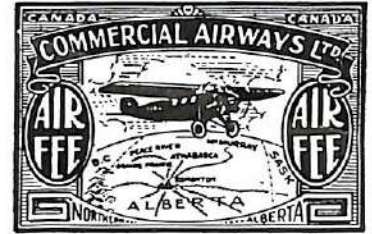


The Magazine for serious Airline Memorabilia Collectors



Vol. 24, No. 2, 1999



CAPTAIN'S LOG



**AMS: airport
below the sea
part 2**

**Golden Oldies
labels from
Canada**

**A new book
about the
Electra**

**China from
Air Force One
and A.F. Two**

**Stewardesses
on postcards
in the DC-3 era**

WORLD AIRLINE HISTORICAL SOCIETY

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 Founder

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

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Who we are, what we do:

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

Changes of address:

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

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

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Left:
 Airbus A320-211, C-GTDB, msn. 525, of Canadian charter airline Skyservice at Toronto Int'l (YYZ).

Cover photo:
 An "In the Mood" photo of American Airlines DC-3-208, NC 17336, msn. 1961, being readied for an early-morning departure "somewhere in America" in the 1930s.

CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

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

Guess what happened to me at the Airport

The other day I was searching in my negative collection for one that I knew I had taken very early on in my chasing aircraft around. As I was going through those early negatives one by one, some wonderful memories came flooding back. Like the day I discovered that the small cargo ramp at Schiphol Airport, Amsterdam, beside the passenger terminal, was wide open for everyone who wanted to take a 10-minute walk from the terminal. Of course I took liberal advantage of this until after several visits I had photographed just about every cargo aircraft that regularly visited the airport. If you were lucky and no one was looking, it was even possible to wander over to between the maintenance hangars on the other side of the terminal. Other than that, it was back to the public roof terrace which ran along the entire front of the terminal. A few years later I "discovered" it was easy to find my way to a new employee parking lot along the taxiway leading to the main runway. It was a stiff hike, but well worth the effort and I said farewell to the roof terrace when I found the fence along the taxiway was only a few feet high.

One day I was at the old and rather quiet Zestienhoven Airport at Rotterdam, and decided that the small ground-level public terrace of the restaurant was not nearly as good a place to take photos from as the maintenance area a little to the west. Here too, like the cargo ramp at Schiphol, no one had yet come up with the idea of fencing the area. However, one day Zestienhoven seemed to have me beat. When I arrived for another safari, I saw a KLM Aerocarto Dakota in the then new livery with the diagonal stripes on the tail. But it was parked in the worst spot possible for an aircraft photographer. The only available line of sight pointed straight at a row of parked airport vehicles and there was no way of getting out on the ramp without being noticed. But I wanted that Dakota real bad.

Just as I had given up hoping for a miracle, a car rolled to a stop behind me and out tumbled three other enthusiasts who I had been running into for several years at various airports. They, too, wanted that Dakota and one of them said he had a "plan." Instead of all four of us wandering out to the aircraft and risking discovery and possible confiscation of our cameras, he took all four cameras and set off. He said he knew "somebody." I don't know who he "knew," but when he came back, each of the four cameras held several shots of Dakota PH-DAW.

Those were the days!

In some 45 years of photographing aircraft, I have only twice come close to having my camera confiscated. Both times were at Soesterberg Air Force Base, Holland, during an "open house." The first time was one summer's day when the Royal Dutch Air Force was just being re-equipped with the Lockheed F-104 Starfighter. One of those was on display, cockpit cap open and a set of wooden steps on the side so that the taxpayer could see all those gauges and dials that the pilot needed to keep the country safe. This was the time of the "Red Menace" and the military could use all the public goodwill it could get to keep those taxes flowing its way. Of course I climbed the stairs and on reaching the top, aimed my camera at the pilot's instrument panel. After all these years I still do not know how he got there so quickly, but I hadn't even focused properly yet or an MP was at my side, telling me I could not take that photograph because the inside of the cockpit was a military secret. He said he would confiscate my camera if I took the picture. Being only

14 or 15, I backed off. But not until after I had told him that the summer before I had photographed the instrument panel of an F-104 of the West German Air Force at an air show near Hannover without any trouble. "Well, then you don't need this picture, do you?" he said. It sounded logical, but I still found it very unfair. After all, West Germany was in my eyes a lot closer to the "Red Menace" than Holland. Some 30 minutes flying time, at least!

A couple of summers later, at another open house at Soesterberg, I had taken a few photos of a Dutch Army L-21 Super Cub and then walked up to the aircraft to copy down the U.S. Army serial on the tail to link it with the Dutch serial. Again I felt the heavy hand of an MP. I could not write down that kind of information, he informed me. But I was wiser this time. I gave him an innocent smile and asked him if it was OK for me to take close up photos of parts of the aircraft on display. He said it was and I told him, "Well, then I am just going to take close ups of those tail numbers and copy them from the negatives when I am back home." I should have kept my mouth shut! He told me he was not sure, and if I would please follow him to his Sergeant for a ruling. Just at that moment, I spotted a Captain X in the crowd. He was one of the officers in the public relations department of the air force at HQ and I had met him a few times in the previous couple of years. Turning to the MP at my side, I said, "Never mind your Sergeant. Why don't you take me to the Captain over there?" and I started walking in that direction. You can guess the outcome. I was given clearance to write down any tail numbers I wanted to and the MP looked rather silly because his "spy" had outsmarted him. I don't think he bothered anyone else for the rest of the day.

In the late 1950s I started corresponding with other collectors around the world to trade photos and negatives and a few weeks after I had moved to Canada in 1969, I received a letter from one of my two Italian friends who asked me if I could take a photo of a certain aircraft for him. The problem was, I wrote back, the aircraft was based at Vancouver. In his next letter he asked if I could go over there "for a weekend" to take that picture. I don't think he believed me when I wrote back telling him Vancouver is some 3,000 miles from where I was living at that time. Just a little too far for a quick weekend trip.

In late summer 1970 I moved from Ottawa to Trenton, then a town of 15,000 people, in Eastern Ontario on Lake Ontario. I had been hired as the senior reporter on the town's thrice-weekly newspaper and had been issued a brand-new "press pass." But I did not need it very often, in a town where everybody knows a newcomer in a few weeks. It came in handy, though, during a visit to friends in Ottawa the following spring. Driving past the Ottawa Airport, I saw a Department of Transport (DoT) Dakota, but parked too far away to take a picture. Bravely I went to see the RCMP Corporal in charge of the small police station and, proclaiming my status as a member of the fifth estate, I asked permission to walk out to the aircraft so I could take some photos "for the newspaper's files." But the good Corporal went one better. He had one of his officers drive me out in a police car and bring me back again too.

It goes to show you - being polite does pay.

Joop

Stewardesses pictured on Postcards

I doubt you have ever heard of an airplane being called "he". It is always a "she" because it is appreciated for its beauty, its symmetry and for how all the parts seem to fit together. Call "her" streamlined, I guess. In the years I was in the airline/travel business it could not be called a mature industry, but it was not an infant industry either. It was still young, dynamic, expanding, energetic, full of promise, etc. And it was well-represented by the stewardess. She was young, assured, educated, well-trained, alert, energetic and forward-looking. She was beautiful, frankly.

They were the cream of the crop and, of course, unmarried. Read: unfulfilled. They did not last long either. There was enough time to get to know one's passengers, which they ended up marrying, naturally enough.

The term "stewardess" is even looked down upon today for many reasons, I guess, but it does bring about nostalgia, a wistfulness for those days when a commercial airline flight was not to be dreaded because of uncomfotability and lack of civility. Damn Alfred Kahn and all he stood for, i.e. the "mongrelization" of the business.

I have had a very difficult time deciding which 20 different "stew cards" to show as they are all so evocative. I could write a column on each. So bear with me and try to enjoy them all. I'd love to hear from each and everyone of you writing to say "... how could you not have included my particular favorite, a Xerox of which is enclosed?"

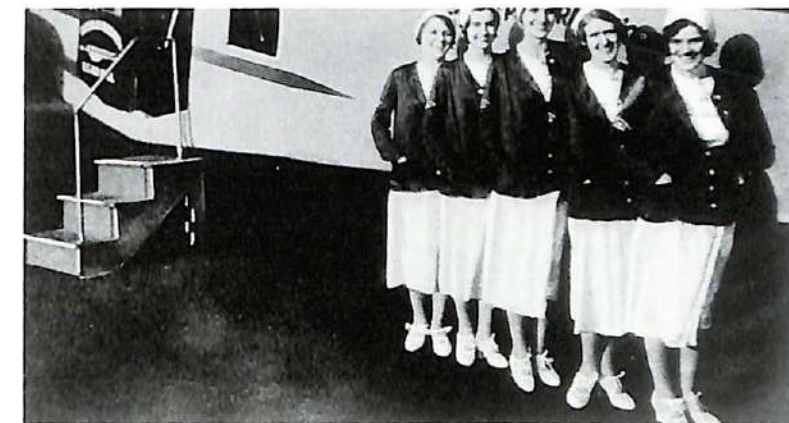
Apologies to stewards and to post-World War II buffs. Should I do a follow-on article? If so, which cards should I specifically not forget? And I had to cull down to 20 from at least 50 as it is. Phew!

All cards shown are 3 1/2 x 5 1/2 co.cards.

#1. Let's start with five beatific smiles by the boarding stairs leading into the Curtiss Condor of Eastern Air Transport, predecessor to EAL. It is in black & white . . .

#2. . . as is the NWA card of the meals being served to the youngsters aboard their DC-3. PF-16.

#3. The lone Delta entry is by the portside door of the DC-3 in 4c.



Flying Hostesses of Eastern Air

#1

Aboard Airliner
Eastern Air Transport System

For Correspondence



#2

Air travel makes all meals tempting. Tasty, sparkling dishes—sumptuous flavor—playing tricks with your appetite, while you are flying over the nation's most beautiful scenic route. Well, that's what happens on Northwest Airlines planes, where delightful complimentary meals are served by gracious Northwest Airlines stewardesses in a luxurious atmosphere. It makes mealtime a real delight.



#3

"Welcome aboard" says this Delta Air Lines stewardess, one of a large staff especially trained to offer every possible courtesy and provide real Southern hospitality in the sky.



#4

TWA AIRLINE HOSTESS
Over the air route that's shortest, fastest, coast-to-coast, TWA passengers enjoy the courteous, attentive service of over 150 hostesses. All are registered nurses, especially trained to the famous service standards of TWA.



#5

Fly Northeast Airlines to Boston, Mass. Portland, Augusta, Bangor, Houlton, Presque Isle, Maine and Moncton, New Brunswick connecting to Nova Scotia, Newfoundland and Prince Edward Island.

#4. Another card showing a stewardess by the port side of the DC-3 is this 4c TWA entry printed for the carrier by American Colortype in Chicago.

#5. NEA's postcard is a wonderful shot of three hostesses from the starboard entry into the DC-3. Could it be NEA obtained the aircraft from AAL? B&W and mailed on 19 APR 44.

#6. A great combo of NAL and C&S in B&W follows, with alluring representatives of both carriers, i.e. both the stewardesses and their respective aircraft. Made by Curteich of Chicago and mailed on 17 AUG 42.

#7. Another B&W, made by Curteich of Chicago. Part of the same genre (OB348-N) is the "murderer's row" shot of 13 Chicago & Southern stewardesses.

4

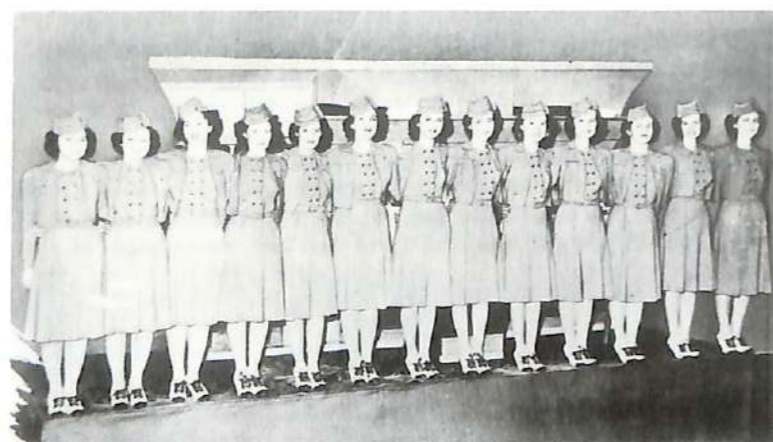


#6

SOUTH via historic NEW ORLEANS



Fast, convenient daily schedules from Chicago, St. Louis and Memphis to Florida points. Stop-over permitted. No increase in fares. Stewardess service on all flights. Call Chicago and Southern



#7



Some of Chicago & Southern's stewardesses, trained to reflect the natural hospitality of the South, and give the type of service the airline passenger expects and deserves.



#9



She Can Show You the Way to Go Home— by American Flagship. These Stewardesses are regular Jills-of-all-trades, adept at everything from explaining landmarks to helping Mothers with their children.

#10



#11



This is the way to travel! Sleep as you fly with American Airlines in sound-proofed Condor Sleeper Planes; a wonderful night's rest!

MESSAGE

P.S.—Personalized Service on American Flagships! The Stewardess is a regular Jill-of-all-Trades, adept at everything from explaining landmarks to helping mothers feed their children.

IN FLIGHT with the Flagship Fleet of AMERICAN AIRLINES, Inc.

These Happy Experts — just finishing their day's work—give you a good idea of what American means—and why it can talk with truth—about offering "The American Standard of Service."

#8. Back to the Curtiss Condor as an AAL stewardess tucks in a passenger for the night. In B&W. (In B&W)

#9. A particular favorite of mine is the AAL DC-3 flight/flight service crew flashing their ivories for the camera. It must have been VFR all day, eh? Card is almost sepia, A-245-E.

#10 & 11. Two wonderful "greetings" cards with stewardesses preparing to do their passenger checks on the starboard side of the AAL DC-3. Cards are A-245-A and A-245-E.

#12. I have included seven UAL stewardess cards, beginning with the actual Dexter Press B&W card #30262 showing five of the original eight UAL flight attendants beside a Boeing 80-A. Ellen Church (top left) started the whole genre during a 20-hour San Francisco-Chicago schedule on or about 15 MAY 30.

#12



5



#13

"LUNCHEON IS SERVED ALOFT"

STEWARDESS ON UNITED AIR LINES "COAST TO COAST LIMITED" SERVING LUNCH SPEEDING 115 MPH. ALL MODERN TRANSPORT PLANES ARE HEATED AND COMFORTABLE EVEN IN SUCH EXTREMES AS SUBZERO WEATHER.

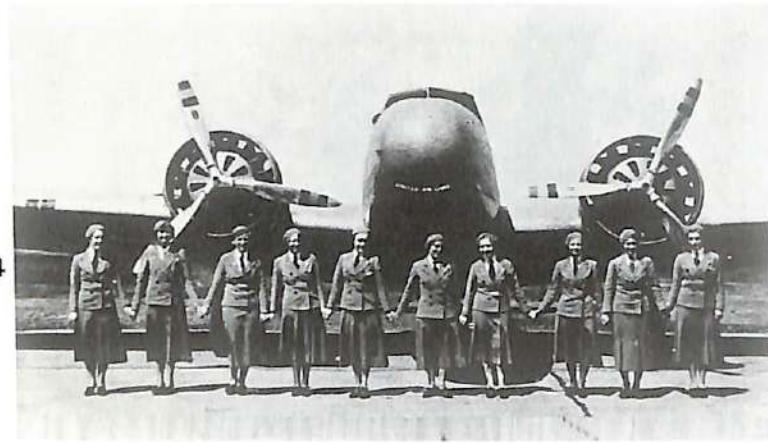
IN FLIGHT WITH UNITED AIR LINES



UNITED AIR STEWARDESSES

Here are seven air stewardesses typical of United's staff of 150 on the New York-Chicago-Pacific Coast and Seattle-San Francisco airways.

#14



AT YOUR SERVICE ALOFT — United Air Lines employs seventy young women as stewardesses on its Coast-to-Coast and other routes. The stewardess is in charge of the passenger cabin. She serves refreshments aloft, supplies reading and writing material, gives information on the interesting points along the course and adds to the comfort and interest of the trip in various ways. She is the third member of the crew on the new Boeing all-metal "Three-Mile-A-Minute" monoplanes. (2 Wasp engines).



#15

#13. Another UAL Boeing 80-A B&W, #401, shows "Luncheon is served aloft" at the incredible speed of 115 mph!

#14. A line-up of 10 of the then 70 stewardesses in the employ of UAL before the glorious new Boeing 247. Card is #405.

#15 & 16. The next two cards are also B&W co. cards, one of which was mailed on 03 SEP 40. It indicates that the number of stewardesses with the airline had increased to 150 by then. Exponential growth!



#16



In Flight With
UNITED AIR LINES

UNITED AIR LINES first placed stewardesses on its planes in 1930, now has 150 air hostesses who are in charge of cabins during flight, and attend to passengers' comfort.



A charming stewardess greets you as you board your Mainliner. She is one of 200 stewardesses on United, which originated this service idea in 1930.

#17



#17 & 18. Finally, two 4c DC-3/DST UAL co. cards, one indicating growth to 200 stewardesses, the other to 250. The latter card was mailed on 30 APR 42, to give you a reference.

#19 & 20. Got to include these two PCA "welcome to our DC-3" postcards or perhaps they are just about to close the door? Both are B&W and one shows the number PCA-263.

Please remember to check under your seat and in the upper compartments for your personal belongings before you exit and we look forward to seeing you on board once again real soon. Hasta la vista!



#18

IN FLIGHT WITH THE CAPITAL FLEET—ONE OF PENNSYLVANIA CENTRAL AIRLINES CHARMING AIR HOSTESSES.

#20



A Time Warp, Relatively speaking, and tracing the history of G-ACZP

A lot has happened since the Wright Brothers started successful powered flight in heavier-than-air craft back in Kill Devil Hill in 1903. Wood, wire and canvas have given way to plastic, aluminum, polymer and exotic composite materials. The lifting capacity, range and cruising speeds of today would have Orville and Wilbur talking to themselves.

As the aviation industry progressed, so did the information industry. The development of the space program has led to the reduction in size of communication devices and in the ability to transmit images by satellite, allowing for nearly-real-time newscasts from the other side of the world. For a period in the nineteen twenties to the nineteen sixties, the latest images from around the world, travelled by air. The newsreels which brought the current events to movie houses throughout the world were often filmed from the air and transported by airfreight or chartered airplanes. The film taken of the coronation of Queen Elizabeth II in 1952 was rushed across the Atlantic by a twin-jet Canberra bomber of the Royal Air Force to be shown on the six o'clock news shows across North America the same day. Now, the electronic signals bounced from man-made celestial bodies have left even Concorde at the gate.

Time overtakes people too. When you hit middle-age, the man who used to push you in a stroller, is now the man you push in a wheelchair. He used to feed you, now you are returning the favor. Several years ago, after my father had suffered a stroke, I ran across a photograph he had spoken of many times. It was of a de Havilland D.H. 86 Express which was operated in the nineteen thirties by Jersey Airways, Ltd. of the United Kingdom. The stroke had done a tremendous amount of damage to his memory, and he kept insisting that the airplane had only two engines, rather than the four de Havilland Gipsy Six, six-cylinder engines of which two are seen on the port wing in the photo. He always talked about having to be weighed before boarding the aircraft and being assigned a wicker chair according to his weight and how where passengers were sitting, could affect the weight and balance of the aircraft.

Pop had taken a trip on G-ACZP "Belcroure Bay" in 1937 between Southampton, England and the Isle of Jersey in the Channel Islands, where it landed on the beach at low tide. He had just



De Havilland DH-86 G-ACZP "Belcroure Bay" of the pre-WW2 Jersey Airways on the hardstand at Southampton, prior to a flight to Jersey in the Channel Islands. The airline had six DH-86 of the total production of 62. Jersey went up into British European Airways 1945-46.

completed medical school and was visiting his brother and an uncle, another Charles F. Dolan, who is now The Rev. Charles F. Dolan, S.J., and who was then studying for the priesthood at a seminary on the island. This wasn't pop's first airplane ride. That event took place at Asbury Park, New Jersey, in the mid-nineteentwenties, when, on his way to go horseback riding, he saw a barnstormer with a well-used JN-4 and decided to see what flying was about. My grandfather, yet another Charles F. Dolan (there are a slew of us) was not really thrilled when he found out what pop had done with the money which had been given him for equestrian activities. Those rides were his introduction to flying and he passed on his interest in aviation to the next generation. In 1954 he decided it was time for my twin brother and me to have our first ride in an airplane. We were up early, off to LaGuardia (LGA) airport and into an American Airlines Convair to Washington National (DCA). After a fast tour of the city and the Smithsonian Institution, still without an Air and Space Museum, it was back to DCA and the return to New York aboard an American Airlines DC-6. I wish I had gotten the N-numbers! We were hooked. My brother ended up an air force navigator and I went on to get my private ticket, but never managed to make any money flying airplanes, although I have been working around them in one capacity or another since 1965.

Anyway, pop managed to take a lot of trips on the wings of

Convair, Douglas, Boeing, Lockheed and the Concorde. He realized a dream of going supersonic when he took the Concorde from Paris to New York after a six-month stint in Ikot Ekpene, Nigeria doing medical missionary work. After forty years of doctoring in the State of New York, the cost of malpractice insurance made it impossible to devote enough time to each patient to get a good history and do a proper examination. Rather than cut corners, he decided to use his skills where people were thankful to have a doctor. He did that for six months of the year for three years so that the nursing Sisters from Ireland could get a chance to take home leave. The stroke in 1982 put an end to his travel and a second stroke in 1986 left him in a nursing home until his death in 1991.

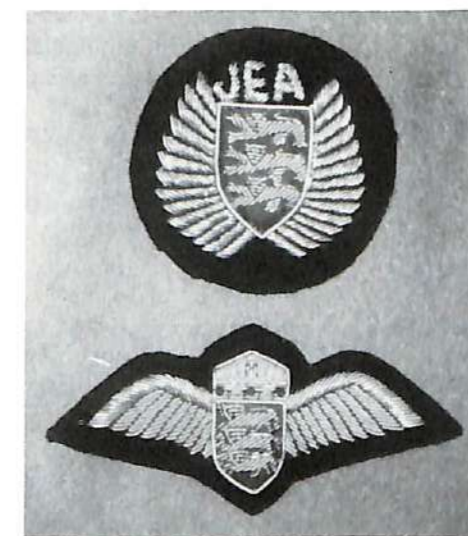
I decided to trace the history of G-ACZP after reading Macarthur Job's book "Air Crashes" Vol. 1. Chapters 5 and 6 are devoted to the unfortunate history of the D.H. 86 Express in Australia. Developed in 1934, 62 of the type were produced. Six were ordered by Qantas and at least four by Holyman's Airways Pty. Within three weeks of its introduction into service, VH-URN "Miss Hobart" of Holyman's was lost at sea on 19 OCT 34, with the loss of all 12 on board. One of the passengers was Victor Holyman, the founder of the airline. On 04 NOV 34 Qantas lost VH-USG with all four on board killed. On 02 OCT 35 a second Holyman's D.H. 86, VH-URT "Loina" was also lost at sea with five on board. The last D.H. 86 incident took place immediately after the opening of hostilities in Australia in WW 2. The day after the first Japanese air attack on the Port of Darwin, 20 FEB 42, VH-VH-USE "RMA Sydney" of Qantas took off with two crew and seven "priority" passengers on board. All were killed instantly when the aircraft plunged to earth several minutes after take-off.

There had apparently been a flaw in the design of the trim tab or attachment of the vertical stabilizers which led to these disasters. However, news of this flaw, or of the incidents which may have been the result of this flaw, did not make the headlines in the United States. Was the distance too great, the loss of life too "insignificant" or was the reporting of the time too undeveloped? I am sure pop would not have boarded G-ACZP had he known it was

risky to do so. The question comes up what if his trip on the D.H. 86 had not gone well? I wouldn't be here, nor would Charles F. Dolan IV (call him "Chuck" as in "The Chuck stops here!" - his phrase). Why, chances are you wouldn't be reading this column. Heady stuff, this.

The "Illustrated Encyclopedia of Propeller Airliners" (Editor-in-chief Bill Gunston, Phoebes Publishing, U.K., 1980) says that G-ACZP was the last-surviving example of this type. To trace the history of D.H. 86 "Belcroure Bay," I first wrote to the current Jersey European Airways (U.K.) Limited. Paul Chapman, movement control manager, said the aircraft had been used by the military from JUL 40 to AUG 40 (what do the military know?) and was "damaged beyond repair" on 21 SEP 58. He also sent a set of current JEA insignia.

A letter to Manx Airlines did not shed any additional light on G-ACZP, but their Chief Pilot, Nigel Moll, sent a set of wings and a cap badge along with a very attractive history of Manx Airlines. The same was the case with the reply from



JERSEY EUROPEAN AIRWAYS

Gold bullion wing and cap badge. Red fabric behind the three lions. The area above the lions on the wing has gold bullion with thread dots in (left to right) red, green, black, green and red. Above this is a section in purple with three gold columns, the center one with an "X" of black thread.



About 1940, from left to right: Dr. Wm. S.C. Dolan, M.D.; Rev. Charlie F.X. Dolan, S.J.; and Julia Dolan (Mom).



Paris, 1937: William S.C. Dolan, a.k.a. "Pop" (Check out those shoes!)

PHOTO CORNER

More photos supplied by Jerry Elmas

This issue of the CAPTAIN'S LOG once again carries a selection of photos from Jerry Elmas. Jerry has sent me a number of photographs in recent months and he shows a great range, from Guadalajara in Mexico (Aviacsa, AeroMexico, Magnicharters and Taesa) to Manchester in the U.K. (Onur Air, Ryanair and Iberia) and Toronto in Canada (Skyservice). St. Louis (TWA), Houston and Austin round out the settings.

In the next issue I hope to include his photos from Ardmore, Oklahoma, and give you a look at some of the older airliners in their final days. Also look for some more from Aracelio Roman and some parting shots of the Western Pacific fleet.

A little late, but congratulations are due to the Seattle AI committee for another nice show last summer. My work schedule allowed me to get there only for the Saturday. After staying up most of the night Friday, making sure my two entries in the model contest were perfect and packed securely, I made my way to DIA for the first Seattle nonstop of the day, where I was promptly told, "Sorry, no seats." Making a long story short, I arrived on the next flight into SEA and hurriedly made a dead run to the contest room, but was told by a very nice lady at the door that it was too late to enter. Beyond that disappointment, I did have a great time, picking up some wings and a book or two. Again, a nice job.



Photos this page, top to bottom:

XA-SQO, Boeing 727-31, msn 18752/76, TAESA.

N911UP, Boeing 727-27C(QF) msn 19119/393, United Parcel Express.

N288US, Boeing 727-251, msn 19977/690, Nations Air.

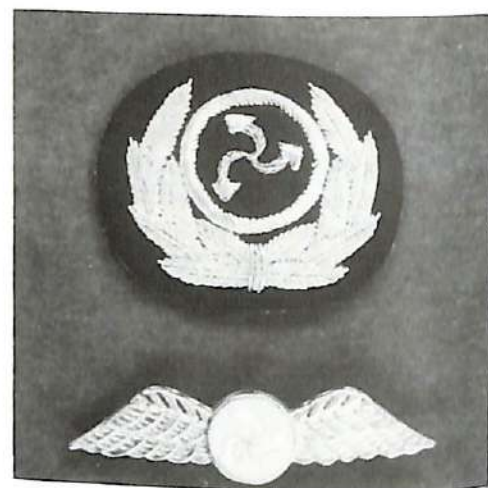
XA-SLG, Boeing 727-276 msn 21171/1232, AVIACSA.

Aurigny Air Services, an operator of Britten-Norman Trislanders based on Guernsey, Channel Islands. No record of that aircraft, but a nice set of wings.

The most-complete history of the aircraft came from John Woodside of the Isle of Man in the Irish Sea, who had been contacted by Capt. Moon of Woodgate Aviation. Mr. Woodside confirmed that G-ACZP was the last of its type, meeting its end when it was damaged beyond repair when the undercarriage collapsed at Barajas, Madrid, Spain on 21 SEP 58.

The aircraft was granted its Certificate of Airworthiness on 11 MAY 35 and began service with Jersey Airways Ltd. It was used on the Heston - Southampton - Channel Islands route. The aircraft was impressed into military service in JUL 40 as AX843 and was used by the Royal Navy. She was restored to the civil register on 29 AUG 40, released for civil use in SEP 40 and assigned to Railway Air Services. Next she was sold to Skytravel, Ltd. at Speke in OCT 46 and was used between Liverpool and Blackpool to the Isle of Man. Skytravel suspended operations in 1947 and G-ACZP was sold at an auction in DEC 47. She was laid up at Blackpool until MAY 51, when she was sold to Lancashire Aircraft Corp. to be used on the Blackpool - Isle of Man - Birmingham service until 1956. Lancashire sold off all but the most-profitable routes in 1956 and changed its name to Skyways.

G-ACZP was next traced to Silver City Airways in DEC 56. After that she was transferred to private ownership and its movements are unknown until the unpleasantness in Spain in 1958.



BRITISH REGIONAL AIRLINES
(British Airways Express, formerly Manx Airlines (Europe))

Gold bullion cap badge. Pin back wing of gold-color metal. Center disc is light blue with three white arrows in the style of the running legs on the Manx Airlines wings and badge. As with the Manx Airlines metal wing, the card shows "M" over "W" and "made by Manhattan-Windsor." It appears the back of the wing has a "MADE IN ENGLAND" mark, but is almost completely covered by the base of the pin assembly.



GILL AIRWAYS

Gold bullion wing and cap badge. Red fabric disc behind "GILL AIR."

TITAN AIRWAYS

Wing in gold bullion with blue center disc. Head and helmet outlines are in gold. At present there is no cap badge. The earlier badge has a gold circle with a "T" in red thread and a winged "A" in silver bullion.



MANX AIRLINES

Gold bullion sewn on cap badge and wing insignia. The metal pin back wing is made of gold color metal with red center disc. The three running legs are in white with gold outlines. The wing is marked "Made in England" on the back. The card on which it arrived is marked "made by Manhattan-Windsor" with an "M" over a "W" above the wing.



AURIGNY AIR SERVICES

Gold bullion wing and cap badge. Red fabric behind the three lions. Black thread for eyes and mouths of lions.

N1068, McDonnell Douglas DC-9-15,
msn 45782/114,
Great American Airways.



N932L, McDonnell Douglas DC-9-32,
msn 47669/776,
TWA.



N10033, McDonnell Douglas MD-82,
msn 48083/1043,
AeroMexico.



EI-BWD, McDonnell Douglas MD-83,
msn 49575/1414,
TWA

EC-GRN, McDonnell Douglas MD-87,
msn 49830/1684,
Iberia.



TC-ONR, McDonnell Douglas MD-88,
msn 535501/2187,
OnurAir.

XA-SYT, Boeing 737-205,
msn 19409-128,
Magnicharters.



EI-CKR, Boeing 737-2K2,
msn 22025/647,
Ryanair.

F-GHGF, Boeing 767-3Q8 (ER),
msn 24745/355,
Air France.



These are good days for airline modelers

These are indeed good days for those interested in models of airliners. Whether they are kits, die-cast metal, plastic snap-together or desk-top models in resin or mahogany, the number of types and color schemes available has never been greater. In the world of kits, some of the additions that have attracted most attention lately, are those in 1/144 scale from Minicraft, including a DC-6B, Super Constellation and Boeing 737-300. Promised and probably available by the time this appears, are the Electra, Stratocruiser and Boeing 757-200. The 737-300 seems to earn positive reviews.

A feature of the Minicraft kits, shared with the 1/72 Heller kits, is the provision of a transparent flight deck section. This means masking the windows, then filling, sanding and painting to make the part blend into the fuselage. Those who use decals for the windows would just as soon not have the extra step. And there are those who don't like a mix, with transparencies for the cockpit windows and decals for the cabin ports. But at least this way there is the option.

While there are the fastidious folks who find quibbles with any new kit, most surely welcome all the additions to the range (by Minicraft and the other manufacturers). The serious modelers who note millimeter errors may seem too fussy, but they often do others a service if they are striving for a truly authentic model. It is to be hoped that the quibbles dwelt on in the magazines or on the Internet won't deter the manufacturers from catering to the airline models market, which is admittedly much smaller than that for military aircraft.

One of the beauties of building models is that you can follow your own whims. Most serious modelers build their models standing on their gear, with stationary props, or flaps down, doors open, etc. I have built models according to several different styles, some as authentic as I could make them, some with a conscious omission of detail, or exaggerated gloss, or some other "artistic" licence. I like aircraft in flight, so I often build models with retracted gear, on a stand, sometimes with clear disks representing rotating props. A few I have even finished in chrome overall, with no markings of any kind. (An example is the DC-3 using a vintage Empire State Building souvenir as a stand.) You bought the kit, so you take your choice.

One collector who follows his fancy, is *Captain's Log* reader Joaquin Cicero of St. Louis. He has a huge collection of kits and models of all kinds, among them scratch-builts from his own plans. One such is the unusual East German BB-152 early jet liner, which he created in 1/144 scale in Styrofoam and sheet plastic! Another of his models is the Pan Am 1/144 Alan Hess conversion Boeing 747SP.

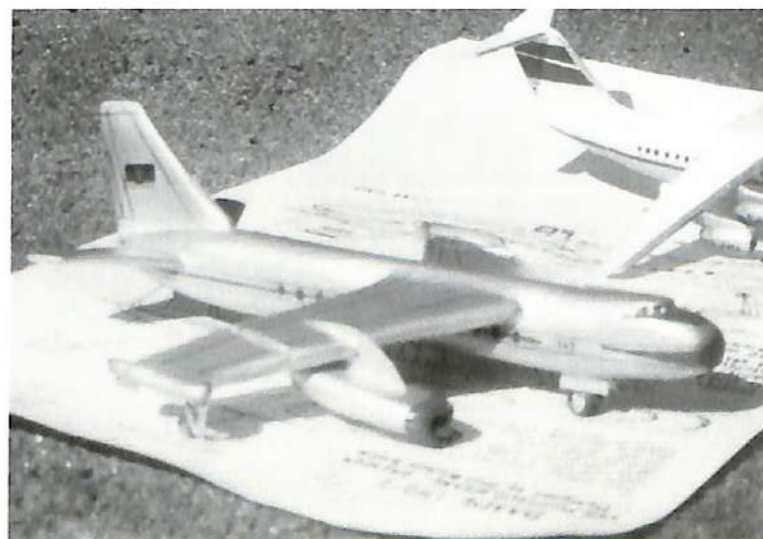


1/144 scale DC-3, all chrome finish by Peter Reed.

RESOURCES

For those who want reviews of kits and of the decals available from an increasing number of sources, advice on building techniques, or simply an exchange of information with like-minded people, there are some helpful resources. One is the magazine *Airline Modeller*, published quarterly by Russell Brown's Airline

1/144 scale Baade BB-152 by Joaquin Cicero.



Hobby Supplies (62 Tilman Circle, Markham, Ontario, Canada, L3P 5V7. This has photographs and reviews of kits, contributions from readers, close-up photos of airliners to help modelers with detail, new product announcements and a review of periodicals with airliner references.

Another source is the Airline Modeling Digest (AMD) on the Internet (majordomo@lists.coronetnetworks.com). This can get a little persnickety at times. (Recently it had a long discussion about why the British call aluminum "AluminIUM" - presumably for the same reason that there is cadmium, radium, chromium, etc.) It makes available professional information and good advice from expert and experienced modelers, and folks go out of their way to be helpful to subscribers with problems.

SKYMASTERS

It has long puzzled me that there have not been injection-molded kits of the DC-4/C-54 Skymaster. More than 1,500 of these aircraft were built, civil and military. The fact that it was used by many air forces and wore a colorful variety of paint jobs in American service alone, would seem to give it great appeal to those military modelers who dominate the kit market. It has flown in a wide array of airline color schemes. No doubt some will be built in 1/144 scale from the Minicraft DC-6B. I did one from the old 1/144 scale DC-7 kit. Either conversion involves shortening the fuselage, recontouring the fin and rudder, major changes to engines and props, and remembering that the DC-4 windows were ovals, not squares. (Mine is the C-54 freighter used by TWA, alongside a Kader Constellation in Pan Am colors. The DC-7 nacelles extending over the wing should not be there, but removing them would have made matters worse.) Welsh Models has had a 1/144 vacuform kit available for some time in Invicta or Sabena colors. Now Aeroscala offers a nice-looking 1/72 precut vacuform kit in early Pan American or Western colors.

SNAP-TOGETHERS

The South African Airways DC-4 illustrated, is a snap-together pre-finished model from Long Prosper to 1/125 scale. PPC Models also offer a 1/125 scale DC-4, in Delta colors, and a 1/200 scale version in KLM or SAS colors. The A330-300 in new Aer Lingus colors is another snap-together from PPC in 1/200 scale. The range of airline color schemes in snap-togethers keeps growing, as does the variety and quality of the models. I have recently picked up the Long Prosper MD-90 and MD-11 in the attractive newer Saudi Arabia colors, for example.

DIE-CAST METAL MODELS

To illustrate how the various die-cast models compare in scale, I have included a photograph of a range of the A330-300 models available. The two smaller models in old Aer Lingus and Korean Air colors are the Schabak 1/600 scale. The Aer Lingus new colors A330 is in 1/500 scale from Herpa Wings. The largest of the four is the 1/400 scale Garuda Indonesia model from Dragon Wings. (This has a wing span of 15 cm, 6 in.)

In the previous issue I mentioned the Corgi 1/144 Constellation. This time I have included the Corgi DC-3 in Eastern Air Lines colors. To my eye it is a better job than the Constellation, and the most-accurate of all the die-cast Dakotas. The scribed lines are heavy, as they tend to be on die-cast, and I don't remember airliners of that era having heavy black lines painted around

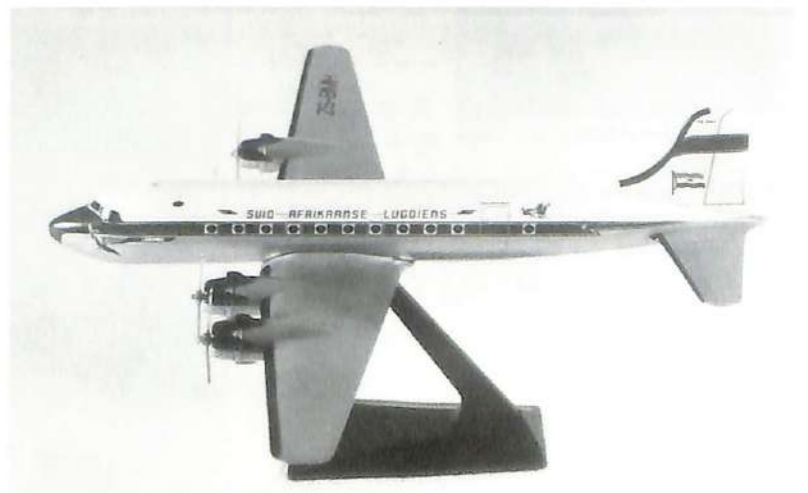


Alan Hess conversion 1/144 scale Boeing 747SP of Pan Am by Joaquin Cicero.

1/144 scale Kader Constellation of PAA and 1/144 scale C-54 of TWA, a conversion from 1/144 Revell DC-7 kit, by Peter Reed.



1/125 scale Long Prosper South African Airways DC-4, by Peter Reed.



Finally a mini-fleet of vintage airliners from Britain in the small Dinky Toy scale. These include the Dragon Rapide and the Lockheed 14 Super Electra, foreground, the DH.91 Albatross (center), and two D.H.84 Dragons in the background. They are made by Helmet Miniature Aircraft of Betchworth, Surrey, RH3 7AH, U.K.. They chiefly focus on a wonderful line of World War 2 military types. The Albatross is resin, the rest, metal. For scale, the Rapide is about 75 mm/3 in. in wingspan.



1/144 scale Corgi DC-3 of Eastern Air Lines, by Peter Reed.

1/200 scale PPC A330-300 of Aer Lingus, by Peter Reed.



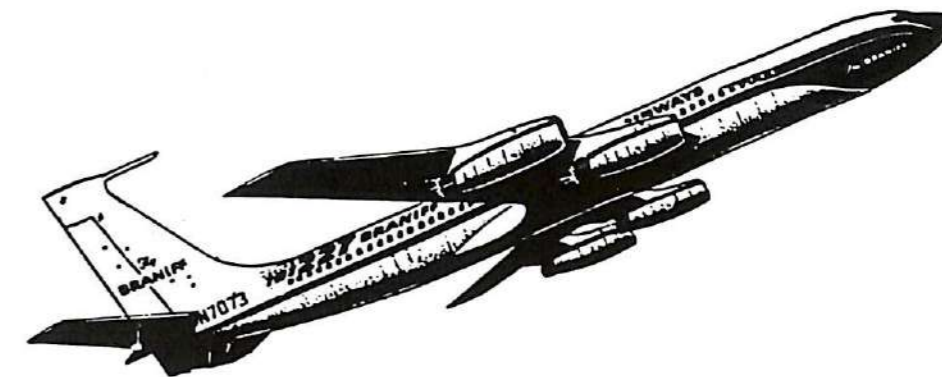
Above: Various scales A330-300 from different manufacturers (see text).

Right: Foreground: DH-89 Dragon Rapide and Lockheed 14 Super Electra; centre: DH-91 Albatross; rear: two DH-84 Dragons. All are Helmet Miniatureliners



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 second in a two-part history on airline service at St. Louis, the location of the 1999 Airliners International Convention. This column covers the period from the 1950s to the early 1970's.

PLEASE NOTE:
There has been a lot of confusion about whether there will be a model contest at the AI convention in St. Louis in June. **THERE WILL BE**, and there will be an opportunity for people as well to exhibit models not entered in the contest.

FLIGHT SCHEDULE
PASSENGERS
MAIL · EXPRESS

OZARK

Dependable
DC-3 Airliners

Flight No. →	READ DOWN		ALL FLIGHTS DAILY—C.S.T.		READ UP		← Flight No.
	3	1	2	4	4	3	
	6:45	11:15	Lv. CHICAGO	Ar. 9:41	5:11		
	7:44	12:14	Lv. CHAMPAIGN-URBANA	Ar. 8:42	4:12		
	7:48	12:18	Lv. CHAMPAIGN-URBANA	Ar. 8:38	4:08		
	8:12	12:32	Lv. DECATUR	Ar. 8:14	3:44		
A.M.—	8:16	12:36	Lv. DECATUR	Ar. 8:10	3:40		
Light	8:35	12:55	Lv. SPRINGFIELD, ILL.	Ar. 7:51	3:21		
Type	8:39	12:59	Lv. SPRINGFIELD, ILL.	Ar. 7:47	3:17		
	9:23	1:43	Lv. ST. LOUIS	Ar. 7:03	2:33		
	9:28	1:48	Lv. ST. LOUIS	Ar. 6:58	2:28		
	9:38	1:58	Lv. EAST ST. LOUIS	Ar. 6:45	2:15		

PASSENGER INFORMATION										
	Cham- paign- Urbana	Chicago	Decatur	East St. Louis	St. Louis	Spring- field	City	Phone	Ticket Office	Airport
Champaign- Urbana		14.20	4.80	18.80	18.80	8.90	Champaign- Urbana	6-4453	Univ. of Illinois Airport	University of Illinois
Chicago	7.45		18.10	29.60	29.60	21.60	Chicago	Dearborn 2-6877	110 Northwest Airlines 100 S. Alton	Midway
Decatur	2.50	9.50		14.90	14.90	5.00	Decatur	3-5218	Municipal Airport	Municipal
East St. Louis	9.85	15.55	7.80		4.80	9.90	East St. Louis	BB 5330	Parkway Municipal Airport	Parkway Municipal
St. Louis	9.85	15.55	7.80	2.50		9.90	St. Louis	DElmor 0134	110 C. & S. Airlines Stoller Hotel	Lambert Field
Springfield	4.65	11.35	2.60	5.20	5.20		Springfield	3-9011	Capital Airport	Capital

Bold Face Type—Round Trip Fares **Light Face Type—One Way Fares** All Fares Subject to 15% Federal Transportation Tax.

CHICAGO & SOUTHERN AIR LINES
EFFECTIVE OCTOBER 1, 1950

Left and centre: On September 26, 1950, Ozark inaugurated its first local service operations with initial flights between Chicago, Champaign, Urbana, Decatur, Springfield, St. Louis and E. St. Louis. Right: In October, 1950, C&S inaugurated its first Lockheed "Constellation" flights with service between Chicago, St. Louis, Houston; and Chicago, St. Louis, and Memphis. At the time, C&S also operated DC-4's between Chicago, St. Louis, New Orleans, Havana, Jamaica and Caracas. International authority had been awarded C&S in 1946. Initial services included Chicago, St. Louis, New Orleans and Havana flights in November 1946. Kingston, Jamaica and Caracas, Venezuela, were added in 1948; and in 1953, a route from New Orleans to Havana, Port au Prince, Ciudad Trujillo (now Santa Domingo), and San Juan was inaugurated.

MID-CONTINENT AIRLINES
NOW DIRECT SERVICE BETWEEN KANSAS CITY AND MIAMI
 WITH INTERMEDIATE STOPS AT ST. LOUIS, ATLANTA, JACKSONVILLE
 Fly MID-CONTINENT AIRLINES

MID-CONTINENT AIRLINES
2 GREAT NEW FEATURES
 THROUGH SERVICE ST. LOUIS-DENVER COLORADO SPRINGS
 THROUGH SERVICE KANSAS CITY TO MIAMI
 same seat... same plane... ALL THE WAY
 Fly MID-CONTINENT AIRLINES

C&S-TWA
 NEW THROUGH-PLANE SERVICE BETWEEN HOUSTON, PITTSBURGH, NEW YORK
 LUXURY CONSTELLATION AND MARTIN EQUIPMENT
 ALL SEATS IN PAIRS
 DE LUXE SERVICE
 MEALS AND SNACKS ENROUTE
 ARRIVE AND DEPART FROM LA GUARDIA TERMINAL, NEW YORK CITY

TRANS WORLD AIRLINES
TWA
 U.S.A. • EUROPE • AFRICA • ASIA
 NEW THROUGH-PLANE SERVICE BETWEEN NEW YORK-PITTSBURGH and MEMPHIS-ST. LOUIS-PORT HOUSTON
 HOUSTON, TEXAS

OZARK AIRLINES
 EFFECTIVE MARCH 10, 1955
 NEW MORNING & EVENING FLIGHTS BETWEEN DAVENPORT-MOLINE AND CHICAGO
 NEW-10 FLIGHTS DAILY Between CHICAGO & ROCKFORD

TRANS WORLD AIRLINES
TWA
 U.S.A. • EUROPE • AFRICA • ASIA
NOW TWA SUPER-G CONSTELLATIONS
 SERVE SAN FRANCISCO
 FLY THE FINEST... FLY TWA

TWA GIVES YOU
 The most luxurious airliner in the skys! The **SUPER-G CONSTELLATION**
NOW between San Francisco-New York, Los Angeles-New York, New York-Chicago, San Francisco-Chicago, Los Angeles-Chicago, New York-St. Louis, New York-Kansas City, St. Louis-Kansas City
SOON between Chicago-Kansas City

CENTRAL AIRLINES
CENTRAL'S 29TH CITY
 Served by 4 flights daily
NOW-SERVICE TO ST. LOUIS
 OKLAHOMA • TEXAS • KANSAS MISSOURI • ARKANSAS

Left and Middle left: In January 1952 Eastern and Mid-Continent inaugurated interchange flights between Florida, St. Louis and Kansas City; and then one month later, in February 1952, Mid-Continent and Continental began interchange service between St. Louis, Kansas City and Denver. Middle right and Right: On April 1, 1953 C&S and TWA inaugurated interchange service between New York, Pittsburgh, St. Louis and Houston, with St. Louis as the point of interchange. "Constellations" were flown on this interchange.

Left: Routes of Ozark in early 1955 are shown on this timetable. That year the airline was granted permanent certification by the CAB. Middle left and Middle right: TWA's first "Super 'G' Constellation" service at St. Louis was inaugurated June 1955 with a flight from Kansas City to St. Louis and Idlewild. Right: In early 1956 Central inaugurated its first flights at St. Louis with a route from there to Harrison, Fayetteville and Ft. Smith.

its BRANIFF AIRWAYS
 INTERNATIONAL AIRWAYS
 now incorporating MID-CONTINENT AIRLINES
ANNOUNCING THE MERGER
 of Delta Air Lines and Chicago & Southern Air Lines
 THIS TIMETABLE CONTAINS THE COMBINED ROUTE SCHEDULES OF EACH AIR LINE

Delta-C&S AIR LINES
ANNOUNCING THE MERGER
 of Delta Air Lines and Chicago & Southern Air Lines
 THIS TIMETABLE CONTAINS THE COMBINED ROUTE SCHEDULES OF EACH AIR LINE
 Serving 61 Cities of the U.S. and the Caribbean

NOW-NO. 1
DC-7
First Choice...Fastest and Finest
 BETWEEN CHICAGO-MIAMI, CHICAGO-ATLANTA, ATLANTA-MIAMI, CHICAGO-HOUSTON, ST. LOUIS-HOUSTON
 RESERVED SEATS - No waiting at the gate-no rising for the ramp...
 Royal Biscayne, Royal Ranger, Royal Palm

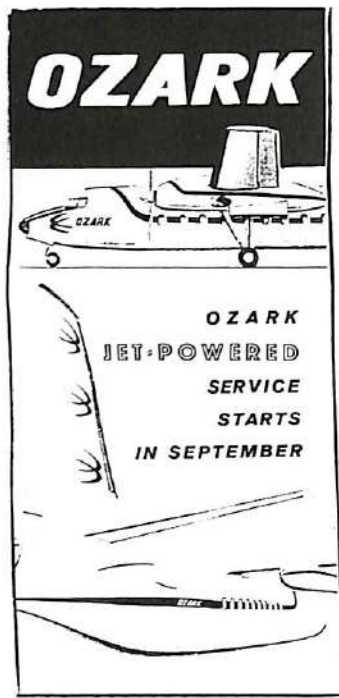
AMERICAN AIRLINES
 EFFECTIVE JUNE 1 THRU JUNE 30, 1959 INCL.
 COMPLETE SYSTEM TIMETABLE
 FLY AMERICAN AIRLINES JET-POWERED ELECTRA
 AMERICAN'S JET POWERED ELECTRA FLAGSHIPS
 Now serving all these cities: BOSTON • NEW YORK • DETROIT, CHICAGO • WASHINGTON • DALLAS, FT. WORTH
 ... and coming soon to TULSA, ST. LOUIS, PHILADELPHIA, BUFFALO, TORONTO
 Whenever you fly, rely on AMERICAN AIRLINES THE JET AIRLINE

Fly the Electra
America's Fastest most comfortable Jet-Prop Airliner
 AMERICAN'S JET POWERED ELECTRA FLAGSHIPS
 Now serving all these cities: BOSTON • NEW YORK • DETROIT, CHICAGO • WASHINGTON • DALLAS, FT. WORTH
 ... and coming soon to TULSA, ST. LOUIS, PHILADELPHIA, BUFFALO, TORONTO
 Whenever you fly, rely on AMERICAN AIRLINES THE JET AIRLINE

TRANS WORLD AIRLINES
TWA
 U.S.A. • EUROPE • AFRICA • ASIA
TWA BOEING 707
 Fly the Finest... FLY TWA

Left: On August 16, 1952 Braniff Airways started serving St. Louis for the first time since the early 1930's as a result of the merger of Mid-Continent into the Braniff system. Middle left: With the merger of Delta and C&S, May 1, 1953, Delta began its first service at St. Louis. Right: On July 1, 1954, the first DC-7 scheduled service was offered at St. Louis, by Delta on the Chicago - St. Louis - Houston route with the flights christened "Royal Ranger".

Left and center: American provided St. Louis with that city's first jet powered service on June 21, 1959 with the inauguration of Lockheed 188 "Electra" flights from Tulsa to St. Louis and New York. (La Guardia). Right: First pure jet service at St. Louis was provided by TWA with the inauguration of a Boeing 707-131 flight from St. Louis to Idlewild on July 21, 1959.

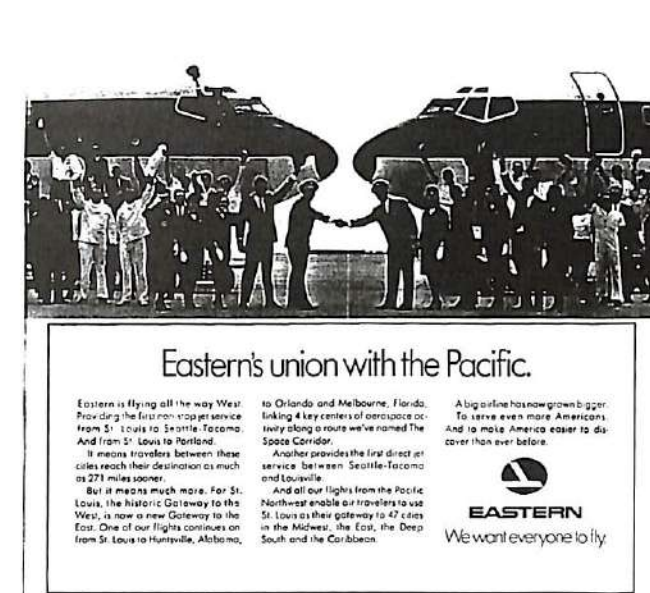


AMERICAN ANNOUNCES:



Quick as you can say American... you're aboard the 707 Jet Flagship (Model 720)... American's newest addition to its jet fleet. You can leave Cleveland at 6:30 p.m., arrive in Los Angeles by way of St. Louis at 8:30 p.m. This American Jet service is the fastest way to get there. Westbound from St. Louis, you can leave at 7:15 p.m. and arrive nonstop in Los Angeles at 8:30 p.m. This is 25 minutes faster than any other airline. (All times local.) For reservations, call your Travel Agent or American... first choice of experienced travelers.

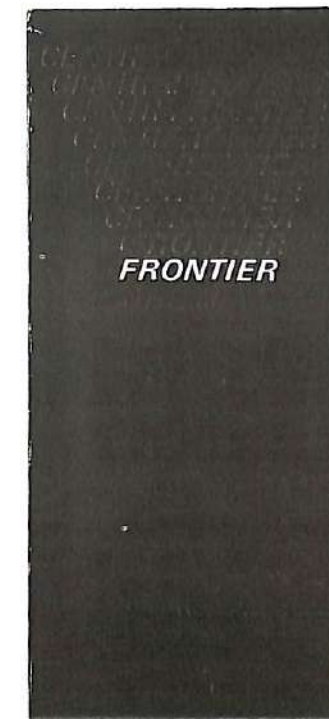
Left: According to historic accounts, Ozark inaugurated F-27 on September 27, 1959; but first timetables to show F-27 service are in early 1960. Center and right: American's first pure jet service was inaugurated at St. Louis July 13, 1960, with a Boeing 720-023 flight between Cleveland, St. Louis and Los Angeles.



Above: One June 13, 1967, Eastern inaugurated Melbourne, Orlando, Huntsville, St. Louis, Portland and Seattle flights. Center: The same day Frontier began serving St. Louis with its first flights to Kansas City and Denver, using "727 Arrow Jets". Right: Lake Central's first service to St. Louis was begun July 1, 1967 with flights to Indianapolis, Baltimore and intermediate points, operated with Convair 580 equipment.



Left: Delta inaugurated its first pure jet flights at St. Louis October 30, 1960 with Convair 880 "Royal Jet Service" from Chicago to St. Louis and Houston. Middle left: TWA's first 727 service at St. Louis began June 1, 1964 with a flight to New York. Middle right: Braniff provided St. Louis with its first twin-engine short-haul jet service April 25, 1965, with a flight from St. Louis to Des Moines and Minneapolis/St. Paul, operated with the BAC 1-11. Right: Ozark DC-9 jet service was inaugurated in July 1966, with a flight from St. Louis to Peoria and Chicago.



Left: In October 1967 Central was merged into Frontier and Central's former routes out of St. Louis became part of the Frontier system. Center left: Allegheny's first flights at St. Louis commenced July 1, 1968 as a result of the merger of Lake Central into Allegheny on that date. Center right: Southern Airways inaugurated service at St. Louis a year later, on July 7, 1969. Right: TWA's first L-1011 widebody service began June 25, 1972, with initial flights between St. Louis and Los Angeles, and Chicago and Los Angeles.



What a DIFFERENCE !

Above:
Schiphol 1995, and still expanding.
(Aerophoto Schiphol B.V.)

Right:
Schiphol 1948: Most of the buildings were still temporary wooden structures, erected right after the war, including the passenger terminal and various office buildings. Gerritsma files



REPORT FROM THE FIELD

Schiphol (AMS): airport below sea level

This is the second part of a two-part history of Schiphol Airport (AMS) at Amsterdam, the Netherlands. This part examines the reconstruction of the airport following World War 2 and its continuing growth to this day.

Text by JOOP GERRITSMA

Photos and postcards from the collections of
HARM HAZEWINKEL, HENK JAN VAN DE HEUVEL
and the author

Rebuilding Schiphol started less than a month after the surrender of German troops in the Netherlands on 05 MAY 45 and on 20 MAY a USAF liaison aircraft (type unknown) was the first aircraft to land at the airport after the war. Ironically, it carried Col. Shangan D. Kelley, who on 03 NOV 43 was in command of a flight of B-26 Marauder bombers that carried out the biggest Allied bombardment of the war on the airport. On 08 JUL 45 five Royal Air Force Dakotas landed at Schiphol after a "Dakota airstrip" had been cleared. Another 20 days later the first post-war commercial flight arrived: a DC-3 of the Swedish airline ABA. On 19 SEP 45 Swissair resumed service to Schiphol with the DC-3. American Export Airlines made the first transatlantic flight to Schiphol when their DC-4 "Flagship America" arrived on 28 SEP while on a survey flight to European capitals in preparation of proposed air services. Passenger handling took place in hastily erected wooden buildings and aircraft maintenance was done in the open air, or at best in shelters just big enough to cover an engine. KLM resumed its East Indies service on 10 NOV 45 with a C-54 Skymaster operated for the Netherlands Government Air Transport service (NGAT). In 1947 Schiphol handled 300,000 passengers, four times as many as in 1938, the previous top year. In the three years of 1945, 46 and 47 one million passengers passed through, as many in the 20 years before the war.

Fokker built a new aircraft factory at Schiphol to replace its factory in Amsterdam-North and its old assembly hangar at the airport. It was completed in 1951 and soon was producing Gloster Meteor and later Hawker Hunter jet fighters for the Dutch and Belgian air forces, followed a few years later by series production of the F-104 Starfighter and the famous F.27 Friendship propjet. The airport now occupied 2,100 acres (850 hectares). During the late 1940s and all during the 1950s expansion took place at a frantic pace. Six new hangars and four new runways were built to handle even the largest aircraft. To allow for the construction of the 8,365 ft (2,550 m) jet runway 06-24, the hamlet of Rijk, with 300 population, was razed to the ground and was rebuilt several miles away, and a major highway was rerouted. The total area of the airport had now grown to 1,730 acres (700 hectares), 2/3 of which, located between the runways, was used as farm land for cash crops and as grazing land for cattle. The concrete platform was 33.4 acres (13.5 hectares) in size and could park 25 aircraft of Super Constellation and DC-7C size

On 26 JUL 58 Aeroflot became the first airline to begin sustained jet service to Schiphol with the arrival of a Tupolev TU-104A from Moscow. In the late 1950s, Schiphol had links to 109 destinations in 71 countries around the world. In these years other airlines also began deploying jets to Schiphol. KLM put the DC-8 in service, followed by the DC-9, PanAm operated the Boeing 707 (sometimes the DC-8), SAS, Sabena, Swissair, Alitalia and Air France started Caravelle services, Olympic Airways and British European brought in the Comet, South African the 707, CSA the Tupolev 124 and so on.

Fokker also greatly expanded its manufacturing facilities at Schiphol over the years. In 1954 a new test flight hanger was completed and the following year the factory's platform was increased by one-third.

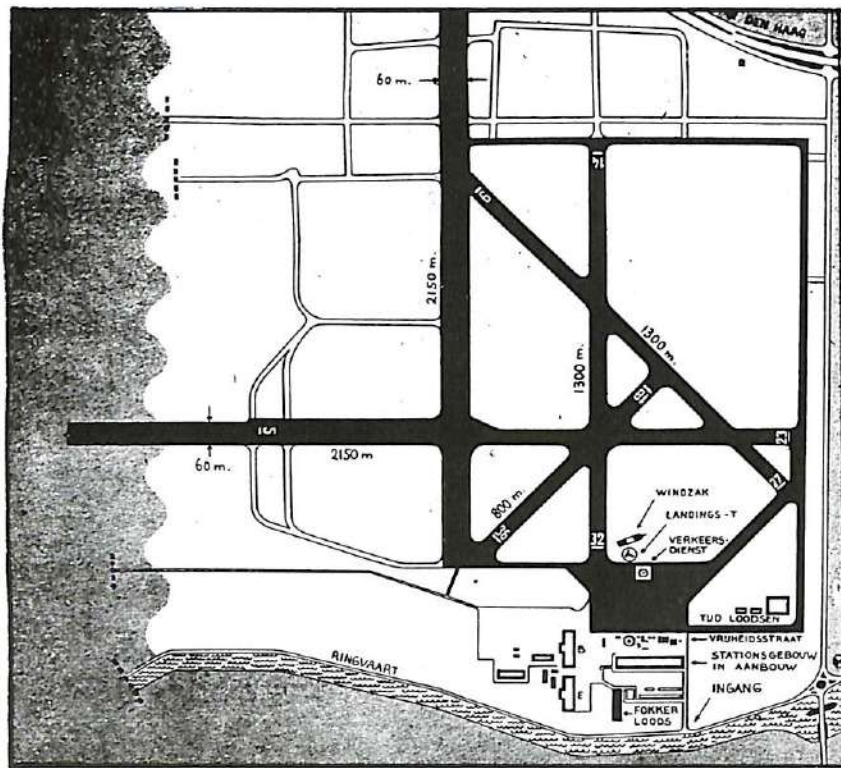
In the mid-1950s it was becoming increasingly clear that the existing terminal and cargo facilities could not be expanded any further and plans were made for an entirely new terminal to the north of the existing one. Facing the enormous cost associated with this project, the City of Amsterdam looked for partners and in 1958 control of the airport passed to the new Schiphol Airport Authority. Amsterdam holds 15% of the authority's shares, the City of Rotterdam 5% and the state the remaining 80%.

In 1961 Schiphol had 82,368 aircraft movements, an average of 225 a day. Of these, 47,664 were scheduled services. These numbers placed the airport in sixth place of all continental European airports. In the same year there were more than 1.5 million passenger movements, or more than 4,100 a day, placing Schiphol in eighth place in Europe. In cargo it was third behind London and Paris with 57,925 tons (52,660 tonnes). These figures pale in comparison with today's figures, but 37 years ago they were big.

The design for the new airport called for a capacity in 1975 to handle 25 aircraft simultaneously along four piers, and five million passengers a year, compared to 2.5 million in 1965. A new cargo complex and six runways were also planned. The number of runways was later reduced to four after it was found that large jet aircraft are less dependent on the direction of the wind during landing and takeoff.

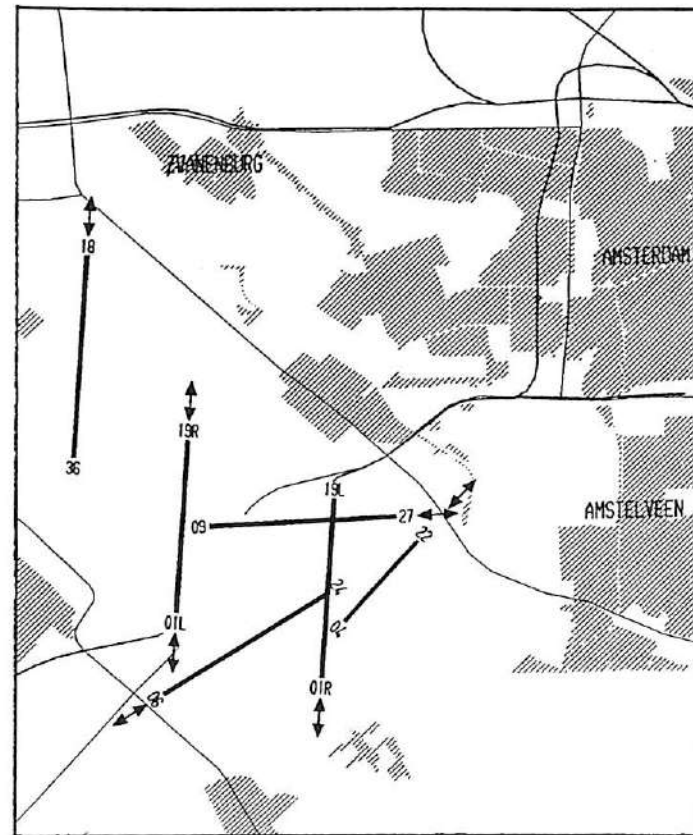
The new terminal was opened in APR 67 and the last of the new runways came into service a year later. The four runways were supplemented by a runway of the old Schiphol (now called Schiphol East, as opposed to the new Schiphol, which is called Schiphol Central). This old runway, 04-22, is used for general aviation, KLM helicopter operations and for Fokker test flights before the company's demise in MAR 96. The new terminal had three piers with a total of 25 gates and each gate had an air bridge to connect it to the aircraft.

But growth in air traffic caught up to the airport again and in 1975 a fourth pier was completed, bringing the number of gates to 41. Less than a decade later, the airport authority drew up expansion plans to take Schiphol beyond the year 2000. It included rebuilding and lengthening Pier C (with then became Pier E), rais-



Above: Schiphol 1946. The longest runways (05-23 and 14R-32L) are 7,000 ft (2,150 m).

Right: Schiphol 2003. The new runway, to enter service in 2003 (18-36), will be 12,465 ft (3,800 m) long.



be reached by 2010. But to accommodate this number of flights, a new runway must be built, 18-36, parallel to and to the west of 01L-19R. Construction is scheduled to start in 2000 for completion in 2003. It will be used only for takeoffs to the north (Runway 36) and landings to the south (Runway 18) to avoid noise pollution over build-up areas to the south, and it will take much of the traffic of Runways 01L-19R and 06-24 (see map). Already, as of 01 JAN of this year, 06-24 is closed between 2300 and 0600 hours every night to bring noise relief to residents of two communities, Buitenveldert and Amstelveen, located under its approach and takeoff paths. The new runway will bring Schiphol's capacity to 125 aircraft movements per hour.

A photographer's delight

Schiphol is an aircraft photographer's delight. A visitor terrace spans most of the air side of the terminal and most aircraft using the D, E and F piers can be photographed at or taxiing to or from the gates using a medium-length zoom lens, or in some cases even with a standard 55 mm lens. The only exceptions are freighters and most commuter aircraft. Most large-body aircraft that park at Pier G can be photographed from the terrace with a 200 - 300 mm lens when they taxi past the ends of Piers D and E or E and F, toward Pier G. During the summer the terrace and a couple of spectator galleries are open from 10 a.m. to 6 p.m. every day. The sun can be a problem around noon, but this can be overcome by carefully selecting the angle of photography and appropriate exposure. (The terrace was closed to the public two years ago after several environmental crazies used it to climb onto one of the air bridges and onto the roof of an aircraft to protest expansion of the airport. It is expected the terrace will be opened again in the not too distant future.)

There are also excellent photo spots along Runways 06-

ing capacity to 16 million passengers a year. The anticipation was this number would be reached in 1989 and Pier B was expanded (and renamed Pier D) with another 13 gates. Another expansion is under way for completion in the next couple of years. Today, there are 5 piers with a total of 122 gates. A new cargo centre was completed in the late 1980s and terminal expansion from 1989 to 1993 took capacity to 27 million people. The fifth (and so far latest) pier can handle seven 747s simultaneously. In 1998 the airport handled 34.4 million passengers, an increase of 9% over 1997, on 376,809 flights, an increase of 7.8%. Cargo in 1998 amounted to 1.29 million tons (1.17 million tonnes).

With so many long piers extending from the terminal, control of aircraft movements became a problem and in MAY 89 a new ground control tower was completed. At 330 ft (100 m) it is the tallest airport ground traffic control tower in the world.

In recent years, the continued growth of Schiphol has been the subject of many heated debates in the Dutch parliament. Some parties wanted the airport closed altogether with the construction of a new airport away from the heavily-populated western part of the country to eliminate noise pollution. Others argued for a limit on the number of flights per year, with the airport closing for the remainder of the year as soon as that number had been reached. Yet another solution under consideration is building a new airport on a man-made island in the North Sea with high-speed train connections to the current Schiphol for passenger handling only.

At this time, agreement exists that Schiphol should be allowed to grow to 520,000 - 600,000 aircraft movements a year, handling 60 - 70 million passengers. This number is projected to

24R and 01L-19R. The first one can be reached by bus and a moderate hike, but the best and fastest way is having your own transportation.

The Avidome Museum

When visiting Schiphol, do take some time and visit the Avidome Museum. It is about 10 minutes walking from the main terminal and there are about 30 complete aircraft or fuselages on display, including a Fokker F.II fuselage and a complete F.VII and F.27, as well as replicas of a Lilienthal glider of 1896 and Anthony Fokker's "Spider" monoplane of 1911. Other exhibits include a Grumman Tracker navy patrol aircraft, and many artifacts, from models to engines to Link trainers. Lighting conditions, however, make photography extremely difficult. For those without their own transportation, Schiphol can be reached by train from Amsterdam and The Hague, with a railway station right under the terminal. (The tracks run for 3.6 miles, 5.8 km) right under the entire Schiphol complex.) Travel time from Amsterdam's Central Station is less than 30 minutes. When travelling by car from Amsterdam, take the main highway to The Hague (Den Haag or 's Gravenhage in Dutch) and Rotterdam and follow the signs. The airport lies about 9.5 miles (16 km) southwest of Amsterdam.

Postcards:

(Author's note) There is no airport in the world that I know of that has issued and continues to issue so many postcards as Schiphol does. During a stop at any of the magazine stands in the terminal, it is not unusual you can pick up about half a dozen different ones. And when you come back a few months later, chances are good a few more new ones have been added to the offering. Schiphol's favorites seem to be the combination cards, with two or more sections, each showing a different aspect of the airport and its operations. There are so many cards, in fact, especially since the end of World War 2, that I could easily fill two or three Postcard Corners from my collection alone. And my collection is far from complete.

Acknowledgements:

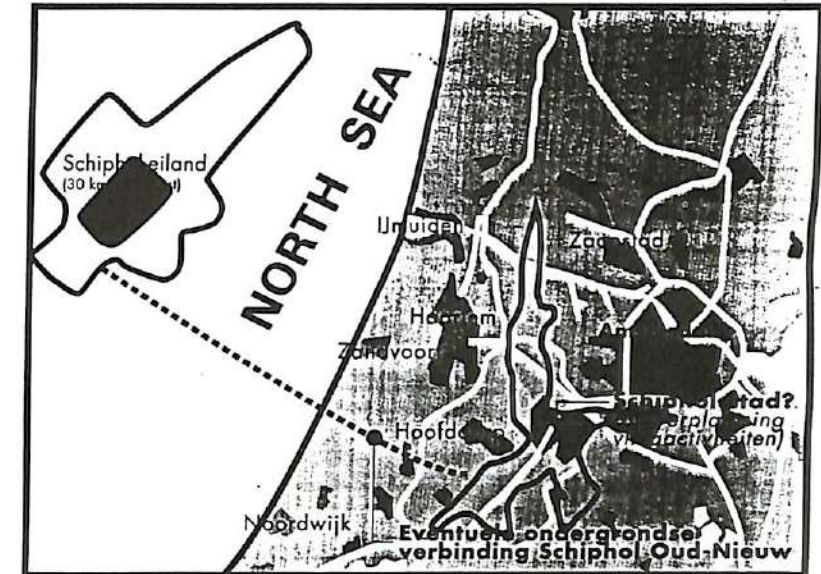
Nearly all books and magazine articles used for this history were published in the Netherlands from about 1925 on in the Dutch language. All have been long out-of-print and are extremely rare to find now. More-recent publications are:

Wright, Alan J.: *European Airports, 2nd Ed.*, Ian Allen Publishing, Shepperton England, 1995.

Geldhof, Nico: "The reconstruction of Schiphol, May to November 1945" in the Dutch language in the Dutch historical aviation journal LUCHTVAARTKENNIS, 3/97.

Finally, thanks to "Schipholland", the in-house newspaper of the Schiphol Airport Authority, and to the "ICAO Journal" for information about recent and future development of the airport.

An example of the many postcards issued by the Schiphol Airport Authority over the years.



Above: Proposal to build an entirely new airport in the North Sea, with a underground rail connection to Schiphol.

Below: The terminal and piers as they were in 1997. (From Northwest Airlines "World Traveler," June 1997)



Golden Oldies from Canada, plus many new items



#1 #2



#3



#8



#10



#13



#11



#14

Pride of place in this column must go to our man in Las Vegas, DAVE CHERKIS, who has produced no fewer than seven new stickers from Air Canada for different destinations. Shown are:

#1 & #2 for Vancouver and Los Angeles. The others are for Phoenix, Hong Kong, Paris, Quebec and London. They are all superb. Does anyone know if there are more?

#3 comes from another Dave, KLM's DAVE PRINS. It shows the 777 of JAL under the sign Sirius. There is also one under the sign Vega. Again, are any more known?

#4. A couple of new contributors have supplied me with this nice issue of TEA of Switzerland from BILL DEMAREST, and

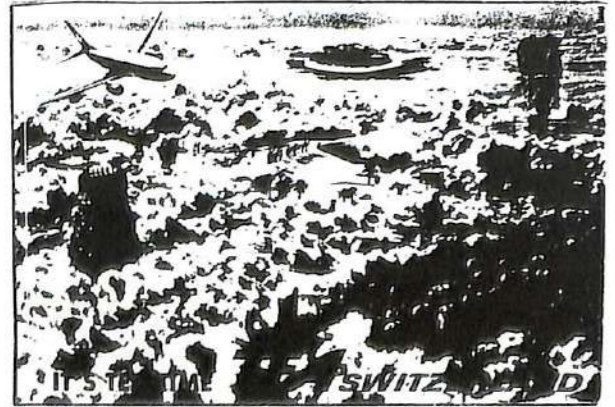
#5 Cassovia Air from ZBYNEK OTAHAL of the Czech Republic. They fly a mixed fleet of light twins. This label has red titles and black wording on white.

#6 & #7. Just to show that there are collectors in Europe as well, I include #6 and #7 from KEVIN GREENWOOD of Eng-

land. They feature the 737-300 of Germania in the house colors of two-tone green on white and the 737-700 "funny face" of Maersk Air in three-tone blue and grey. Maersk has been issuing these for several years now and they have featured the 737, 737-200, 737-300, 737-500, Fokker 50, Dash-7, Bell 212, Dauphin and Super Puma.

CASSOVIA AIR a. s.		TEL.: +42 95/435 254
AIRPORT KOŠICE		FAX: +42 95/210 93
041 75 KOŠICE		TLX: 077 214
CZECHOSLOVAKIA		AFTN: LKKZ ZPZX
		P. O. BOX B-36
		041 16 KOŠICE
Obchodní lety s Cassovia Air a.s. Vaše správná volba		

#5



#4



#6



#7



#9

#9. KEN TAYLOR of Jersey has found this new HeavyLift sticker showing the Shorts Belfast. I can't think of any other airline that has featured this aircraft. The titles are in blue, red and black. The rest is black on white.

BOB TURNER is yet another new name to us. He is from Stockton on Tees in England and he didn't forget me when he went to the Far East recently. He came back with:

#10, a Cathay Pacific item, multicolored on yellow, and

#11, a BIL from China Southern Airlines who fly a mix of Chinese, Russian, American and European aircraft and helicopters from their main base at Guangzhou. PLEASE keep an eye open for these BILs. They are often the only link with airlines that cannot afford to issue publicity stickers.

#12. VICENTE PALAZZO of Buenos Aires has come forward with the item from a new Argentine airline, Southern Winds. It has a yellow logo, white text on dark blue;

#13 from LAPA, also of Argentina, showing their 757 in house colors of blue and white with a yellow sun;

#14 from Lufthansa, celebrating 40 years of flying to Argentina. It is in orange and yellow on dark blue;

#15, a BIL from Aerorepublica of Columbia also comes from Vincente. It is in blue and white. The airline flies DC-9s from Bogota. Thanks, Vincente.



#12

	NOMBRE _____
	DIRECCION _____
	TELEFONO _____
	CIUDAD _____
	Volamos con Calidad

#15

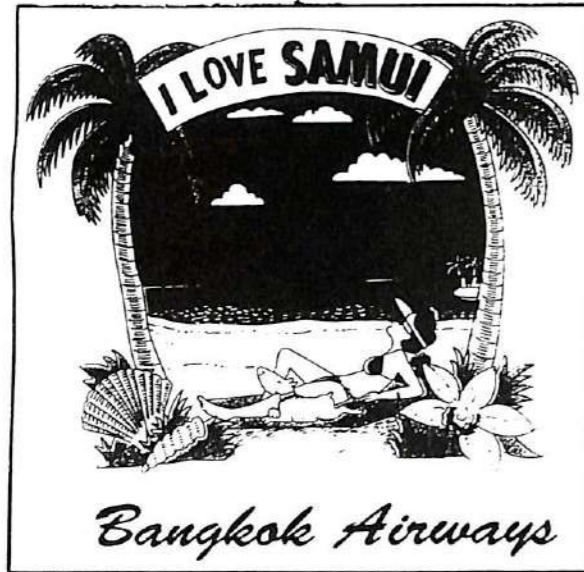
STUART MURRAY is another collector who keeps his eyes open whilst he flies around the Far East as a pilot.

#16 is a many-colored offering from Bangkok Airways. I assume Samui is a beach resort.

#17. JOHN KIBERLEY, recently returned to England from many years in Canada, has supplied this label of China Airlines, in white on orange. It also comes in blue, green and brown

Quite a few new Airbus labels have come to light. I include:

#18 for CNAC - Zhejiang Airlines with yellow background. Others include



#16



#18

From all over the UK,
to all over the world.

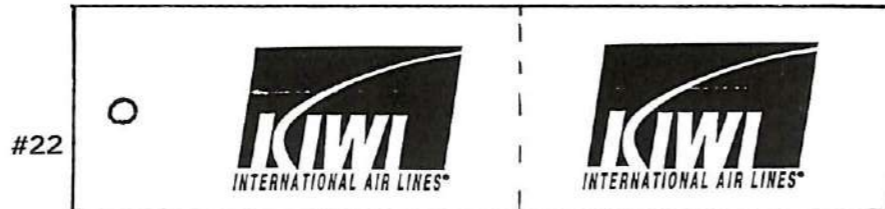


KLM uk

#20



#17



#22



#23

Air China 340, Aero Lloyd 321, Air Portugal 319, Croatia 319 and China Northwest 320

#19 is a new destination for Korean Air from Wien (Vienna) to Seoul, very pretty in white, blue, green and yellow.

#20. The recent link between KLM and Air UK is shown on this label. It has the logo for the KLM/Northwest link added for good measure.

#21. Yet another sticker in the Ansett New Zealand series has been found. This time it shows the Great Spotted Kiwi with lady friend Lisa. I assume they are given to children on the airline's flights.



#19

#22 & 23 are a couple of U.S. BILs supplied by FRANK LICHTANSKI for Kiwi International (in green and mauve on white), and of ProAir in orange, red, blue, black letters and an orange eagle.



#21

28

GOLDEN OLDIES

My Golden Oldies in this issue feature Canada - some predecessors of Canadian, the second airline in the country.

A - is from Western Canada Airways. It is a semi-official postage stamp showing a Fokker Universal. Colors are pink and black. First used in MAY 27.

B - is from Commercial Airways and is also a semi-official postage stamp, in black and beige. It shows their single Lockheed Vega, CF-ALL, and was used in 1930. (P.S. by Joop Gerritsma: These "stamps" were issued by the airlines themselves to cover the extra cost of sending letters by air, over and above the normal surface rate charged by the post office.)

C - is in red and black on white and was issued by General Airways, formed in 1928. It also features the Fokker Universal. The airline was taken over by United Air Transport in 1939. In 1942 UAT became the nucleus of Canadian Pacific Airways.

D - is from MacKenzie Air Service in 1932, in yellow, green and black on beige. It shows the Bellanca Aircruiser. The airline was also absorbed by United Air Transport.

E - shows the Beech 18 of Starratt Airways. This is a beautiful label with black text on orange, a dark blue aircraft and a two-tone grey background. It is one of my favorite Canadian labels. Starratt was formed in 1936 and was absorbed by CPA in 1942.

F - has black text and a circle with a yellow star and outer circle. Dominion Skyways used this label from 1935 and it shows their Waco YS floatplane.

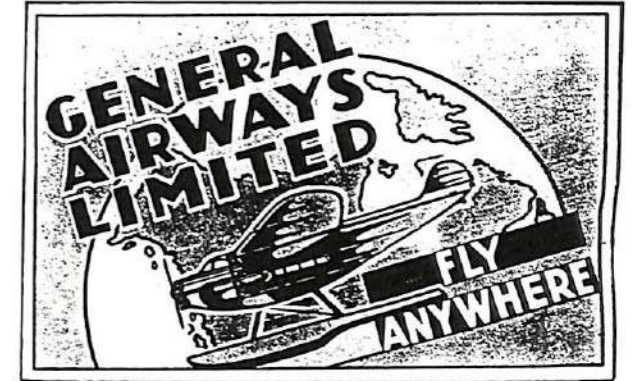
G - shows the famous Canada Goose logo of Canadian Airways, also one of the predecessor companies of today's Canadian Airways (until a few months ago Canadian Airways International). The colours are a white and black goose on a blue center shield and an orange outer circle with the airline name in white.



#A



#B



#C



#D



#F

I will finish this short label look at Canada in one of the next issues of the CAPTAIN'S LOG as there are still numerous airlines to show. There is an excellent map showing the airlines involved and routes flown in Ron Davies' book "A history of the World's Airlines," published in 1964, but like gold dust now.



#G



#E

29

In this issue of the CAPTAIN'S LOG we'll look at some of the china used by the U.S. Air Force and other government agencies, as well as that of the RCAF, the RAF and the Royal Dutch Air Force.

No. 1A & 1B. Air Force One serves all its meals on china manufactured by Pickard China Company. However, as of last fall, the new Air Force Two has china supplied by ABCO International (see photos). The Chinaware is bone white and only the dinner plate is marked with a gold Vice-Presidential seal. Other pieces in the set have



#1A



A closer look at China of the U.S. Air Force

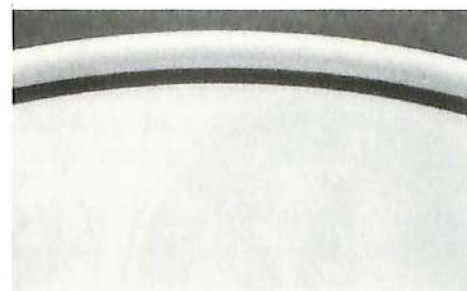
just gold pinstripes. Air Force One and Air Force Two are operated by the United States Air Force Air Mobility Command (AMC), flying from Andrews Air Force Base in Maryland. The 89th Air Wing pro-

vides safe and reliable, worldwide airlift and logistical support for the President of the United States, the Vice-President, cabinet members and other high-ranking U.S. and foreign government officials.

#2



No. 2. The Vice-President's aircraft is a Boeing 757-200. The Air Force has designated this aircraft as a C-32A executive transport. Sporting newly-painted colors, the first C-32A rolled out of the Boeing hangar in Renton, Washington, on 30 JAN 98. When the last one is delivered, the fleet of C-32As will total four. (Photo Corning)



No. 3. The other Air Force Two china has a grey-and-blue design, but no logo or indication that it is used on the airplane. The design is custom-made and supplied by ABCO International.



No. 4. Several years ago the Air Force introduced this pattern for some of its VIP service. The china features a multi-colored logo of cobalt blue, light blue and gold. The band on the verge (between the rim and the food well) is cobalt blue encased in gold pinstripes. The maker was Shenango China of New Castle, PA.



#5

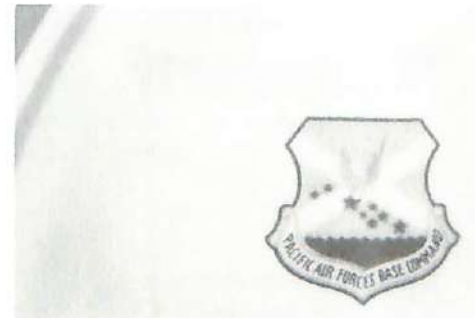
No. 5. Years ago, Air Mobility Command was called MATS (Military Air Transport Service). This piece has a grey border with a dark-blue line at the verge of the plate. The logo is a lighter blue with the wing, arrows and lettering in gold. Made by Walker China, the plate was supplied by Capitol Equipment Company of Washington, D.C.

#6

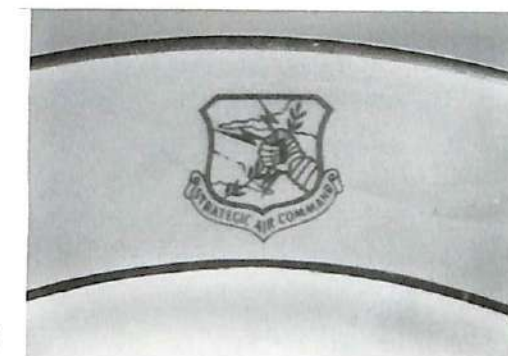


No. 6. This piece is similar to #5, but it has an all-gold logo rather than the multi-colored one.

#7



No. 7. Moving much further west, the Pacific Air Force Bases Command used a Mayer China Company product. The plate is decorated with a thin yellow band along the edge. The logo, positioned at 10 o'clock, uses two shades of blue, with black lettering in the base of the shield.



#9

No. 9. Another Strategic Air Command china pattern has a light green border with the logo and pinstripes in gold. Homer Laughlin China of Newell, West Virginia, produced this piece in 1962. There are several service plates used by SAC that I'll show another time.

#8



No. 8. SAC, Strategic Air Command, developed this pattern. It has a feathered grey border with a logo in three colors: cobalt blue, red and yellow for the lettering and banner. The maker of this pattern was Jackson China Company. Note that the logo is at 7 o'clock.

#11



No. 11. The U.S. Army Air Corps, Material Division, used this pattern in 1939. The logo and pinstripes are blue and yellow. This dinnerware was made by Syracuse China Company of Syracuse, New York.

#10



No. 10. This photo pictures NCO (non-commissioned officer) Open Mess Airborne China. The logo on this cup and saucer is blue and red while the pinstripe is blue. The German manufacturer Bauscher produced this ware.



No. 12. Hunter Air Force Base in Savannah, Georgia, used this pattern. It features an all-black decoration and came from Caribe China of Puerto Rico.

#13



No. 13. Officers stationed at Langley Field ate off this china pattern. It has a rust-orange and black decoration. The maker of this pattern was McNichol China of Clarksburg, West Virginia.

#15



No. 15. Moving east and north, we come to Royal Canadian Air Force china. Pieces of this china have only the RCAF coat of arms in blue. The china was made by Grindly Hotelware Company of England.



No. 17. Another Royal Doulton Product is this after-dinner cup and saucer set, made of bone china and decorated with a blue coat of arms.

#16



No. 16. Another English china company, Royal Doulton, produced the current British Royal Air Force china used in their VIP service. The cup and saucer have a satin-gold decoration.

#18



No. 18. Years ago, the RAF used this pattern, which is also a Royal Doulton product. The decoration is cobalt blue with gold trim.

#14



No. 14. Around the time of the attack on Pearl Harbor in 1941, this could have been the china used at the base during that time period. The center decoration is blue. The outer and inner pinstripe are the same blue and the center pinstripe is yellow. Manufactured by Mayer China Company, the dishes were purchased through Hurd-Pohlmann Co., Ltd. of Honolulu, Hawaii.

WHAT IS IT? ?

Ken Taylor

Questions are always(?) followed by Answers

In this issue I am starting with some answers. First, back to the *CAPTAIN'S LOG* Vol. 23, No. 4, page 33:



This is a flight wing from Rousseau Aviation of Orly Airport, France, in the 1960s. It is of silver wire with a blue speed line on black felt. Rousseau is now part of Transport Aerien Transregional (TAT) of France.

The flying elephant, shown on the same page in that issue, is the logo of the former West African Airways Corporation. It is of gold wire on black, from the 1950s.



Also on the same page, this is a cap badge of AVENSA, the Venezuelan airline with PAA affiliation. It has a gold tone with dark blue enamel in the center, and a gold-tone landmass. The rear has a single screw post.

I know there are many more answers out there, so write a couple of lines and identify some of these wings. Do it now, so we will all increase our pool of knowledge. Thanks!

ANSWERS, ANYONE?

#257 is a large silvertone button of 1 1/8 inches (2.8 cm) in diameter, made by Scully of Montreal. It shows an outstretched wing surmounted by a four leaf-blossom, all above the letters "B.M.A.P." You'll do WAYNE CLINE of Winnipeg, Manitoba, Canada, a real favor if you can identify this button. About 400 other collectors are also awaiting its identification. Any ideas anyone?

#258 is a wire bullion wing on a dark background, colors not given. The center figure seems to be a runway above the let-



#258



#259



#257



#260



#261

ters "VFT". IGOR KRIVCOVS of Riga, Latvia, is waiting for an identification.

#259. This badge is of gold wire on a dark background and has a dark-blue velvet centre. Any ideas? (Considering that the center shows a map of Southeast Asia centered on Hong Kong with the letters CPA, could this be Cathay Pacific? True or false? And when? - Joop)

#260. CHAN DEMMING of the San Diego Aerospace Museum asks "Who is ABL. Or is it BAL?" He would like any information available.

#261 is made of gold wire on black. As always: Who? What? Where? and When?

#262 has gold mylar leaves on a black background. A white center circle shows three colored bars, from the top red, blue and red. Where is this insignia from?

#263. A collector asks: "Where is Air Wemindji from? This patch has yellow, drooping wings, an orange border with red text, a red wingroot and in red the letters "A W" on a white background. The logo rather looks like the logo of Albert & Waters, the A&W fast foot chain. Is there an answer out there about the identity?"

#264. TOM MALLOY is asking, "Where is this silvertone, clutchback metal wing from?"

If you do not keep every piece of paper that slides into your mailbox, you'll find yourself "in a corner," as is the case with me with the following wing:

#231. This half-wing is of gold wire on green with two gold wire spears crossed behind an African shield. Colors are black, red and gold. Tom Malloy says (Vol. 23 No. 2) that this is a "miniature 'shirt' wing of a navigator of the Kenya Air Force." But in Vol. 23, No. 4, another contributor (whose name I have misplaced, sorry) said this is a flight attendant wing of Royal Swazi National Airways of Manzini, Swaziland.

Tom Malloy says in a recent letter, "I disagree that this wing is from Swaziland, if it is on a black background. It is from the Kenyan Air Force." Thanks, Tom, but what now? Does anyone else have additional information?

A new airline appeared in Canada just in time for 60 charter flights during the summer of 1998. The first 30 flights were out of Vancouver and the other 30 out of Calgary. The airline is Japan Air Systems. I wanted to see this outfit, coded JD on the FIDS board and in April, there it was: a DC-10 from Harlequin Air, a recently formed (December 1997) subsidiary of Japan Air System. I met Capt. Miyaki, vice-president of Harlequin Air, and was assured by him that he would obtain a pilot's wing of the airline for me. As the summer went by, I never saw him again. Then, in the last week of October while working my shift at the international arrivals at Calgary Airport, across the room, was Capt. Miyaki, along with the flight crew. He gave me a big smile, a salute and removed his jacket wing, then removed the wing from the jacket of one of his crew members and gave them both to me. There, in my hot little hands, were the wings of Japan Air System and Harlequin Air.

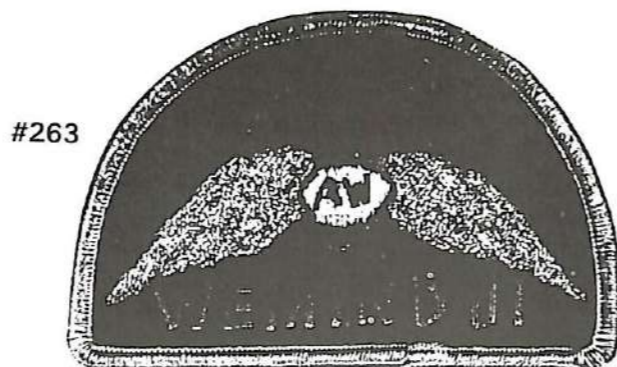
The JAS wings are silver wire and the center is in gold wire, on black, a gift from Capt. Kenichi Asaumi. The Harlequin wings also are silver wire, with gold wire for the center. They come from Capt. Yoshimitsu Miyake.

The wait was well worth it. Thank you, gentlemen.

And that is it this time. Thanks to all of you for your encouragement and information. Please write and enclose good pictures or Xerox copies. Fill my mailbox to overflowing.



#262



#263



#264



#231



Japan Air Systems



Harlequin Air

Maple Leaf sticks from Canada, and more

This column shows some new sticks that I recently acquired, and Part One of two parts of sticks from Canadian airlines that used the Maple Leaf as their logo. But first the new ones:

The first stick I am showing you, was sent to me, but unfortunately I can't remember by whom. If that person would please drop me a line, I can acknowledge him in the next issue.

Fig. 1 shows a 6³/₈" (22 cm) clear stick from Austrian Airlines. It has a 3¹/₄" (2 cm) half-bubble top and a round shank with pointed end. The front (or flat side of the half-round bubble top) has a red, raised logo which can be seen through the back side. It does not have a manufacturer's name on it.

Fig 2 shows another Austrian stick. It has two identical sides and is 6¹/₂" (16.5 cm) long and flat. The stick is white with a raised gold logo and leaves on the top of both sides. Also, no manufacturer's name on it.

Fig. 3 is a stick from Capital Airlines and was given to me by MIAMI MIKE. It is green, 6" (15.2 cm) long and has the shape of a palm tree. It is one-sided and the top is raised and contoured with an engraved leaves detail. The shank is half round with raised fishes and engraved trunk detail. The reverse is flat with raised Capital Airlines in block letters. Capital was absorbed by United Airlines in 1961. The stick has no manufacturer's name on it.

Fig. 4. This Britannia stick was sent to me by DAVE CHERKIS. This one is orange in color, but he says there are other colors too, which he will try to get for me. The stick measures 5" (12.7 cm) in length and is 1¹/₈" (3 mm) thick. The top shaded area is cut out, as is the shaded area in the round end. There is no manufacturer's name.

MAPLE LEAF STICKS FROM CANADA

The Canadian national symbol, the maple leaf, has been used on Air Canada aircraft and on those of its predecessor Trans Canada Air Lines since TCA's founding in 1937.

Fig. 5 was introduced with the inauguration of the airline's "Western Arrow" service nonstop between London and Vancouver in April 1966 and extended to Frankfurt two years later. It is flat and one-sided with the maple leaf cut out on the top. The name of the service and the small aircraft shape on the shank are

both raised. Known colors are dark blue and medium blue. The manufacturer is the Empire Crockery Co. MTL.

Fig. 6 is a 5¹/₈" (13 cm) flat stick with the maple leaf at the top cut out. The only color I know of is chocolate. There is no manufacturer's name on it.

A very similar stick to Fig. 6 is only 4³/₄" (12 cm) long. The top is also a cut out, but it has a slightly larger Maple Leaf. Known colors are dark blue and dark green. The name of the manufacturer on the back is Empire Crockery Co. MTL in small writing.

Another stick similar to the ones above is 4¹/₂" (11.4 cm) long and I have it in light blue and gold, but the manufacturer's name on the gold one is larger than the one in variety one, while the light blue one has it smaller. Also, the gold one has a slightly narrower shank and a smaller top.

There is even another similar stick which is only 4¹/₄" (11 cm) long and I have three varieties:

A. This has the same maple leaf cut out top and the name Empire Crockery Co. MTL on the back. Known colors are dark blue, two shades of dark green, red, two shades of gold, and red.

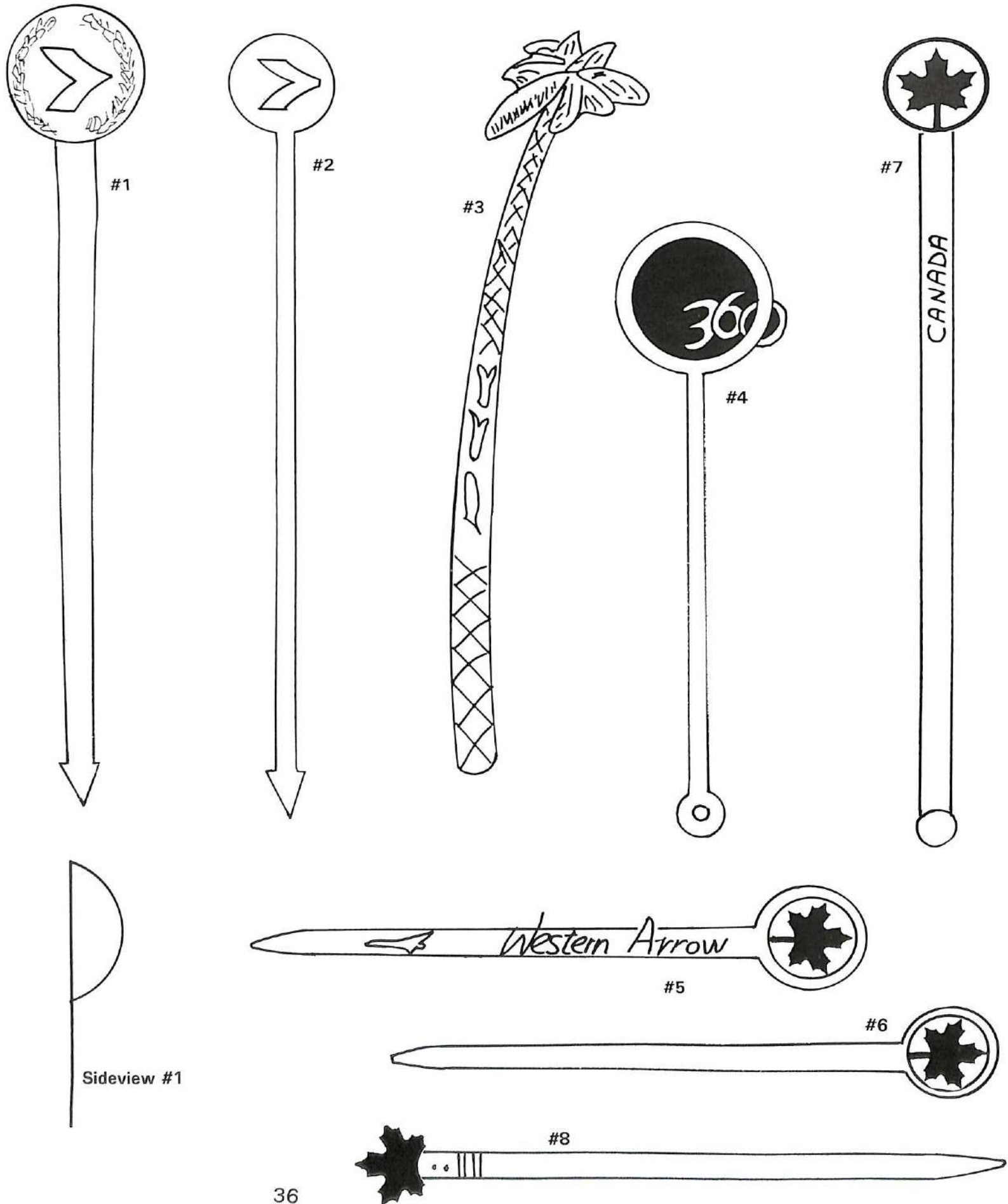
B. Same size and manufacturer as A, but the top is very slightly smaller. Known colors are white and very light beige.

C. Same style and size again, but the maple leaf is larger which leaves less room between it and the inside of the circle. Also, the name of the manufacturer, Empire Crockery MTL, is written very small. Known colors are pink and yellow.

Fig. 7. I also have this 6¹/₂" (16.5 cm) one-sided flat stick with a bubble end and a raised red maple leaf with a red ring around it and raised "Canada" in red on the shank. Although it does not carry an airline name, I was told it was used on Air Canada. There is no manufacturer's name on it either.

Fig. 8. This white 5¹/₄" (13.3 cm) stick also doesn't have an airline and manufacturer's name. I was told this too, was used by Air Canada. Does anyone know for sure?

The most-common of the Air Canada sticks are the ones with the raised offset name on the shank and the round maple leaf with the raised offset name on the shank and the round maple leaf cut out top at the right side of the shank. These sticks come in two varieties, with a pointed end and with a rounded end. They are all about 4³/₈" (11.7 cm) long and come in many, many colors and shade varieties and are all made by the Empire Crockery Co. MTL. These will be covered in the next issue.



A wing for "Trekkie fans"

Figs. #1, 2 and 5: (c) 1999 by Herman Van Dyk

Hello again, and even though this will not get to you until well into 1999, let me wish all of you a happy new year.

Fig. 1.

As far as junior wings go, I have found a new one this time. At one of the shows I picked up this item from a new airline, Aspen Mountain Air. It is in gold with a white background and blue lettering with some yellow thrown into the logo. Made by Stoffel, it is a pinback.



Fig. 2.

At a different show I found this wing from Sky Trek (for all you Trekkie fans), a relatively new airline out of New Jersey. It is also a Stoffel wing in gold with a white background. The lettering is blue and the star is yellow. This is a pinback.



Fig. 3.

In one of the previous issues I reported that British Airways had come out with three new junior pins that are all the same except for the color. Well, now we can add another to this issue. While before there were white, yellow and blue ones, now we can add green to the series. I talked to one of my BA pilot friends and he told me he had never seen them, so they might just be fairly scarce.



Fig. 4.

In November we took a brief vacation to Spain. Our airline of choice was Iberia as they went non-stop from Miami to Madrid. On the flight, as always, I ask if there is anything I can get as a souvenir of what they give out to children. On the 747 going over and coming back, the answer both times was nothing for children. However, as part of the trip we flew from Seville to Madrid and on that flight, again, I asked and this time I was rewarded with their latest version of a junior wing. This is a paper stick-on type with a blue/purple colors with some red and gold (the latter two being the official Iberia colors). This is only the second junior wing of Iberia that I know of.



Fig. 5.

At another show, this TEA junior wing showed up. TEA stands for Trans European Airlines, a former Belgian charter airline. This wing is in gold with red lettering and is a pinback. A very attractive wing in an unusual style.



One of the things you might notice is that I find many of these wings at local shows. Basically, that is where you have to go to at least know what is out there. Another way is to read this column and/or buy the latest edition of my junior wing book. At this writing, in December, I was planning to come out with an updated edition in January or February. So, if you want one, please contact me.

...from the left hand seat...

by Paul F. Collins



When you receive this issue of the LOG, you should be packing to hit the road to St. Louis and AI '99. You will find a convention activity update listing in this section of the LOG. From the list of those who will be vendors this year, there should be a lot of models (all types and scales), and plenty of postcards and other goodies. At the business meeting on Saturday morning, June 19, an update on AI 2000 will be given by Al Merkel on what will be happening at the Camelback Inn in Scottsdale, Arizona. At this meeting a site will be selected for AI 2001. Remember if you are interested in hosting a future Airliners International show, be sure to contact Society HQ **PRIOR** to going to St. Louis to set up a presentation time and to receive a copy of convention rules and regulations. I am looking forward to seeing all of you at AI '99.

We received a message from one of our members that former Society member Bob Feld passed away in early April. Bob had been a long time member of this organization but dropped out recently due to his illness. He had worked for years to establish one of the best FA uniform and wing collections in the country. He worked in the aviation industry and could always be found at shows looking for that last uniform or wing to add to his collection. Our sympathy goes out to his family and friends.

As mentioned in the last issue, a charge of \$3.00 will be assessed against any member who did not forward a change of address to Society HQ. After mailing Vol. 24, No. 1, HQ received 26 postal notices that a member had changed his address and did not advise HQ. All those members were sent a letter advising that they owed \$3.00 for the time and trouble of handling of those notices including the paying postal charges assessed WAHS. This policy will continue for the next several issues. **IF YOU MOVE, EVEN FROM ONE APARTMENT TO ANOTHER IN THE SAME COMPLEX, PLEASE SEND SOCIETY HQ A CHANGE OF ADDRESS FORM.** The post office has a lot of these cards and give them to you **FREE.** **PLEASE USE THEM!**

I also mentioned in the last issue the fact that Bill Demarest is offering a new series of postcard catalogs.

The first two offerings have been very good. Bill admits that he doesn't have ALL the postcards ever published, so he is asking that you send him photocopies of any cards you might have that are not listed in his catalog. Eventually, he hopes, all cards will be cataloged. Contact Bill at P.O. Box 660583, Miami Springs, FL 33206 for more information.

Once again I am seeking the name or names of Society member/members who would be interested in getting involved in the operation of the Society and being part of what makes the WAHS tick. The quality of the LOG could really be improved if one or more of our members with computer experience would become involved. If you are interested, please give me a call at Society HQ or talk to me at the convention in St. Louis.

The 1999/2000 membership roster is now in preparation. I just recently mailed out over 200 renewal notices. What ever names are in the computer by the June 15 cut-off date, will be listed. If you receive a renewal notice with this issue of the LOG, and you want to be listed in the roster, please send in your renewal immediately. If plans go as I hope, the roster will be mailed out with the next issue of the LOG. Price will be \$10.00 for U.S. members and \$15.00 for international members. There will be ONE (1) major update in the year 2000. If interested, please send your money to Society HQ, and you will be forwarded a copy as soon as they are printed, hopefully, with Vol. 24, No. 3.

Since the first of the year, two long time members of the Society have retired from US Air. Joe Turner, who started with Mohawk way back, ended his career with US Air after spending a number of years with Braniff in between. Marion Pyles started with Lake Central and stayed with the US Air family for his entire career. He retired in early April. We wish both of these fine gentlemen a long and happy retirement.

Pat and I look forward to seeing all of you in St. Louis. Please stop by the Society table and visit. We will also have some goodies for sale so come by and look them over.

Until next time, happy collecting!

CONTENT
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TO PRIVACY
CONCERNS

CONTENT
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SHOW TIME!

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

June 13, 1999 CHICAGO* (35 miles W) Kane County Fairgrounds St. Charles, IL Contact Bev Birk, Box 158, Middle Amana, IA 52307 (319-622-3864)

June 16-19, 1999 ST. LOUIS AI '99 Renaissance Hotel St. Louis Airport Contact AI '99, Box 1264, Austin, TX 78767 E-Mail: AirIntl99@aol.com WEBSITE www.ai99.com

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

August 14, 1999 ATLANTA GA International Center (Adj Sheraton Gateway/Airport Contact Tony Trapp, 5343, Teakwood Drive, Naples, FL 34119 (941-352-0216)

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

September 11, 1999 NEWARK Sheraton Hotel Newark Airport Contact Bill Gawchik, 88 Clarendon, Yonkers, NY 10701 (914-965-3010) FAX (914-966-1055) Wait list for tables

September 25, 1999 PHOENIX Ramada Plaza Phoenix Airport Contact Alan B. Merkle, 107 East St. John, Phoenix, AZ 85022 (602-993-8276) or E-Mail: abmjum@aol.com

October 2, 1999 ST. LOUIS Holiday Inn-Airport North Lindbergh at I-70 Contact David Keller, 1965 Danelle Drive, Florissant, MD 63031 (314-837-5773) E-Mail (dkeller@stlnet.com)

October 9, 1999 SEATTLE Museum of Flight Boeing Field Contact Greg Mattocks, Box 1465, Bothell, WA 98041 (425-485-8780)

October 16, 1999 HOUSTON Holiday Inn Intercontinental Airport Contact Teresa or Duane Young, Box 101, Covington, LA 70434 (504-892-3297)

October 30, 1999 WASHINGTON, DC Airline Collectibles Show Holiday Inn National-Regan-Airport (Howard Johnson) Last show hosted by Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119 (941-352-0216)

November 7, 1999 GAITHERSBURG, MD* Montgomery County Fairgrounds Contact Golden Spike Ent., 3106 N. Rochester, Arlington, VA 22213 or Charles Miller (703-536-2954)

AI 2000 PHOENIX, ARIZONA More information at AI '99 in St. Louis

* Denotes transportation shows—typically 85% railroad, 10% ship, 5% airline

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1/100	Metal KLM L1049 Connie	RaiseUp	\$900	1/100	Alitalia MD-80	Douglas	\$175	1/100	TAI France DC-8-30 60s colors	unknown	\$350
1/100	Metal Swissair DC8-30 rough	RaiseUp	\$400	1/100	British 747-200 mid-80s cs	Space	\$350	1/100	British Airways 737-200 late 80s	Paemin	\$225
1/72	Metal F28 Fokker house cs	Verkyl	\$600	1/100	Trans American DC10 combi	Douglas	\$300	1/72	Metal RAF Hunter	unknown	\$400
1/72	Metal Air France 707	unknown	\$1,200	1/72	Ansett Canadian CL65RJ inbox	Space	\$325	1/100	Delta MD-11 repaired	Paemin	\$180
1/72	Metal Air Canada DC-9	Douglas	\$900	1/200	Lufthansa 747-400 super detail	Herpa	\$450	1/100	Metal KLM Royal Dutch DC-2	Verkyl	\$600
1/50	United African 707-320	ExecDisp	\$1,000	1/100	American 767-200	Wesco	\$200	1/100	LOT Polish 767-300 in box	Paemin	\$300
1/50	Air Canada DC-8-63	Douglas	\$1,000	1/100	Ethiopian 767 very detailed	Space	\$400	1/200	KLM 747-200 in box	Paemin	\$185
1/100	PWA 767	Space	\$400	1/72	Bombardier house cs CL65RJ	Space	\$325	1/60	Continental old cs SST	Lockheed	\$1,000
1/72	NWT Air Bae 146-200	Space	\$400	1/100	Varig L188	Vogelaar	\$330	1/72	Cutaway 747 house colors	Boeing	\$1,200
1/72	Air Nova Bae 146-200	Space	\$400	1/100	World MD11 blue cheatline	Paemin	\$300	1/100	Republic 727 white & gray	Paemin	\$200
1/72	National Air Indonesia Bae146	Space	\$400	1/100	Qantas 747-400	Space	\$350	1/100	Finnair MD-80	Fratelli	\$225
1/72	United African CL-44	ExecDisp	\$700	1/100	Hispania 747	ExecDisp	\$350	1/100	Sterling B727-200 mint shape	Fratelli	\$225
1/50	Metal Air Canada DC8-40	RaiseUp	\$1,600	1/100	Iran Air 727-200	ExecDisp	\$150	1/100	TNT Bae 146 freighter	Space	\$400
1/100	Philippines 747-400 in box	Paemin	\$350	1/100	Republic DC-9-30 white & grey	Paemin	\$200	1/100	Alaska International Hercules	ExecDisp	\$400
1/100	Republic 727-200 aqua colors	Wesco	\$200	1/100	Metal Martinair DC-8-40 60s es	Verkyl	\$600	1/100	C-S Aviation A300F G-CEXC	Wesco	\$225
1/100	American MD-80	Paemin	\$165	1/100	LTU MD11	Paemin	\$350	1/72	Philippines F50 in the box	IMC	\$400
1/100	Quebec Air 737 red/blue cs	Paemin	\$225	1/100	United 727-200 late 70s colors	Boeing	\$150	1/100	UTA DC-8-50 cargo, blue/white	Douglas	\$300
1/60	Royal Brunei 737-200	Boeing	\$400	1/100	Air Canada Cargo DC-8-73F	Westway	\$325	1/100	United 757 80s es, super!	Boeing	\$300
1/100	Braniff 727100 blue/black nose	Boeing	\$300	1/200	Austral Argentina MD-80	Douglas	\$125	1/200	CAAC 747SP	Paemin	\$175
1/100	Metal Air Canada DC-8-50	RaiseUp	\$600	1/60	Tradewinds 737-300 inbox	Paemin	\$450	1/100	Delta DC-9-30	Paemin	\$125
1/72	Norcanair F28 blue colors	IMC	\$330	1/72	Rio Sul EMB 120	EMB	\$175	1/100	Leisure (USA) A-320 in box	Paemin	\$225
1/100	Trans Brasil 767 green wing	Vogelaar	\$325	1/100	Condor DC-10 70s colors	Douglas	\$300	1/100	Metal Transavia Caravelle	Verkyl	\$600
1/100	Canadian 767-300	Wesco	\$200	1/60	Metal US Coast Guard C130	Verkyl	\$950	1/100	Continental 757 new cs inbox	Paemin	\$275
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1/50	Metal all white F27	Verkyl	\$400	1/50	Metal TWA L-1049 Connie	G. Field	\$1,200	1/200	Varig 767-200	Vogelaar	\$165
1/100	UTA DC-10	unknown	\$200	1/60	CP Air 737 orange/red colors	Boeing	\$600	1/100	Royal Australian Navy P3	Lockheed	\$200
1/60	Condor 737-200 silver colors	Boeing	\$450	1/100	Garuda DC-10	Douglas	\$225				

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AI '99 UPDATE

The 23rd Airliners International show in St. Louis, June 16-20, 1999, is pleased to announce the following updates and additions to previously scheduled events.

For those flying into St. Louis, TWA (1-800-325-4933, Reference V16645) is offering a 15% discount off full fare, and 5% off the lowest available fare. Southwest Airlines (1-800-433-5368, Reference V0179) is offering 10% off any fare. Southwest offers 88 flights a day into St. Louis including non-stop flights from 19 U.S. cities. Avis will provide special car rental rates (1-800-331-1600, Discount AIOD, Number J097358).

AI '99 rates at the St. Louis Airport Renaissance Hotel are guaranteed at \$79.00 through May 25, single or double occupancy. This special rate is available two days before and two days after the convention dates.

Free tours will be offered at Boeing, the McDonnell Douglas Prologue Room, the TWA Flight Operations Center, and the TWA Pilot Training Center. All tours are by reservation only. A DC-3 is tentatively scheduled to give rides. The TWA Employees Club (company store) will have a showroom table of sale merchandise. Airline tickets and door prizes will be part of the show activities.

A complimentary welcome cocktail and hors d'oeuvres reception will be held Thursday, June 17, from 6:00-7:00 p.m. in the Penthouse Ballroom featuring a spectacular view of the airport.

The special banquet speaker will be TWA Captain Dennis Maloney who will recount his harrowing 1968 hijacking at gunpoint to Cuba of a TWA Boeing 727 during its inaugural flight from St. Louis to Miami. You will also learn about the Ford Tri-Motor from Tim O'Callahan, author of *Henry Ford's Airport*. TWA's Clipped Wings flight attendants will wear their vintage uniforms dating from the 1930-60's.

Throughout the show, slide shows will take place and airline models will be displayed in anterooms off the vendor showroom.

In addition to the showroom and airline activities, attendees may visit the Station Casino, ten minutes away by shuttle bus from the hotel. Two riverboat casinos offer free admission.

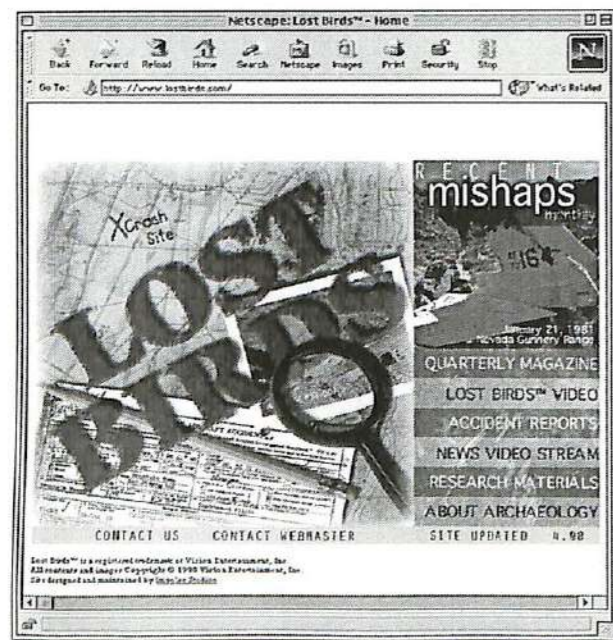
You and your family might enjoy the short light rail trip from the airport to downtown St. Louis to visit The Gateway Arch and the Museum of Westward Expansion. Also plan to visit Laclede's Landing, the restored St. Louis Union Station, and the St. Louis Zoo. The Anheuser Busch brewery offers tours, including a stop for free samples in the hospitality room after viewing the brew house and the famous Clydesdale horses. If you want to attend a baseball game, the St. Louis Cardinals play the Montreal Expos, June 15, 16, and the New York Mets, June 17, 18, 19, 20. Maybe Mark McGwire will hit another home run!

Registration, name badge, fanny pack, money clip, and limited edition AI '99 wings are available for a full registration of \$35.00. Special early admission to the vendor showroom will be available to all registered attendees on Thursday, June 17, from 1:00-5:00 p.m. Dealer setup (vendors and registered helpers only) will take place Thursday, from 11:00 a.m. until 1:00 p.m.

The public will be invited into the vendor showroom on Friday, June 18 and 19, from 9:00 a.m. to 5:00 p.m. (4:00 p.m. on Saturday). Admission is \$5.00 per day or a two-day pass for \$8.00. Children under twelve are free.

For the latest information, hotel reservation form, show registration form, vendor and attendee listings, and a calendar of events, use the Internet www.AI99.com or write AI '99, P.O. Box 1264, Austin, TX 78767-1264.

See you at Airliners International in St. Louis, June 16-20, 1999!



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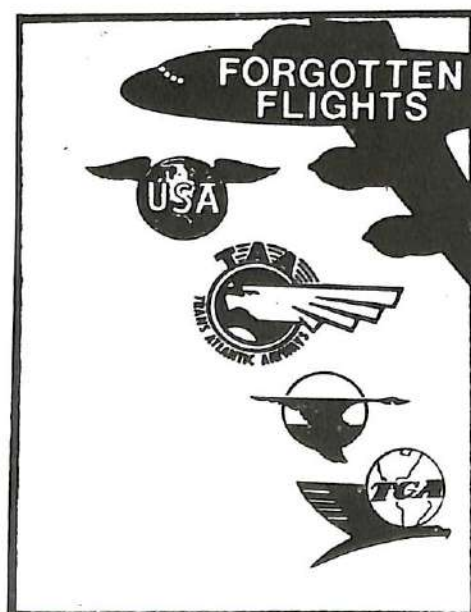
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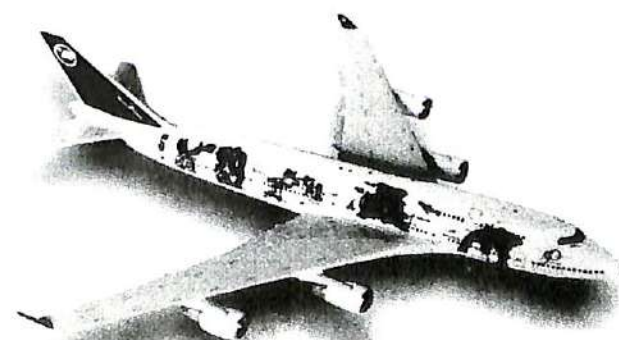
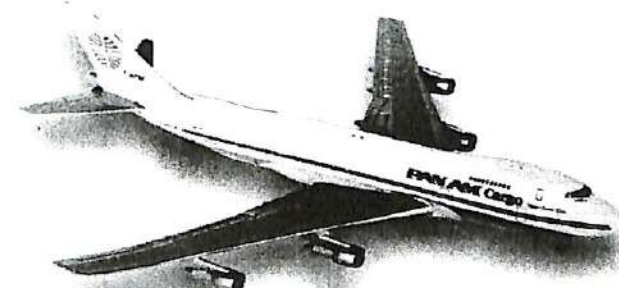
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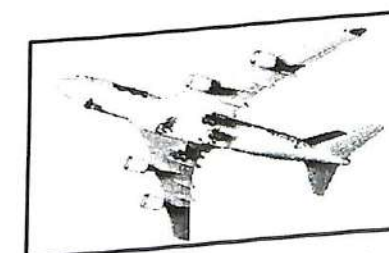
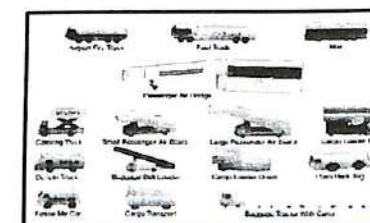


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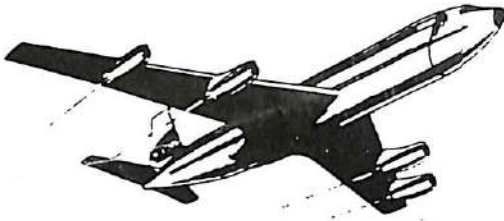


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