliners, the DC-2, 3 and 5, Boeing 247, Focke-Wulf Condor and other vintage British, German and French airliners, all to the same superb quality. More of these later.

## JETS

A startling new addition to the Collectors Aircraft Models catalogue is an AMI Phelps 1/500 scale Airbus A3XX in resin and in Airbus house colors. Somebody seems confident that the Asian economic downturn will not torpedo this projected double decker. The model looks a little like an Advent calendar, with four doors on each deck on each side!

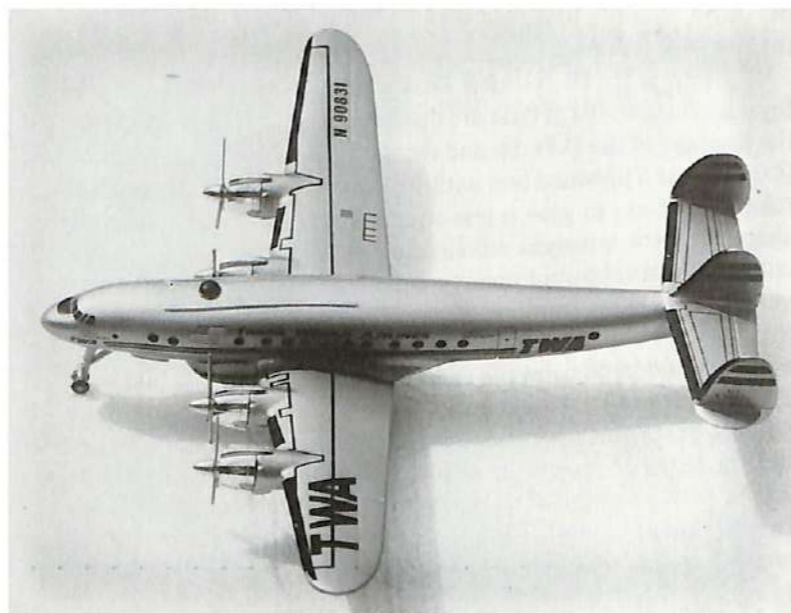
Dragon Wings offers some new additions to its 1/400 scale range, including the Boeing 777-200 in American Airlines colors, with the fuselage electroplated to resemble AA's polished bare metal. It makes quite a dramatic little model. The appropriate parts are finished in gray and corrugated, and the accuracy is good. They have now added the 777-300 in Boeing (electroplated), Thai and Garuda colors. As with the Airbus types, the fuselages are die cast metal, the flying surfaces and gear are plastic.

Among the larger, 1/200 scale die cast jetliners are some excellent choices. Jet Wings offers a range of DC-8s, from the -32 to the -73. My first selection has been the KLM DC-8-63, and it is hard to fault in any way. The accuracy of line is excellent, as are the details and placement of all decals. Metal Models offers an equivalent range of the less-widely used VC-10. My choice here was the brightly-colored East African Airways Super VC-10. This EAA version had a cargo door and was unusual in that a main deck cargo compartment separated the forward first-class cabin from the main tourist-class cabin. From the blue flying lion emblem just behind the cockpit, a yellow cheat line runs aft, edged by the colors representing the three African states that participated in the airline. Their three national flags decorate the tail. It makes a brightly-colorful model of an attractive and relatively rare design, once again rendered in remarkable accuracy. These are models no one would mistake for toys. They can be exhibited anywhere.

The latest jet airliner model I finished(!) was the Sasquatch MD-90 in Reno Air colors (see photo in the previous issue, p. 34). It is 1/144 scale, although 1/200 is available. Hasagawa has advertised a 1/200 MD-90 in the JAS "Rainbow" colors, but it seems not to have been released yet as this was being written. In progress I have an A330 and an MD-11, but I will wait until I see if and when I finish them before I comment on the kits.



The Rag Rat Resin DH 90 Dragonfly kit



Western Models TWA Constellation 749

## MORE CONSTELLATIONS

Sometimes I have thought of boasting that I have the largest collection of model Constellations in existence, from about one inch (2.45 cm) span to 1/72 scale, but Connie fanatics are such a breed that I am sure there is someone out there with even more. Among my recent additions have been a 1/144 scale model from the resin kit by ATP-Airliners America. This has a good basic shape but no detailing and the quality of moldings for such things as the landing gear is poor. It lends itself quite well to making a desk-top or travel agent-style model with decalated windows and heaps of gloss, rather than the fine-scale modeller's authentic reproduction. The kit comes with two sets of engine nacelles, for the 047 and 749 models, and the upper intakes on the latter can be filed down to make the 749A. I finished mine with my own attempt to replicate the original art deco style BOAC

scheme, as it appeared after the registrations went from the fuselage sides to the fins.

The beautiful curves of the Constellation's nose give most model manufacturers trouble. The noses of the big 1/72 scale Heller kits, for both the 749 and 1049G Super Constellation, are dreadful. The new Corgi Classics 1/144 scale die cast models have some trouble with the Constellation's nose, too, though I found it was not nearly as bad as it appears to be in photographs used in the advertisements. This makes quite a large model for a die-cast, sturdy and heavy. There are push-in plastic landing gears, or the wells can be plugged and the model mounted on a stand, which is also supplied. There are some fairly conspicuous joints between the moldings of the model, the most noticeable being right in front of the tail. The scribed detailing is a little heavy, but the decals are attractive, except for those of the cockpit windows. My selection was the Air India International colors. KLM, Qantas, TWA, Braniff and USAF are also available, or will be.

The Western Models Constellation in the smaller 1/200 scale is very attractive, though Western, too, has some trouble with the nose. Theirs seems too flat and broad, and the horizontal striping of the Pan American color scheme accentuates this. The TWA version, which incidentally comes complete with Speedpack, looks much better. Western's models are well finished with careful attention to detail. The airline color schemes are well done, and their scale enables them to be more-authentic than the 1/500 or 1/600 scale die casts, yet they still don't take up much room. At more than \$100 for the four-engined types, they are not inexpensive, but they make a nice collection.

My most-recent acquisitions from Western, via Collectors Aircraft Models<sup>2</sup> have been the Northwest Super G Constellation, the TWA L-1649A Starliner, and the British Eagle Airways Bristol Britannia 305. Northwest's Super Gs, the first delivered, did not have the longer radar nose, but did use tip tanks. It makes an attractive model in NWA's colors of dark blue and bright red, with a contrasting white top.

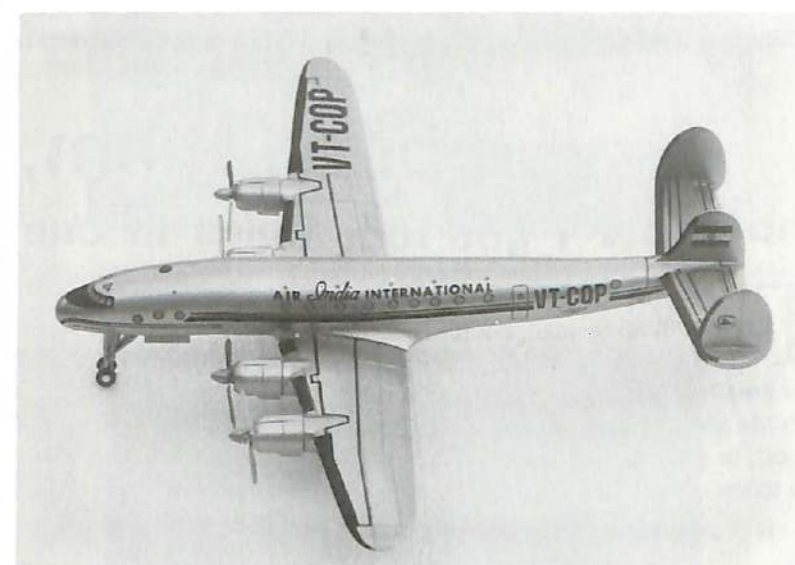
The L-1649A makes an if anything more-elegant model than the TWA Super G, showing its graceful, long, high-aspect ratio wing. The engine and undercarriage details are fine, and some of the decals, like the individual aircraft names under the cockpit, are minute. The large Britannia model (the "Whispering giant" was a big aircraft) is perhaps the most-accurate in Western's range.

Collectors Aircraft Models' American showroom is new, the company having operated out of the Sheraton Skyline Hotel near Heathrow for some time. They offer the Collectors Aircraft Models Club which produces an illustrated catalogue of available models, die cast, snap together, desk top, of all scales. It is practically a collectors item itself and is an excellent way to have a look at the models if you cannot get to a showroom. The photos generally give a good idea of the accuracy of shape, placement of decals, etc. Members receive a checklist of all the models in production - and those out of production and now collectors items - as well as updates on what the various manufacturers are coming up with next. There are sometimes special limited editions for club members.

2) 25616 Pacific Highway S. Kent, WA 98032.



Western Models TWA 1649A Starliner and Northwest Airlines Super G Constellation



Corgi Classics Air India International Constellation



A selection of Western Models propiners



Sky Trek International Airlines is new at BWI. It operates charters to Cancun and Nassau for Apple Vacations with four 727-200s

## "If you build them, they will come" and: How I got four holes in one . . . and wasn't even golfing

The first part of the headline may be true for some structures put up by man, but if you build an airport, or a new terminal at an existing airport, you'd do well not to hold your breath. And "four holes in one" doesn't have anything to do with the game of golf, but everything with the construction of an airport, as you will soon see. I am telling you this as an introduction to the construction of a new terminal at BWI.

But I'd first like to back up a little and tell you about the AI 96 and our vacation in Alaska.

For the first time ever, I took three weeks off at one clip. It was grand. We started our vacation with three days at the AI in Seattle. It was a good time. I managed to make a few swaps and a few purchases, but I was sorry that many of the "regulars" were unable to attend.

On Sunday morning we boarded an Alaska Airlines flight to Fairbanks to begin our land and water trip through Denali Park and the Inside Passage. The scenery was amazing. I had seen many video tapes, heard lots of stories and even talked with folks who had spent years in our 49th state, but until the captain puts the ship within 3/10ths of a mile from the face of a glacier and you get to see icebergs calving from both under and above the surface of the water, you can't know Alaska.

From what I have been told, I do get a rest next year. My wife and daughter have decided that since I have done the planning for six trips, the seventh will be theirs. I can't wait to see where we're going. Just put the ticket in my hand and I'm on my way. For now, however, it is working for a living again for a whole year.

One thing we noticed in our travels is that just about every 26

airport we passed through, has some type of construction going on. The air terminal at Kindley Field (TXKF) in Bermuda (on a 22-hour getaway) was having a major make over. In early June we passed through Boston's Logan Airport (KBOS) and found modifications under way at the U S Airways Express gate areas. On arrival at Burlington, VT (KBTV) there was more construction under way. Our western adventure took us through hard-hat areas at Seattle, WA (KSEA) and Vancouver, BC, Canada (CYVR). People are moving around the country by air and the airports that serve them are taking pains to provide better and larger facilities (More about that pain later).

It is one thing to pass through an airport under construction, but to work at one is another matter entirely. I've had both experiences. How does that phrase go again? "Been there, done that, don't want the T-shirt."

On 05 DEC 97 Governor Parris Glendening of Maryland dedicated the new "International Pier E" at BWI Airport. Even though it has had several "growing pains", the space is very adequate, the areas are bright in both natural and artificial light conditions and there are now six gates for international traffic where once there were only three. All that's missing is increased traffic (see the headline and first paragraph of this column). Unlike the "field of dreams", carriers have to make long-range commitments of staff, aircraft and resources. Like at other airports, such as Dulles International, it will take a few years to draw the flights and passengers. In the meantime we're lonely most of the day.

I was transferred from my Customs "duties" at the maritime Port of Baltimore to BWI Airport in February, 1995. It was not long after my arrival that the plans, which had been drawn

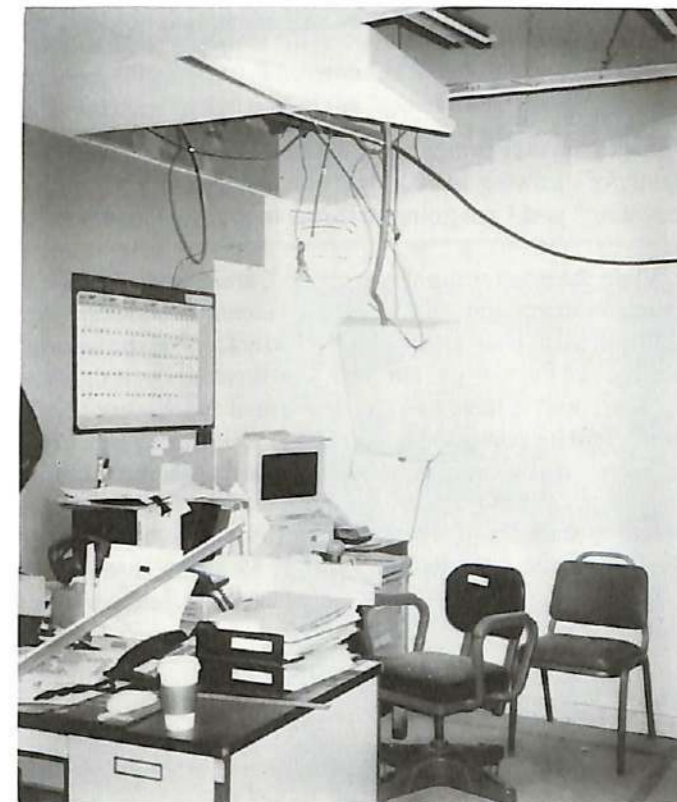
up, then modified time and again until approved and put out for bid, started being transformed from paper into concrete and steel. The process began with the demolition of two hangars, lots of ramp surface and a major portion of the upper-level roadway in front of the terminal. For several months, while the water and electrical lines were installed and footings poured, the few obvious signs of progress were clouds of dust, mud puddles and potential FOD in the form of 2"x 4" scrap timber and plastic sheeting blowing in the wind.

Eventually, though, the footings sprouted several beams which became the skeleton of the new pier. It was covered in cement block and glass, and had the roof installed. The large atrium was formed by a structure designed and fabricated in France, then disassembled and shipped to the work site. It is composed of more than 20,000 sections of pipe which are connected to support the large glass panels that give the area a greenhouse effect. The entire area is open to the sky.

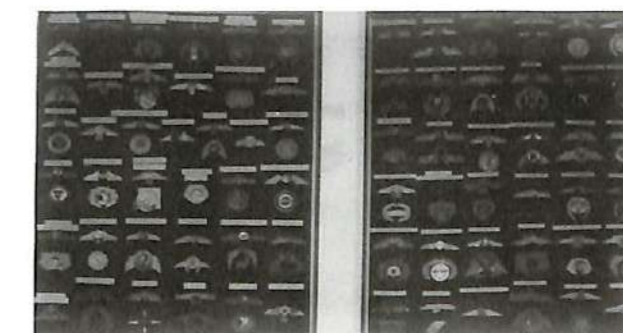
As luck would have it, toward the end of September, 1997 the tie-in between the old and the new buildings took place. The place where this event happened, was around and above my office. I suddenly became an expert on the difference between a beam (horizontal) and a column (vertical). Airline representatives trying to get clearance for a departing flight or to report the arrival of a pre-inspected flight from Canada, had to dodge formers sticking up from the floor and "bumblebees" or "fireflies" as the welders described the sparks that regularly fell on our desks from work being done overhead. We had the thrill of processing several flights in puddles after sprinkler heads had been dislodged or pipes had burst. Another thrill was narrowly avoided during the first test of the electrical substation. Just about everybody was advised the switch was going to be turned on at dusk one evening. The new facility was at last to be bathed in light. However, nobody had told the crew of a taxiing 757 that there were suddenly going to be two (2!) gates E3. Naturally, the aircraft headed to the one that came into view first. The gate was only several hundred feet in front of the aircraft, but on the other side of a two-foot drop in the mud that had not been filled in yet to complete the ramp tie-in to the new concourse. It took quite a bit of wand-waving and running by the marshaller to prevent a lengthy and embarrassing delay. Needless to say, by the end of the shift, all of the new gate markers were covered by black plastic until the dedication ceremony.

I almost made it through this trying time unscathed, but tried to leave in a hurry one night and forgot to watch where I was walking. But the painful result did help me counter my golfing friends who brag in their Christmas letters about the "hole in one" they shot. I got to crow about my "four holes in one". As I walked to my desk that evening, I managed to step on a piece 2 x 4 lumber with a nice-size nail in it, and I managed to put a hole in one shoe, a hole in one sock and a hole in one foot all at the same time. As an award, my doctor gave me a hole in one arm to boost my tetanus resistance. I felt that particular lack in judgment for many weeks.

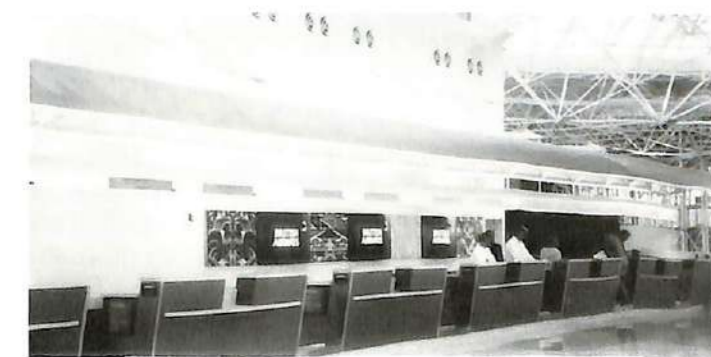
Anyway, the job is done now and passengers departing from and arriving at BWI have a beautiful new facility that is ready and able to handle lots more flights and passengers. All we need



It was a good thing that the light box and tiles fell down at night. My chair is right under the light box.



British Airways allowed me to keep my display under glass to prevent "shrinkage." The two frames hold the insignia of all but five carriers conducting international operations through BWI. Missing are Tower Air, Nations Air, Aerocancun, Champion Air and Sierra Pacific.



The new British Airways counter at BWI.

to do now is wait patiently and they will come, and go, and return.

**EDITOR'S NOTE**

One of the nice things about being an editor is having the opportunity of throwing in your own two cents worth. It is called "editorializing" and I am going to throw in my two cents now.

When the new terminal was opened, amid much fanfare, it was dedicated to and named the William Donald Schaefer International Pier. Mr. Schaefer, known as "Willy Don" is the colorful former mayor of the City of Baltimore and former governor of the State of Maryland. I have met the gentleman twice, very briefly both times, and he seems to be a nice man. But I think the "Powers that Were" missed an opportunity to honor a Maryland citizen who rests in peace not far from the terminal. I feel it would have been proper to name the new pier for Navy diver Robert D. Stethem, who died in Beirut, Lebanon, on 15 JUN 85 at the hands of the terrorist hijackers of TWA flight 847. But that's just one guy's opinion. - CFD

**The China Clipper**

Are you wondering why that "model airplane" is hanging from the ceiling in BWI's new International Pier?

Well, the aircraft is a replica of a Martin 130, known as the China Clipper, which was designed and built in Maryland and is an important part of American aviation history. The model was fabricated and installed by the Baltimore Museum of Industry.

The China Clipper, operated by Pan American on its trans-pacific service to the Philippines, was built in 1933 in Middle River, Maryland, by the Glenn L. Martin Aircraft Company. Martin also built two other M-130s, known as the Hawaii Clipper and the Philippine Clipper. The China Clipper was the first of the trio and made its maiden flight in December, 1934. It proved that it could carry more than twice its own weight.

On 09 OCT 35 the China Clipper made a publicity flight from what is now Martin State Airport to Washington, DC and back. Charles Lindbergh witnessed the flight, which carried 43 passengers, including Juan Trippe, founder of Pan American. A month later the China Clipper made its first flight across the Pacific with a payload of mail. The first transpacific passenger flight was made in October, 1936 on a service from San Francisco to Manila. The China Clipper lived up to its name in April, 1937 by making the first scheduled flight to Hong Kong.



**U S AIRWAYS**

I managed to obtain this set early on from a Chief Pilot friend who noticed some minor "flaws" which precluded issue to the pilots on the line. You can see the two "dings" on the right wing of the captain's insignia. Other damage, such as bent screw posts, was corrected shortly after the insignia made it to my home. I'm still trying to get used to a stylized U.S. flag. I have gotten used to fifty white stars on a blue field and thirteen stripes of alternating red and white. But, who am I to

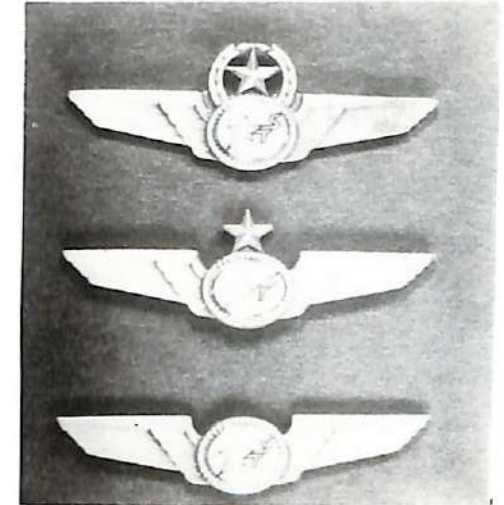
**BRITISH AIRWAYS**

BA is introducing a new pilot wing as new uniforms are being issued. The wing features the new "speed mark" in place of the red "speed wing". Long gone, save for the carrier's radio call sign, is the "speed bird". The wing has

white silver thread on a navy blue backing. The center is a dark blue with the top part of the "speed mark" in red, the lower portion in white. I prefer this design over the "speed wing".

take on the corporate "image makers"?

The insignia are overall silver, highly polished for the top portion of the wing and for the "flag" on the cap badge. The smaller feathers of the wing, the wreath and the square portion of the cap device have a brushed, antiqued finish. The captain's wing has a star surrounded by a wreath, the F/O cap badge has only a star. Flight attendants have wings without stars or wreaths. There are no hallmarks on any of the pieces.



**SKY TREK INTERNATIONAL**

A new carrier at BWI, Sky Trek operates charters to Cancun and Nassau on behalf of Apple Vacations. The fleet includes five 727s. Some have the registration suffix "US" indicating prior ownership by U S Air, others have the suffix "PG" indicating ownership by the Pegasus Group. The airline's call sign is "Phaser". Beam me to Mexico, Scotty! I obtained these wings from California Wing Specialties at the AI'98 convention in Seattle. The wings are satin finish gold with a white oval centre with yellow star and light-blue letters "S T". Clutchback without a hallmark.



**U S AIRWAYS EXPRESS**

These are of the same basic design as the U S Airways wings, with the addition of "EXPRESS" on the cap device and just below the stylized flag on the wing. These wings have a star for the first officer and a star surrounded by a wreath for the captain. Flight attendants have a wing with only the flag. The cap device has a screw post at the center with two clutch back pins behind the upper corners of the flag to keep it positioned on the hat. There are no hallmarks on any of the pieces. I have managed to obtain two sets, one from Calif. Wing Specialties at AI'98, the other from a friend who flies the Dash-8 for Allegheny Airlines.



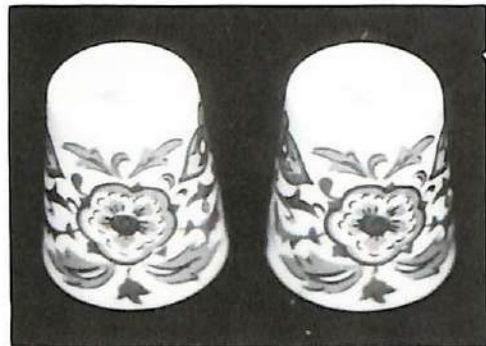
**PACE AVIATION**

PACE Aviation operates a Boeing 737 to carry the Washington D.C. basketball team from city to city and also flies the U.S. Airways DC-3 (in Piedmont livery) to air shows around the country. The wing is silver overall, the smaller feathers and the wreath are satin-finished, all other surfaces are highly polished. Center disk is very dark blue. Wing is clutch back and is hallmarked "Chambers Group Tampa Florida". Thanks to Capt. Joe Silva for this wing.

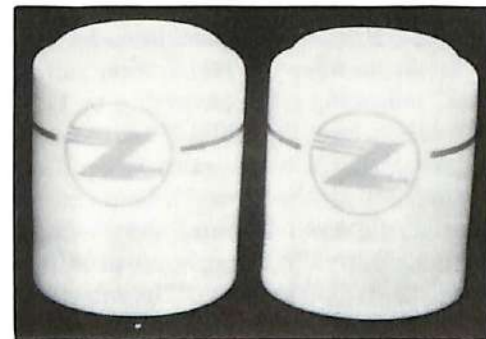


# Four from the Wallin Collection

This column starts with four salt and pepper sets from the DICK WALLIN collection.



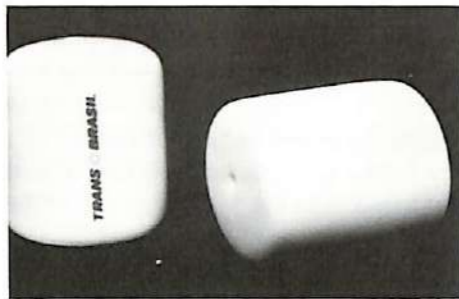
This is an older Kuwait Airways pattern made by Villeroy & Bloch of Luxembourg.



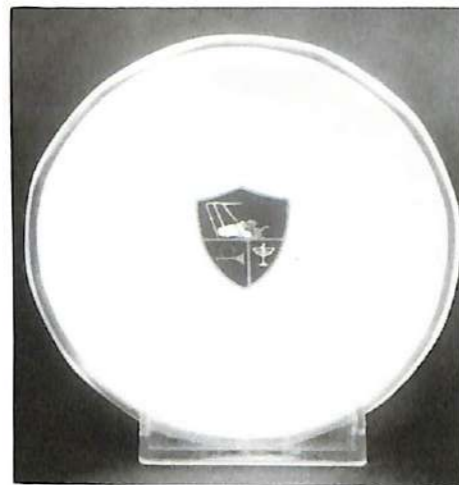
Here is a pair from Zambia Airways, made by Wedgwood of England. The decoration features an orange logo and a green pinstripe.



A couple of old plastic versions from TWA (left) and American Airlines (right). Note that the eagle faces left on the AA set.



This set from the Wallin collection was used on Trans Brasil.



At the Airliners International convention in Seattle this Western Airlines 3 3/4" butter pat surfaced. This is the first time I have ever seen a butter pat in this pattern. It is backstamped with the airline's name and was made by Meyer China Company of Beaver Falls, PA. The company is no longer in business.



Polish Airlines (LOT) used this ash-tray some years ago. The piece was made in Poland.

Richard W. Luckin



While on a trip to Montreal recently I visited a collector who showed me this Canadian Pacific light-yellow dish with full backstamp.



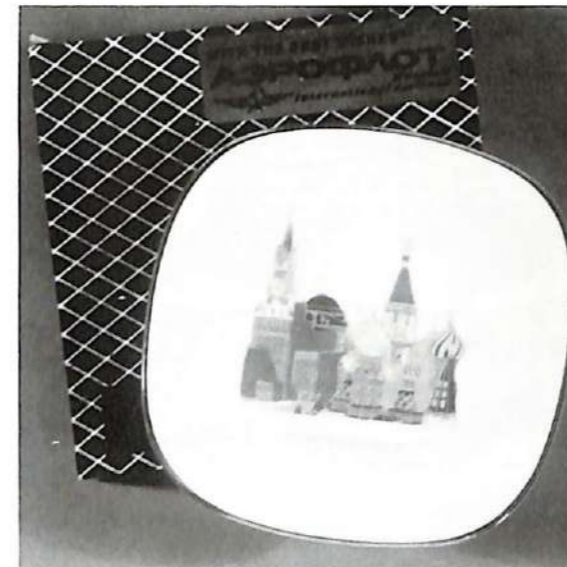
At an antique mall here in Denver this little KLM demi cup showed up. The decoration is gold and it is backstamped KLM. Now all I have to do is find a matching saucer.



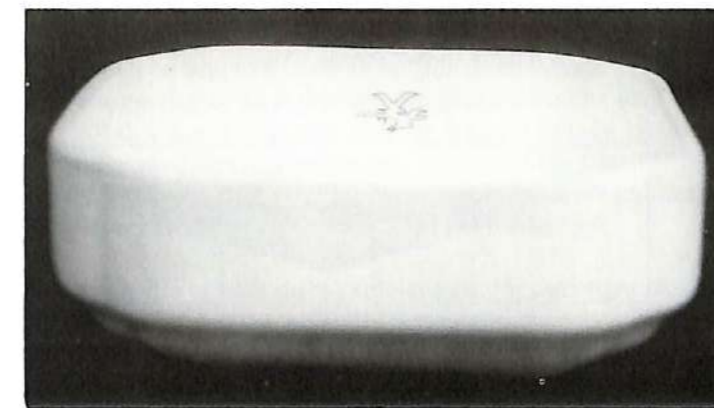
A Kuwait Airlines set I acquired about a year ago and which was made by Narume of Japan. The decoration design includes a light blue, pink, white on white and trimmed with a satin gold, on a tray. All three pieces are marked with the airline name on the bottom.



Here is another Wallin piece, made for TWA. Dick is TWA's number one fan.



In the previous issue I promised I'd include some first-class gift items. This one is a small Aeroflot plate with a multi-colored decoration.



Recently I acquired this Air Seychelles pattern made by Royal Doulton of England with a decoration in black. I was sold through De Ster, a Dutch trading company which has a marketing agreement with Royal Doulton China.



How about this Hainan Airlines plate? The airline is associated with CAAC of China. I wonder if they have a salt and pepper set.



This gift item is a pair of incense burners from Saudia.



In closing, Dick Wallin found another little gem. For years all I have ever seen are those little gray cheese crocks with the blue rubber-stamped Braniff International lettering on the side. Well, now Dick has found the round tray the crocks were set in. Thanks, Dick, for finding the missing piece and for sharing it with us.

Next time I should have a few NEW china patterns to share with you. If YOU have any information that would be helpful and would like to share with me, please drop me a line or call me. I'd love to hear from you.

# Seven wings; six questions

I have only a few "What is it?" items this time. So this column is shorter than normal.

#250. Silver thread on a black background. It was found at a flea market in Mexico by J. ROJO. What is it, from whom, where and when?

#251 & #252. TOM MALLOY asks "Who are the Frontiersmen? Where are they from, where and when?"

#253. Gold-colored metal with red enamel maple leaf center, containing a "fleur de lis" (lily) at the top and "MAK" at the bottom. The "fleur de lis" is the emblem of the Province of Quebec, Canada. No other details available.

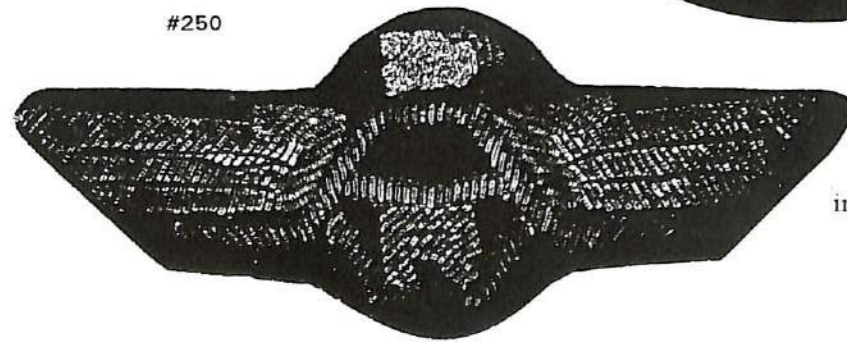
#254. Gold-colored metal with Royal blue enamel fill behind the "N". Screw-back. Whose is this, when and where?



#251



#252



#250

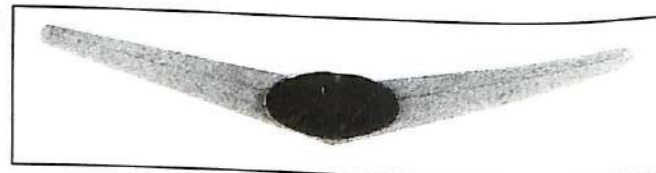
#255. Gold-colored metal with dark green enamel fill in the circle. Screw back.

#256. Red felt with yellow-gold embroidery.

What are these? Please write.



#253



#254



#255



#256

# Schiphol (AMS): airport below sea level

This is the first part of a two-part history of Schiphol Airport (AMS) at Amsterdam, the Netherlands. This part examines the period from 1919 to 05 MAY 45, the date when German troops in the Netherlands surrendered, and the airport was returned to Dutch control.

Text by **JOOP GERRITSM**

Photos and postcards from the collections of

**HARM HAZEWINKEL**  
**HENK JAN VAN DE HEUVEL**  
and the author



The entrance to Schiphol in 1919, the first year of operation. Look at the muddy surface of the roadway. The entire airfield was like this after a good rainfall. No wonder pilots called the airfield "Schiphol Mudport." (KLM photo)

There is only one place in the world where one can see a ship travelling at a level higher than parked aircraft. That place is Schiphol Airport at Amsterdam in the Netherlands. Built in a polder - a lake that has been pumped dry - Schiphol lies 13 ft (4 m) below sea level and on 26 MAY 1573 the Spanish and Dutch fought a fierce naval battle in this area of what was then Lake Haarlem during the 80 Years War between the two countries.

Today, Schiphol Airport (AMS) is one of the most-modern airports in the world, a crossroads serving dozens of inter-European and intercontinental airlines and has been voted "the world's best airport" more than once by readers of British and U.S. business magazines in the past decade. AMS handled 25.3 million passengers in 1995, an increase of 7.5% over 1994. This is an impressive number, considering the entire population of the country is only 16 million. Cargo volume increased by 16.5% to nearly 1.1 million tons (975,000 tonnes) in 1995. By the year 2003 Schiphol will be able to handle 34 million passengers, a year following completion of an expansion program now under way.

All this was a long way into the future when, on 19 SEP 1916, three small and fragile Farman biplanes of the Dutch army air corps made the first airplane landings on pasture land near Fort Schiphol in the northeast corner of the polder.

There are at least three explanations for the origin of the name "Schiphol," but the generally-accepted version says it came from "scip holl" or "ship's hell," a dangerous area of Lake Haarlem where many ships were driven into shallow water by southwestern storms to flounder with the loss of all on board. The first mention of the name "scip holl" goes back to 1447.

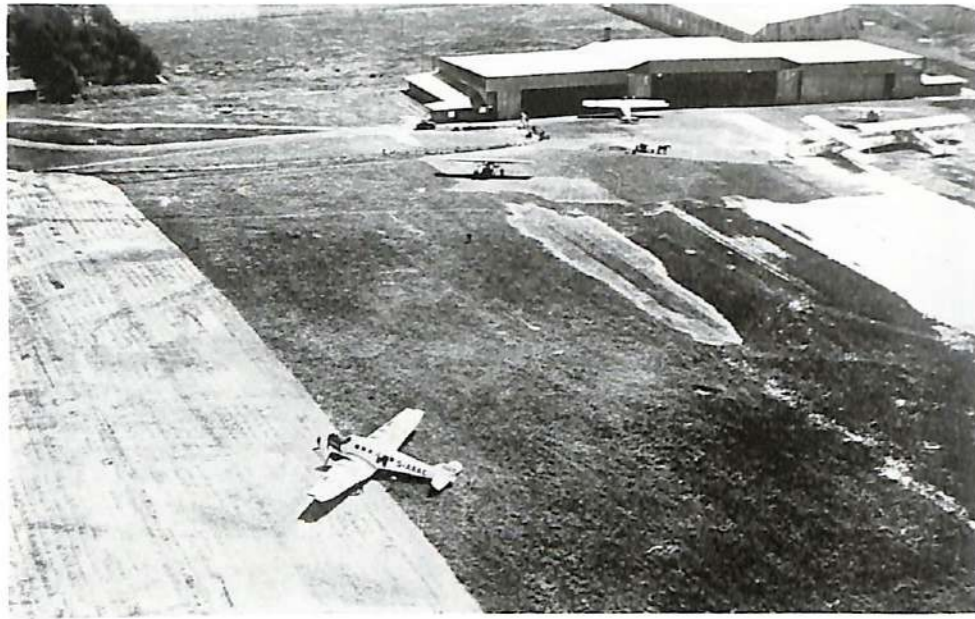
In 1848 the Dutch started to pump dry the 4.5 million acres (18,00 hectares) of Lake Haarlem and this was completed in 1852. The main purpose of this was to create new farm land and to

eliminate a weak link in the defence of Amsterdam. A few years later the military built a fortification, called Fort Schiphol, in the northeast corner of the newly-created polder as part of a ring of installations for the defence of Amsterdam during times of war. Nothing much happened until March, 1916, when the Ministry of War bought a parcel of land measuring 40 acres (16.5 hectares) near Fort Schiphol for a military airfield. Four wooden barns of 65 x 80 ft (20 x 25 m) were erected for offices, storage and airplane hangars. With the purchase of more land the airfield was soon enlarged to 188 acres (76 hectares) and by September, 1918, it contained six airplane barns (hangar was too grandiose a word for these buildings) and a garage.

### An Early Vision of Commercial Air Travel

Already during World War I visionaries saw a peacetime application for that newfangled machine of war, the airplane. One of them was journalist and Amsterdam city council member Dirk Manassen. On 18 JUL 1917 he proposed to establish an airfield for mail aircraft near the city. In the flowering language of the day, he wrote to his supporters:

*"It is my opinion that the airplane will provide good service also in the conveyance of letters and other mail. Because it is a novel idea, it will not be easy to convince the city council, but if you would also recognize the purpose and future necessity of air travel, it would be of exceptional service to me in obtaining a favorable vote for the foundation of an airman's haven."*



**(Left)** This 1925/26 photo shows the combined terminal, maintenance hangar and administrative offices of KLM in the top right corner. In front of it is a half-circle hardstand, but the rest of the field still appears to have a grass surface. Just visible behind the building is the large aircraft assembly hangar built by Fokker and completed in 1924. The aircraft is a Junkers G-23 tri-motor, S-AAAE, of the Swedish airline ABA. (KLM photo)

**(Bottom of page)** On 01 APR 26 the City of Amsterdam took control of Schiphol and two years later it completed the construction of a new passenger terminal and a proper control tower. They were built to the left of the hangar building shown in the photo at the top of the page.

(KLM photo)

Manassen was right on both counts. Air travel quickly developed after the war was over and on 12 SEP 1917 the city council voted down his far-sighted proposal.

Commercial air service to Amsterdam began on 17 MAY 1920 with the arrival of the first KLM flight, a DH-16 from London. The aircraft had been chartered from Air Transport & Travel of England by KLM and the airline was given the use of part of one aircraft barn by the military for use as a passenger terminal, office and maintenance shop. The airline was permitted one take-off or landing a day on what was essentially a military airfield.

Passenger accommodation was improved a year later when KLM was given the use of the entire barn. The one take off or landing per day limit was lifted and airlines from neighboring countries also started to use the airfield. By 1924 there were regular connections to Berlin, Hamburg, Paris and Brussels, as well as London. But the drainage of the field was poor and after a rain storm, large aircraft such as the "huge" Farman Goliath twin-engine biplane for 12 passengers of Les Lignes Farman of France, frequently got stuck in the mud. On such occasions it required some 50 able-bodied men to pull the aircraft free. With such terrain conditions, passengers were carried to and from their aircraft on the shoulders of KLM and airport employees. No wonder pilots of many foreign airlines spoke of "Schiphol Mudport." A major improvement in passenger comfort came with the opening on 25 AUG 1921 of a KLM restaurant on top of the dike that surrounds the polder. In the same year a real hangar with a KLM office and terminal building was completed. In 1924 aircraft manufacturer Fokker built a large hangar at Schiphol to assemble the aircraft he was building in Amsterdam-North and which were taken to Schiphol by barge. 1924 was an important year for Schiphol for another reason also. On 01 OCT the single-engine Fokker F.VII H-NACC departed for the first flight between the Netherlands and the Dutch East Indies (now Indonesia). The aircraft was owned by KLM but had been chartered - with crew - by a committee that was promoting a fast mail connection between the two parts of the Dutch empire, a distance of 8,700 miles (14,000 km). When regular service started on 01 OCT 1927, it was the longest air route in the world.

34

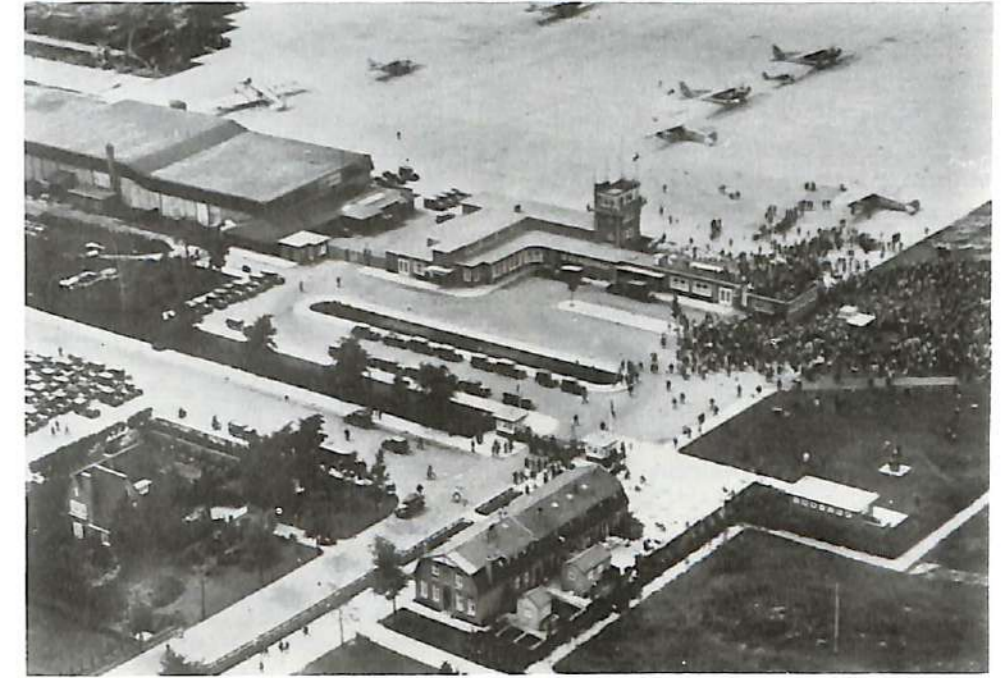
However, before the service was inaugurated, one more flight was made to Batavia. But while H-NACC had returned to Amsterdam by ship, this flight was from the start intended as a return flight. In 1927, the American newspaper magnate William Van Lear Black (Baltimore Sun and others) chartered a single-engine F.VIIa, the H-NADP, from KLM for a flight to Batavia, and back. He left Amsterdam on 15 JUN 27 and returned on July 23. It is believed that this was the first intercontinental charter flight in the history of commercial aviation.

Schiphol was slowly losing its importance as a military airfield and at the same time was becoming more and more important to commercial aviation. In 1920, 440 passengers were handled, in 1925 the number was 8,400. The military therefore turned the airport over to the City of Amsterdam on 01 APR 26, while retaining only a small part under its own control. KLM's



**(Right)** Schiphol in the early 1930s, during what appears to be an "Open House" day (look at the large crowd gathered to the right). By now the platform had been enlarged manyfold and consisted entirely of large concrete slabs. The building in the centre at the bottom of the photo, is still the same as the one shown on the left in the 1919 photo heading this history. However, it was no longer a farm building, but was now used for storage.

(KLM photo)



station chief, Jan Dellaert became the first manager of the civil part of Schiphol, a position he held, under different titles, until his death in 1960. The city installed proper drainage and improved the entrance road. It also built a concrete platform of 165 x 330 ft (50 x 100 m), erected a large temporary "tent hangar" and built a proper control tower and terminal building. The airport now measured 445 acres (180 hectares). Eight powerful lights for night landings were installed in 1926 and a radio installation came in 1932. The area of the platform was increased several times and in 1938-1939 four paved runways were built. They had become a necessity because of the ever-increasing weight of aircraft and the wear and tear these inflicted on the grass runways. Schiphol be-

came only the second airport in Europe so equipped (after Bromma at Stockholm, Sweden).

Two more historic long-distance flights from Schiphol took place in the 1930s. On 18 DEC 1933 the Fokker F.XVIII PH-AIP (Pelikaan) (Pelican) started for a high-speed run to Batavia with Christmas mail "from home." She arrived four days and four hours later, compared to the seven days for the regularly-scheduled service. The aircraft left for the return flight on 26 DEC and arrived back at Amsterdam on 31 DEC. Postal employees across the country worked long extra hours that day to see to it that all the mail from Batavia was delivered no later than New Year's Day.

Then, on 22 DEC 34, another KLM F.XVIII, the PH-AIS "Snip" ("Snipe") flew from Amsterdam across the South Atlantic to Curacao in the Dutch Antilles. The aircraft stayed there to establish a KLM West Indies Division.

In 1938 the government proposed to build an entirely new commercial airport near the small town of Leiderdorp, some distance



A KLM DC-3 (right) with Wright engines rather than Pratt & Whitneys. In the centre, half hidden by the directional sign, is a KLM DC-2 and to the left can be seen the tail of a Czech DC-3. (KLM photo)

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(Right) A large concrete platform and the first parts of two hard-surface runways are shown in this 1938 photo. In the center background are several maintenance hangars used by KLM and foreign airlines that served Schiphol. The original KLM terminal/maintenance hangar/administrative office building is still in use (centre left) for overnight aircraft parking, with the Fokker assembly hangar behind it. (KLM photo)



away from Amsterdam, and turn Schiphol back over to the military. The announcement caused a popular protest. Organized by the "S.O.S. Schiphol" committee, thousands of people demonstrated at the airport on Saturday afternoon, 02 JUL demanding that Schiphol remain open as a commercial airport. Their placards carried texts such as "We want to keep Schiphol" and "Keep Schiphol open." It was a demonstration that would be unheard of anywhere today. The government gave in and dropped its plan for Leiderdorp.

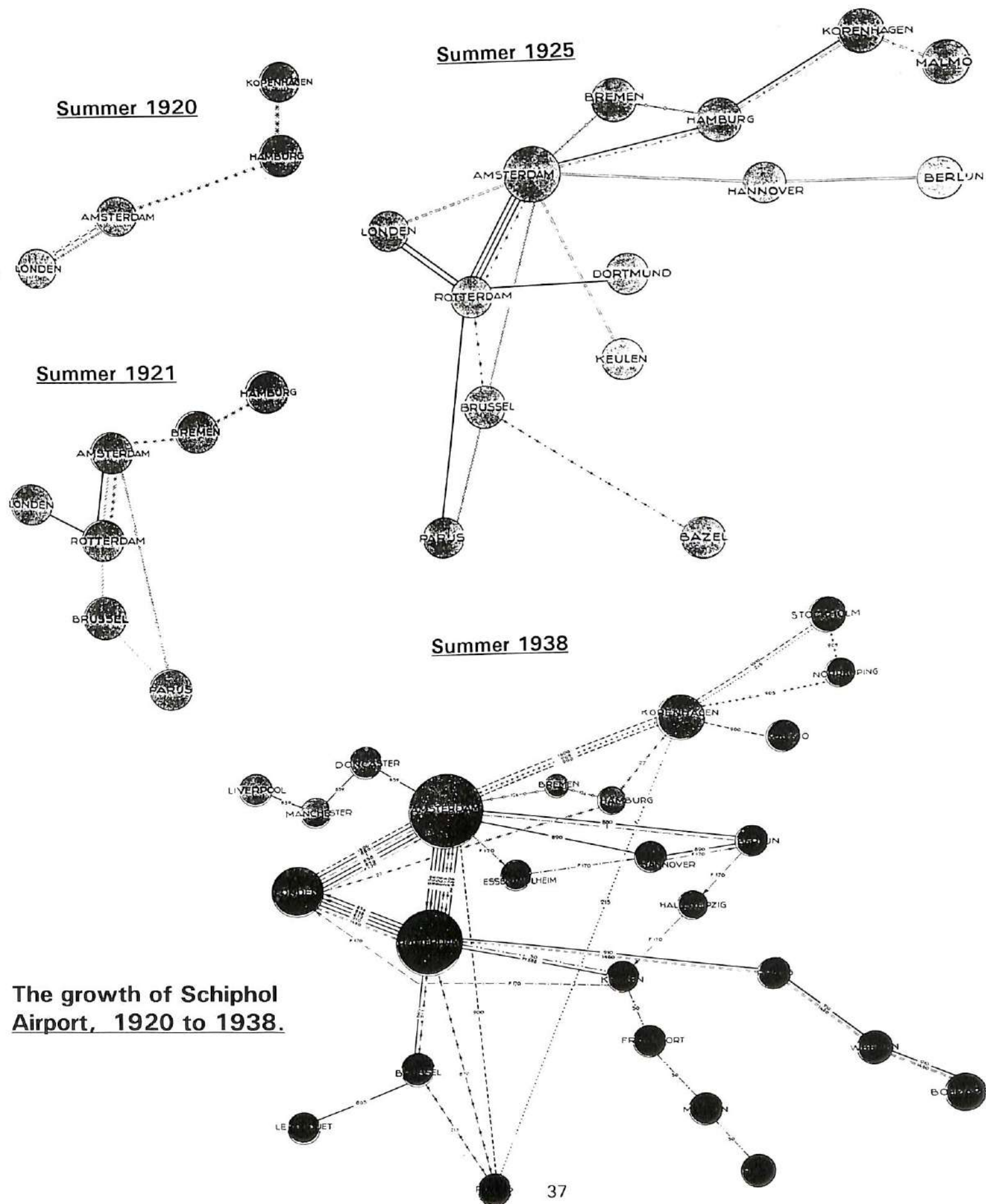
Then came 10 MAY 40, the day the Netherlands were invaded by Nazi-Germany. The Luftwaffe rained bombs on major strategic facilities, and Schiphol did not escape. The airport was nearly totally destroyed. Among the aircraft lost were 18 of KLM's fleet of 53, mostly DC-2 and DC-3. Another 11 DC-2 and DC-3

were captured intact. German troops occupied the airport and after making some repairs to runways and buildings, used it for the next five years as a repair depot for damaged Luftwaffe aircraft and as a springboard for air raids against England. The Fokker factory was used to build training aircraft and reconnaissance floatplanes. During the war Schiphol was attacked several times by the RAF and the USAAF in attempts to disrupt Luftwaffe operations and aircraft production, but the largest amount of damage was done on 13 DEC 43 when the USAAF bombed the airport. Then, realizing the war was nearly over for them, German troops in the winter of 1944-1945 systematically carted away everything that could be moved and destroyed what had not yet been destroyed by Allied bombardments, such as the remaining buildings, runways, the drainage system and other facilities. The runways alone were pockmarked with more than 225 bomb craters.



(Left) According to the back of the original photo, this shot was taken on 06 JUN 38. It shows the terrace for passengers waiting for their aircraft (to the right) and an outdoor cafe for people who saw them off, and for other visitors (to the left). What wouldn't I give for having been an aircraft photographer in those days, with a good camera and a zoom lens! Unfortunately, my birth was still more than two years in the future.

(KLM photo)



The growth of Schiphol Airport, 1920 to 1938.

**McDONNELL DOUGLAS****DC-9****Great Airliners Volume 4**

By Terry Waddington &  
Mike Machat

Published by: World Transport Press,  
P.O. Box 521238, MIAMI, FL 33152-  
1238, USA  
Hardcover; 144 pages, 8 1/2 x 10 1/2 inches;  
more than 300 color and 5 B/W photos  
plus side views.  
ISBN 0-9626730-9-9, Price U.S. \$27.95  
(ibn U.S. only, more for shipping to  
other countries.  
Year of publication: 1998.

Terry Waddington, author of the DC-8  
book in this same series, has outdone himself  
with this one. He delves deeply into the "DC-  
9" plans that came before the DC-9 series as  
we know it today with text and illustrations of  
proposals such as the piston twin-propeller of  
1947, the four-propeller plan of 1953 (which re-  
sembled a Vickers Vanguard) and others, in-  
cluding a four-propeller high wing aircraft and  
several pure-jet proposals. One of these is the  
well-known "mini DC-8" with four jets un-  
der the wings. Others include an aircraft en-  
gines on pylons way above the centerline of  
the rear fuselage (like the German VFW 614)  
and a Boeing 737-like proposal with two en-  
gines under the wings. He also looks at plans  
to build the Sud Caravelle as a quick entry into  
U.S. short-range jet market. In the end, it came  
all down, however, to the DC-9 we all know.

The author discusses the technical de-  
velopment of the DC-9 and the first sales that  
launched the project. A few sales disappoint-  
ments (Lufthansa and United buying the 737)  
are also discussed.

Waddington describes the changes in  
the design following the "deep stall" crash of  
the prototype BAC One-eleven in Britain in  
1963 (the causes of which were freely and un-  
selfishly shared by BAC with its competitors).

Models of the DC-9, from the original  
-15 to the stretched -50 series, as well as the  
proposed short-fuselage (shorter than that of  
the -15) Series -5 as a competitor for the Fokker  
F.28, are described extensively. This -5 was  
never built because Douglas could not find a  
suitable U.S. engine to power it.

Among the photographs are several VIP  
interior shots, as well as a shot of the most-  
famous DC-9 of all, the "Black Bunny" of Play-  
boy magazine owner Hugh Hefner, and of some  
specialist military versions that were never  
built. There are tables of cabin layouts, tech-  
nical data and a table with factory delivery

details, as well as Douglas test and temporary  
registrations.

But you really should buy and read this  
book yourself to fully appreciate it.

It is a shame that several mistakes have  
found their way into the photo captions. On  
p. 74 the top photo of the three KLM DC-9 shots  
clearly shows it to be PH-DNG while the cap-  
tion says PH-DND; PH-DOA in the bottom  
photo is called PH-MAX (a Martinair DC-9,  
not a KLM aircraft); the DC-9-32 5N-BLV on  
p. 63 is said to be operated by Bellvue Air-  
lines, but the photo shows the name to be  
Bellview; the wing of a TOA Domestic Air-  
lines aircraft leased from Air West (p.98)  
identifies it as N9333, not N9331 as the cap-  
tion says.

Nevertheless, this fourth volume in the  
greatest series of airliner type books that I  
know, is a definite "must" for every airline  
enthusiast!

Review by Joop Gerritsma

**BOEING 777**

By Jim Upton

Published by: Specialty Press  
11481 Kost Dam Road  
NORTH BRANCH, MN 55056, USA  
Softcover; 100 pages, 8 1/2 x 11 inches;  
15 color and 124 B&W photos;  
40 structural views and diagrams.  
ISBN 1-58007-001-9, U.S. \$16.95  
Year of publication: 1998.

This highly-illustrated second volume  
in the new Airliner Tech series goes into great  
detail about the development of the world's  
most-technologically advanced and largest  
twin-engined airliner. The reason for the de-  
sign, its marketing niche (between 300 and 500  
seats), the new technology that went into the  
design and the aircraft's features are described.  
There is, for instance an entire chapter just  
about the different engines that power the 777,  
the flight control system and cockpit layout.

Test flight procedures are also high-  
lighted before the author turns to airline op-  
erations, passenger cabin layouts and the fu-  
ture, including the stretched -300 version, the  
longest airliner in the world.

One of the great strengths of this book  
are the photographs. Besides full-aircraft shots,  
there are dozens and dozens close-up shots. Not  
a single exterior and interior detail seems to  
have been overlooked.

If for no other reason, modelers will  
also find this book of great value as they study  
the finer construction details in close up pho-  
tos and technical drawings.

Definitely one of the better type books  
on U.S.-built airliners. Highly recommended!

Review by Joop Gerritsma

**THE CONVAIRLINERS  
STORY**

By J.M. Gradidge

Published by: Air-Britain (Historians)  
12 Lonsdale Gardens  
TURNBRIDGE WELLS, Kent TN1 1PA,  
available from A-B Sales Dept.  
5 Bradley Road, UPPER NORWOOD,  
London, SE19 3NT  
Hardcover; 8 x 12 inches; 51 color and  
43 B&W photos; many three-views and  
sideviews of various models.  
ISBN: 0-85130--243-2.  
Year of publication: 1997.

The Convairliner is one of the best-  
known and most-loved of the post-WW2 prop-  
liners. In this beautifully-produced book the  
author delves into the background of this suc-  
cessful series of piston and propjet models,  
right up to the Super 580, also called the 5800,  
which was developed in Canada in recent years,  
and the many U.S. military versions. Perform-  
ance figures are given as well as thumbnail  
sketches of the Convair operations of the air-  
lines that bought factory-new aircraft and those  
that bought them in the twilight years of their  
lives. Included in these short descriptions are  
the registrations of the individual aircraft in  
each fleet. Especially these descriptions and  
fleet lists are helpful to understand the wide  
variety of jobs the CVs have been used for over  
the years. There is also a list decoding the many  
U.S. military units that have used the C-131  
and T-29 models and the bases and dates where  
and when they have served.

A major part of this book is taken up  
by a production list and operational history of  
each individual aircraft. This is a pity, because  
the list was out-of-date the moment the book  
was published. I feel these details are better  
left to the several aircraft production list titles  
on the market, with their annual or bi-annual  
updated editions.

The space for all these aircraft histo-  
ries could have been put to better use by going  
into greater detail about the technical aspects  
and development history of the CV-liners. As  
it is, these are dealt with rather sparsely.

Still, this book is extremely useful,  
especially to those who have never been able  
to add to their collection Gary Killion's "The  
Convair Twins" of 1979 and now long out of  
print. (I haven't seen a copy for years, not even  
with dealers in second-hand aviation books.)

Review by Joop Gerritsma

**RESTAURANT CHINA**

Identification & Value Guide for  
Restaurant, Airline, Ship & Railroad  
Dinnerware

By Barbara J. Conroy

Published by: Collector Books  
P.O. Box 3009,  
PADUCAH, KY 42002-3009, USA  
Hard cover, 367 pages. U.S. \$29.95.

The attractive cover of this book is just  
a preview of what's inside this long-titled vol-  
ume by Collector Books. Some people find  
Collector Books nothing more than glorified  
picture books. This title doesn't fit that mold.

Having published four books in the field  
myself, I can appreciate the extent of research  
and compiling of information that Barbara  
Conroy has undertaken during the past three  
years. I believe collectors are ready for a book  
that encompasses the three major forms of  
transportation china. Recent years have seen  
the inclusion of other areas of transportation  
china at various shows and that makes this book  
very timely.

As with any book, it pays to read the  
introduction, which furnishes a road map to the  
direction of the text. It is Conroy's intention to  
provide many helpful photos, particularly a  
number of in-use photos in color. The major-  
ity of the photos are sharp and the color is ac-  
curate. There are also pages from catalogs of  
several china manufacturers and importers to  
give the reader a peek at industry sales mate-  
rial.

For those who are not up-to-date with  
airline, railroad and ship logos, the many pages  
devoted to these, and the dates when they are  
used, are helpful. While no new transportation  
patterns are depicted, many more-common  
patterns are shown in color. If you are looking  
for the history of various patterns, their use or  
how many of any pattern were ordered, or re-  
productions, you won't find that information  
here. However, there are fairly complete sec-  
tions on various company histories.

If there is anything negative about this  
book, it is to be found in the values stated for  
some china patterns. I am told that Collector  
Books requires prices to be included in their  
books. Otherwise they will not publish an au-  
thor's work. These values should be used as a  
GUIDE.

The inclusion of various restaurant  
china patterns rounds out this first of several  
books to be published by Barbara Conroy. This  
book will be right at home with those other  
books published on restaurant and transporta-  
tion china.

Review by Richard Luckin

**HENRY FORD'S AVIATION  
VENTURES**

By Tim O'Callaghan

Produced by Tim O'Callaghan, P.O. Box  
512, NORTHVILLE, MI 48167, U.S.A.  
Video, B&W, 40 minutes.

This VCR tape is nostalgia of the fin-  
est kind. Through the eyes of Ford Motor Com-  
pany cameramen we get to look back into the  
"Golden Era" of U.S. commercial air transport,  
the era of the Ford Trimotors. The producer  
has selected sections of silent Ford archival  
film, now in the Henry Ford Museum &  
Greenfield Village at Dearborn, MI.

The tape has scenes of the construc-  
tion and flights of the first Ford ATs on the Ford  
air freight service between Dearborn and  
Chicago and Cleveland, the one flight of the  
"disastrous" 3-AT and the triumphant airline  
service of the 4-AT and 5 AT of Stout Air Lines.

Also shown are scenes of Ford Airport  
at Dearborn, construction and aircraft assembly  
at the Ford aircraft plant, the visit of Charles  
Lindbergh to the Ford Airport, flights of the  
company's unsuccessful Flivver private  
airplane, pictures of several Fords that never  
flew, such as the 32-passenger 14AT, and of  
the dangle mast at the airport, that was used  
only twice.

Most of this film material, taken in the  
1920s, has never been publicly released  
until now. It is a joy to watch for those of us  
who are not fixated on "jets" only.

Often to my dismay, I was born much  
too late to have experienced this "Golden Age"  
of air transport myself, this era in which many  
of the great airlines of the world were estab-  
lished and began their transcontinental and in-  
tercontinental air services. This video allows  
me to taste just a little bit of the flavor of this  
era in air transport.

Review by Joop Gerritsma

## SPIRIT OF CARNAUBA FLYS AGAIN

By  
Paul F. Collins

About five years ago, Tom Kalina, former staff artist for the "Captain's Log," sent me a request to place an ad in the FLIGHT EXCHANGE section stating that he was seeking any and all types of material relating to the Sikorsky S-38 amphibian. Tom, Senior pilot for the Johnson Wax Corp., stated that there was a planned project to either restore a S-38, if one could be found, or to build an entirely new aircraft from scratch. I was later informed that since no old S-38 could be found, a new aircraft would be built.

The following material and photos relates to the construction of a new Sikorsky S-38 and the use it would be put to by the Johnson Corp. In the near future, Captain Kalina will fill us in on the actual trip from Racine, WI to the northern area of Brazil. However, let's not get ahead of ourselves. Let's start with why there was a need to have an S-38 in the first place.



ABOVE: Tom Kalina and NC-6V at Fortaleza, Brazil

Back in the early 1930's, H.F. Johnson, Jr., President of S. C. Johnson & Son, Inc., realized there was a need to travel to Brazil to study the carnauba palm in its natural setting. This palm was the main stay of the wax business. This type of palm was also used in the production of a number of other products as well. After visiting the area, Johnson realized that to be successful, he needed an aircraft. His choice, after some research, was the Sikorsky S-38, the same type aircraft used by Pan Am to survey their airline routes.

After considerable preparation, the expedition departed Milwaukee on September 24, 1935. Aboard the aircraft were H. F. Johnson, Jr., President of S. C. Johnson & Son, R. P. Gardiner, company purchasing agent, J. V. Steinle, research director, pilots E. H. Schlanser and J. A. Noy and B. E. Dahlgren, curator of Botany at Chicago's Field Mu-

seum of Natural History. The two pilots and Steinle flew the airplane to Miami in two days, with an over night stop in Atlanta. Johnson and Gardiner arrived a couple of days later, and the five departed on their first leg to Brazil.

Dahlgren traveled ahead of the expedition, leaving Miami a few days ahead of the main body. His job was to get all the supplies and lab equipment through customs. Sent ahead, prior to the aircraft leaving Milwaukee, were stashes of gasoline and other items that might be needed. Gasoline was a most important item that was placed on various islands enroute in case of problems.

The expedition arrived at their destination successfully and began their work. During the two months spent in Brazil, the expedition stayed a month in carnauba country, learning a great deal about its growth, cultivation and refining. The trip was a great success!

After returning from Brazil, the S-38 was no longer needed and the aircraft was sold to Shell Oil Co., according to research done by Mr. Kalina. Eventually the aircraft was used by a subsidiary of Shell in New Guinea and Borneo. After interviewing the last pilot of the S-38's last flight and several witnesses, Tom discovered the aircraft had crashed in Manokwari Bay, Indonesia. In 1997 there was an attempt to find and salvage this aircraft, but all attempts failed to locate the wreckage.

Current President of Johnson Wax, Sam Johnson, had hoped that the wreckage of the original S-38 could be found, restored and then used to retrace the original flight his father had made those many years ago. After the failed mission to find the aircraft, Mr. Johnson talked about making the trip in his Cessna Caravan, but a friend, R. W. Kaplan, retired CEO of Owatonna Tool Co., suggested that a all new S-38 be constructed. In 1994 Kaplan created a company called "Born Again Restorations" which was staffed with a number of master builders and restorers. It would be this company that would spend almost four years, using all their resources, to produce an exact replica of the Sikorsky S-38.

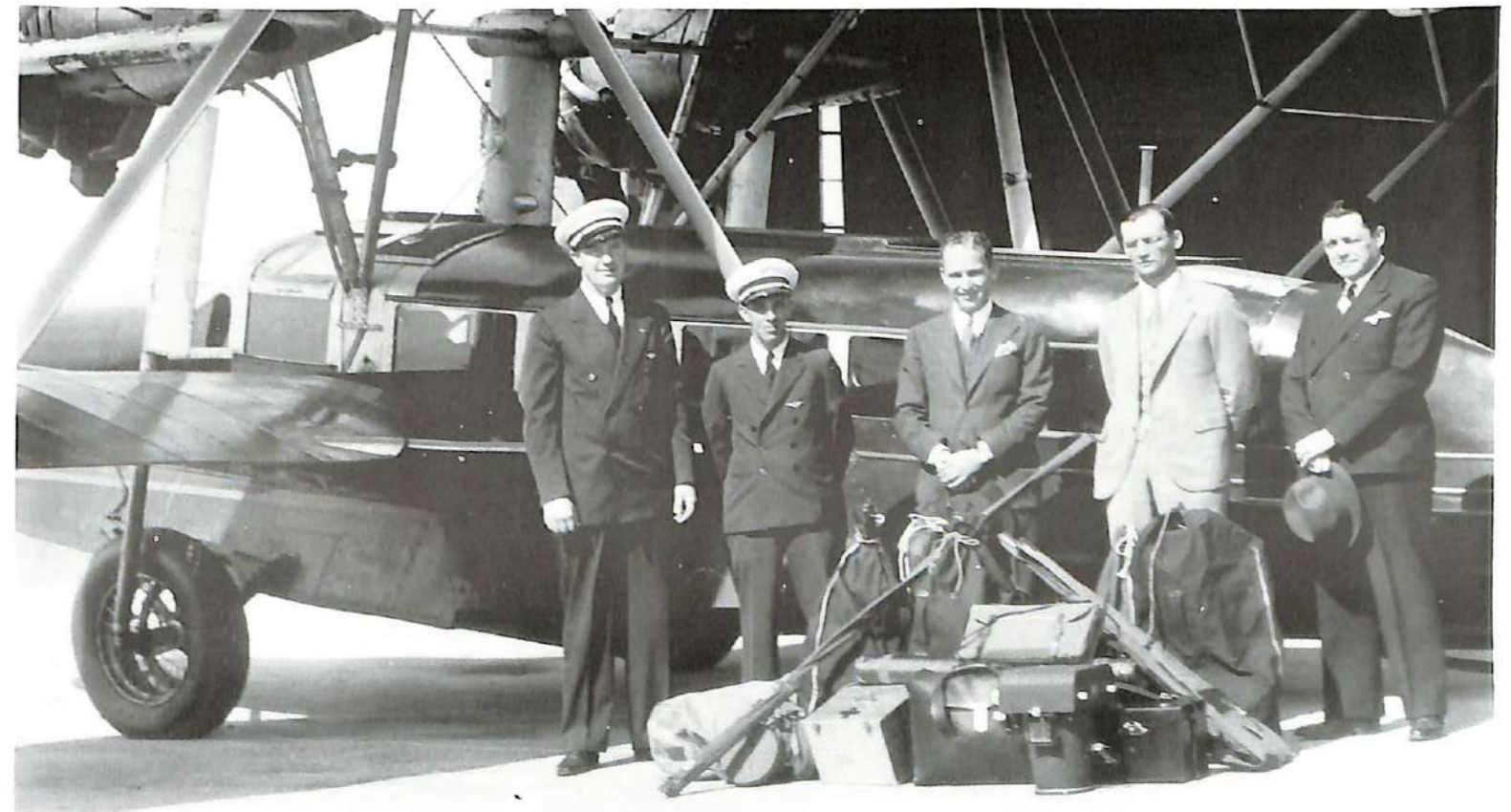
A number of old parts from S-38's were found and offered for use. These parts were measured and photographed for future comparison to newly made parts since it was decided to construct a totally new aircraft. The BAR group would have help from the Sikorsky Company in the way of plans and blueprints from their files. The end result of all this work was a beautiful replica of an historical aircraft that has not been seen flying for over 40 years.

Tom called me on Sunday, October 24 from their stop over in eastern Tennessee. He told me that the S-38 had been completed and that the project to retrace the original trip to Brazil was in progress and the aircraft would be in Jacksonville on Wednesday. On arrival at the General Aviation area of Jacksonville International late on Wednesday afternoon, Tom invited me out to see the S-38. When

(continued on page 45)



ABOVE: S-38 shown on the ramp at Owatonna, MN



ABOVE: Passengers and crew on original S-38 prior to departing on trip to Brazil in 1935.



S-38 NC-6V over Windpoint lighthouse Racine, WI during test flight.

## ...from the left hand seat...

by Paul F. Collins



This issue of the LOG starts the beginning of year 24 of the World Airline Historical Society. It seems like only yesterday that I was trying to find some other collectors to trade airline memorabilia with. From a humble start of some 20 members 24 years ago, we have been associated with over 3950 collectors over the past 23 years. In those 23 years we have attended 22 Airliners Int'l conventions and met with hundreds of our members and friends. A good many of those low number members are still active in the Society. Their support was very important in those early years because it gave me the incentive to continue with the organization and the LOG. I appreciate the support of all members, especially the LOG staff, that have made this organization a success.

I hope that everyone had a happy holiday season and that each of you received some nice items to add to your collection. Enclosed with this issue of the LOG you will find registration information for AI 99 to be held in St. Louis in June. The last time we were in St. Louis was in 1984 so I am sure a lot of changes have taken place since then. I'm already looking forward to a nice slice of prime rib at the 94th Aero Squadron! Start making your plans now for AI 99!

After the mailing of the last LOG, I received a number of address corrections from the USPS. Each of these corrections cost the Society 50 cents as well as making the Society look bad in the eyes of the USPS in that we have no idea where our members live! Starting with this mailing of the LOG, there will be a \$3.00 charge for any change of address that is sent back to Society HQ from the USPS. PLEASE send a change of address form to Society HQ when you move, even when you move within an apartment complex and just change apartment numbers. Also be sure to write/print your name and address clearly in nice block letters. Your co-operation will be greatly appreciated.

I would like to mention an item received right after we went to press with the last issue. Bill Demarest, former LOG post card editor, is working on publishing a series of airline post card catalogs. His first offering features cards of the Boeing 747SP to be followed by the DC-8. If you are a serious card collector I am sure you will be interested in this series of books. For additional information please see

the advertisement in this issue of the LOG. We certainly wish Bill well in this project.

I had hoped to have a new list of back issues of the LOG that are still available, but due to a number of reasons I have not been able to take an inventory. I will try to have this list available in the next issue. We do have a number of issues from the last eight or nine volumes, but some of the older volumes do not have all four issues.

I would still like to hear from any individual or group that would be interested in becoming involved in the operations of the Society. Next year (2000) will be my 25th year operating the organization. I feel that it is time some new, fresh younger members get involved in operations of the Society. I am sure there are a number of you out there that could do a lot better job than I do, especially with what is going on with computers now. I'm still working on a Royal typewriter! If interested in additional information, please call or drop a line to Society HQ.

In my last column I made mention of the annual gathering of National Air Lines employees and their desire to have a mini-convention set up at this get-to-gather in 1999 in Ft. Lauderdale. I inquired if there was any one interested in being a vendor at this affair and requested that they contact Society HQ. As of this writing, I have only heard from three people interested in setting up. Unless something changes in the next couple of weeks I don't believe that we will be participating in this activity. If any vendor in the S Florida area would be interested in contacting the NAL people, please contact me and I will forward information on whom to contact to possibly set up as individuals.

Sometime after the first of the year, the Society might finally get "on line." I have been learning a little more about what is involved to come out of the "dark ages" and into "the light!" More on this as it develops.

Until next issue, happy collecting and start making those plans to attend AI 99!

*Paul*



# FLIGHT EXCHANGE

edited by Pat Collins

The Flight Exchange section of the **CAPTAIN'S LOG** is provided as a service to members of the World Airline Historical Society. The **FLIGHT EXCHANGE** is a market place where members can advertise free of charge to sell, trade, or buy items of memorabilia that they have as surplus or need for their collection. This section **IS NOT** to be used by commercial dealers. Those wishing to place a notice in this section of the **LOG** should send the request on a sheet/card of white paper containing your name and address and whatever your request happens to be. Please do not make a long list of every airline postcard and model, etc. that was ever printed or made. Use a little common sense! Please have the courtesy to answer all letters of inquiry that you receive in regard to your advertisement. Also, when making an inquiry, send along a SASE (self-addressed, stamped envelope). It is not necessary to send a SASE when sending in your requests to be published. Send your requests to: **FLIGHT EXCHANGE**, 13739 Picarsa Drive, Jacksonville, FL 32225. I will try to get your request in the next available issue of the **LOG**. Note: Sometimes I will list items for sale by non-members of the Society in this section because I believe the material in question will be of interest to Society members, and they may not be aware that such material is available.

## AVIATION AUTHOR NEEDS YOUR HELP

J. D. Arnold, 1101 Thorpe Lane, #D117, San Marcos, TX 78666, is doing telephone interviews with people knowledgeable about Texas commercial aviation from the 1930's through the 1980's for a book on the "Wright Amendment," and the bitter struggle that has pitted airlines, start-up carriers, the cities of Dallas and Ft. Worth, judges, politicians, and local, state, and federal regulatory agencies against one another. Central elements of the book will include the old Amon Carter Field/GSIA, Dallas Love Field, DFW Airport, and airline regulation and deregulation, unbridled corporate power, start-up carriers old and new, Texas aviation pioneers famous and infamous, and Texas politicians. Arnold has wide experience as a newspaper and magazine writer, tour operator, and participant in the politics and development of public transportation policy. He has been researching the Love Field dispute and has written numerous newspaper articles about it over the past 18 months. If you have first-hand knowledge in these areas and wish to share it, Arnold will be happy to receive your call at his **TOLL-FREE** number (877-268-0392). If you would like to know more about this project, the writer's specific areas of research interest, and/or source material needs, you can obtain a project synopsis by contacting him via E-Mail: [jdarnold@swtexas.net](mailto:jdarnold@swtexas.net), FAX (830-966-3658), or at his mailing address above.

Ed Cowman, 1343 Woodside Drive, Freeport, IL (847-295-6200) FAX (847-295-6206) E-Mail: [namwoce@aol.com](mailto:namwoce@aol.com), is looking for the June 1984 Braniff in-flight magazine.

R.S. Turner, 81 Darlington Road, Hartburn, Stockton-on-Tees, TS18 5HA, England, has for sale a mint condition/in the box Revell kit of United Airlines DC-7 "Mainliner," Flight 707, airport scene. He looking for offers over \$300.00 or will trade for Imperial Airways or BOAC items.

TIM O'CALLAGHAN, Box 512, Northville, MI 48167, is trying to find all known Ford Tri-Motor literature issued by the Ford Motor Company for inclusion in the revised edition of his book Henry Ford's Airport and Other Aviation Interests. He would appreciate receiving a copy of the cover of anything you have. All replies will be answered.

Armen Avakian, 4560 Pinehollow Court, Apt. 170, Indianapolis, IN 46254, is still looking for the original box to the Allyn DC-7C kit #917. He's also looking for the following calendars of "Those Magnificent Planes," years 1989, 1992, 1996, and 1997. If you have any of these items, please contact him.

Ira S. Kuperstein, 22 Brush Hill Terrace, Kinnelon, NJ 07405 (973-283-2420), has for trade or sale a two foot wing span model of an ANA 747 by PACMIN in the special marine jumbo paint scheme.

Jerry E. Elmas, 1413 Monica Street, Austin, TX 78758 (512-916-2828) FAX (512-719-3899) E-Mail: [jelmas@tdktca.com](mailto:jelmas@tdktca.com), is seeking items from THY (Turkish Airlines) for his collection. Please send him lists of anything you might have. He has tons of airline memorabilia for sale or trade. Send him your want list and he'll tell you if he has anything of interest to you.

Mark Ellingson, 649 S. 194th Street, Seattle, WA 98148 (206-824-7325), has for sale Aviation Week magazine years 1947-1969, hardbound in 74 volumes for \$475.00 plus shipping. He also has years 1983-1987, hardbound in 20 volumes for \$100.00 plus shipping.

Niek K. Vermeulen, c/o Riouwstraat 55, 1521 SC Wormerveer, Netherlands FAX (+31-75-640-1600), is looking for 50's and earlier barf bag containers (AA, EA, TWA, KLM, etc.) to add to his growing collection.

## FLIGHT EXCHANGE cont...

DAVID CHERKIS, 3229 Canyon Lake Drive, Las Vegas, NV 89117 (702-360-3615) or FAX (702-360-3612) between 9:00, M-F 9 A.M.- 5 P.M. PST), hasn't heard from too many of you lately! He's got some more stuff that many of you might be interested in—dinnerware (Saudi Arabian Airlines, assorted pieces) and many more decks of playing cards (Egyptair, Qatar Air, Dragonair). He still has tons of junior wings for trade/sale, as well as some REAL stuff. If interested, contact him.

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.

JIM MCDUFFIE, 137 Tanglewood Drive, Longview, WA 98632 E-Mail [upperdek@aone.com](mailto:upperdek@aone.com), has for sale: timetables, books, and magazines, postcards, and ticket envelopes. Lists are available and discounts are being offered.

Jim Hall, 7218 Wyandotte, Kansas City, MO 64114, is interested in purchasing airline china, crystal, and silverware with airline markings from existing airlines or those no longer in business. Send photo or description to the above address.

Bill Demarest, 5000 NW 79th Avenue, Apt. 211, Miami, FL 33166, is willing to purchase or trade for copies of any Panair do Brasil DC-8 at Las Palmas postcard (4 different ones exist). He is also looking for copies of airline issued postcards showing the Royal Air Cambodge B-737, Myanmar B-737, Panair do Brasil Constellation, or Thai International CV-990.

Taplo Tekkala, Silitie 1LA B20, 00800 Helsinki, Finland (358+9+7276710) FAX (358+9+755488), is an enthusiastic collector of aviation items, especially civil aviation aircraft models. He has displayed his collection at the Finland Aviation Museum at Helsinki International Airport. He would like to exchange, buy, or sell any kind of aviation collectibles and get to know other civil aviation collectors. He's looking forward to hearing from fellow WAHS members.

**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.

**ATTEND AI'99 IN ST. LOUIS  
JUNE 16-19,1999**

(continued from page 40)

my wife and I arrived, the aircraft had already been placed in the hangar for the night. While Tom had told me it was a nice looking aircraft, I had not expected to see such a beautiful flying machine. All photos associated with this article came from Tom's files. I wish we could show them in color because this bird is beautiful! We talked and looked at the aircraft for a while then took Tom to diner. He had endured a long day and I am sure he was happy to hit the sack when we returned him to the Holiday Inn at the airport.

On Thursday, October 28, the camera crew, flying in a Sikorsky S-76, filmed the S-38 flying around the Dames Point bridge, a fairly new Jacksonville landmark, and moving over to Mayport Naval Station for the rest of the day. At Mayport the S-38 was filmed flying around the USS Kennedy and her support ships. On Friday morning the S-38 went back to Mayport for a couple of hours more filming and then returned to the airport to prepare for the trip down the coast to Miami that afternoon. Tom will be providing us a story on the trip from Miami to Brazil in a future issue of the Log. A video of this trip will be available sometime later this year. I am already looking forward to a copy



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## SHOW TIME!

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

February 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) or Pam Lamb (702-220-9105) M-F, 9 A.M. - 5 P.M. PST

April 10, 1999 DALLAS Holiday Inn/DFW Airport North DFW Airport Contact Tony Trapp, 5343 Teakwood Drive, Naples, FL 34119 (941-352-0216)

April 17, 1999 SAN FRANCISCO Grosvenor Airport Inn Contact Sue or Tom Draggas, 526 Ventura, San Mateo, CA 94403 (650-574-8111)

April 25, 1999 West Sussex, England Gatwick Int'l Aircraft Enthusiasts Fair Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex Contact Tom Singfield, 25 Chennells Way, Horsham, West Sussex RH12 5TW, England

May 1, 1999 KANSAS CITY Holiday Inn Airport Contact Bob Bullers, Box 440, Williamsburg, IA 52361 (319-668-1214) or Fred Mueller (816-734-1145)

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 AI '99 Renaissance Hotel St. Louis Airport Contact AI '99, Box 1264, Austin, TX 78767 E-Mail: Air-Intl99@aol.com WEBSITE www.ai99.com

July 24, 1999 LOS ANGELES Continental Plaza Hotel LA Airport Contact Phil Martin (562-434-6701) or Dave Cherkis (702-360-3615) M-F, 9 A.M. - 5 P.M. PST

August 28, 1999 COLUMBUS, OH Ohio History of Flight Museum Contact Jim Thompson, 4275 Sawyer Road, Columbus, OH 43219 (614-231-1300) E-Mail: jet1649@aol.com

September 25, 1999 PHOENIX Airline Southwest Expo Ramada Valley Ho Resort, 6850 Main Street, Scottsdale, AZ Airport Pickup Contact Alan B. Merkle, 107 East St. John, Phoenix, AZ 85022 (602-993-8276) or E-Mail: abmjnm@aol.com

October 9, 1999 SEATTLE

### HELP!

I am looking for new Airbus post cards and stickers of same. Please send list of what you have available to: Paul Collins, 13739 Picarsa Dr., Jacksonville, FL 32225. All letters will be answered.

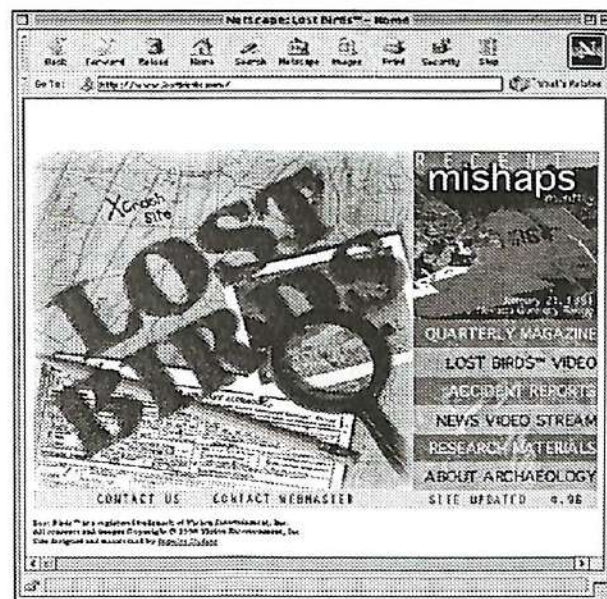
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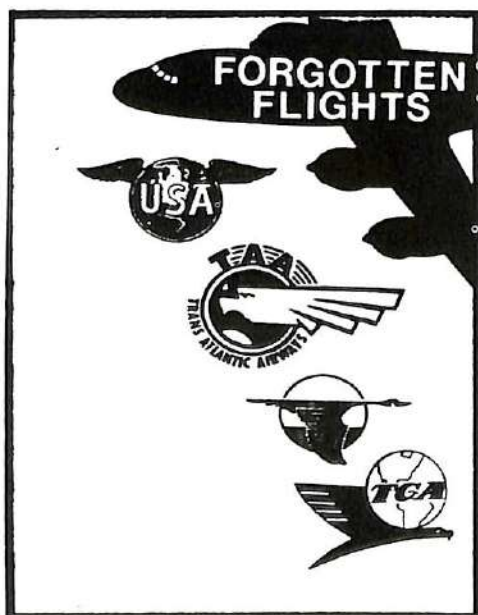
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