

*The Magazine for serious Airline Memorabilia Collectors*



*Vol. 24 - No. 3 - 1999*

# CAPTAIN'S LOG

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in this issue



**The Viscount in the Americas**  
Time tables, postcards, stickers & memories

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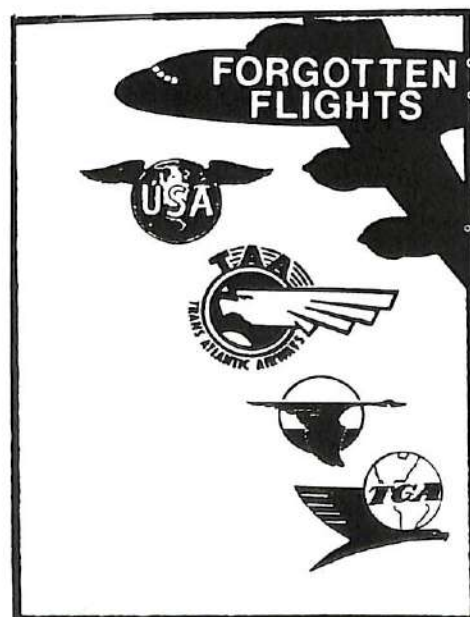
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### COVER PHOTO:

This fabulous shot of two Boeing 737 earned STEVE HALTVICK, of Madison, WI, top spot in the color enlargement category of the AI'99 photo contest. The TACA International (El Salvador) and Aviatega (Guatemala) aircraft carry the same color scheme because the two airlines hold large blocks of shares in each other.

### LEFT:

We continue our coverage of the Vickers Viscount in the next issue of the CAPTAIN'S LOG with schedules, and postcards of carriers outside North America, as well as the thinking that led to the Viscount's design. Shown is a Viscount V.818, D-AMAF, of Lufthansa. (Gerritsma photo)

## CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

*Vol. 24 - No. 3 - 1999*

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Another Airliners International convention has come and gone. And as far as I am concerned, it was a good one. I'm talking about it in more detail elsewhere in this issue. The venue for this year was the Airport Renaissance Hotel, a first-class hotel with a friendly and helpful staff. Unlike so many of today's hotels that are part of a large chain, there was a personal touch to the service. I appreciated in particular the restaurant. The food was definitely a notch up from other hotel restaurants where I have eaten.

After missing last year's AI in Seattle, Washington, I was glad to see so many old friends and other well-known faces again. Despite "new additions" in the ranks of dealers and registrants, a large number have remained the same year after year, providing some consistency.



This distinguished pair of gentlemen was seen at the AI in St. Louis, suffering from an acute case of "AI-itis," a contagious eye disease. It is caused by too much staring at wings, slides, photos and what have you, at the annual show. Fortunately it goes away quickly when one returns home and has to explain to one's spouse, "Honest, dear, I got these nice wings in return for some of my surplus material." Surplus material in the form of \$10 and \$20 bills! Of course you don't have to tell her that last part. On the left is your editor, Joop Gerritsma, and on the right Wings & Things editor Charlie Dolan. The special-effect glasses were provided by Charlie.

Next year we are going back to the Camel Back Inn in Scottsdale (Phoenix), Arizona. We were there a few years ago and I am already looking forward to it. For some reason I can't really explain, it was one of the most-enjoyable conventions for me since 1986, when I first started attending. The year after, in the Year 2001, it will be the Mart Plaza Radisson Hotel in Miami. Listening to Bill Demarest and Linda and Don Levine, our hosts in Miami, it will also be one to look forward to.

A disturbing and short-sighted opinion

For me there was only one dark moment at the AI in St. Louis, and it has nothing to do with the show, the organizers, the hotel or the activities there.

While talking with a small group of people, I got a nasty surprise. One of them asked me why for goodness sake I had published a history of Schiphol Airport at Amsterdam in the previous two issues of the CAPTAIN'S LOG. "What do we care," he said. "The LOG is published in America. What do Americans

care about the history of a foreign airport? Why don't you publish the histories of American airports?" I was so stunned by his comment, I could not think of a reasonable answer at that moment. But I think I have one now:

To begin with, the WAHS has a large number of members outside the USA, including a contingent in Europe. I thought it would be nice for them to once-in-a-while read about a subject that is closer to home for them than North America is.

Secondly, I have so much material about Schiphol, it was the quickest history I have written for a long time. The most-difficult part was deciding what to leave out. Besides, I do need to fill the pages of the LOG with a variety of material, don't I?

In the third place, I'd love to publish histories of U.S. airports, one in every issue if I could. But nobody is sending me those histories, suitable for publication. And I sure do not have the time to gather all that material from scratch myself. Also, I need several suitable photographs or other illustrations to go with each history. Right now I have two nice articles about U.S. airports that were sent to me by readers in the past. One is about the reader's memories of Cleveland Hopkins in the post-war propliner and early jetliner era, the other a history of St. Paul International. Unfortunately, neither author was able to supply me with a number of illustrations. I received one suitable photo from the author of the Cleveland story that I could use, and I have two (both from the same 1930s time period) for St. Paul in my own files. This is not enough.

Finally, other U.S.-based magazines do not limit themselves to U.S.-only material either. Two of the most-successful airplane magazines launched in the USA in the past 10 years, are "Airliners" and "Airways." They contain a large number of photographs and a vast amount of information about aircraft and airlines outside the U.S. Neither do long-established magazines such as "Air Classics," "Air Progress" and the lot limit themselves to U.S.-only material. And neither do the other editors of the CAPTAIN'S LOG. Each and everyone of them frequently includes pictures and text about non-U.S. airlines in their columns, and rightly so, I might add. After all, we are the WORLD Airline Historical Society

I am sorry that one person thinks the way he does, but I think he is wrong. In 1943, Wendell Wilkie, Franklin D. Roosevelt's rival for the presidency in 1940 said "The modern airplane creates a new geographical dimension." Welch Pogue, then chairman of the CAB, put it best in 1943, when he said, "Unlike the boundaries of the sea by the shore-lines, the 'ocean of air' laps at the border of every state, city, town and home throughout the world." The late Albert Plesman of KLM said it even more succinctly: "The air ocean connects all people."

I do not know the name of the reader who told me what he thinks of that "foreign" material in the CAPTAIN'S LOG, but I find his a rather short-sighted opinion. And, Sir, if you are reading this, why not research and write some histories of U.S. airports for me yourself? I'd love to hear from you and I can assure you they will be published. Please do include some historic and current photographs with it, or tell me where I could obtain them myself.

Joop

The "Baby" DC-9 is slowly fading away

Beginning with this issue, the CAPTAIN'S LOG once again has a safety card editor. He is Todd N. Helm of Springfield, Illinois. Todd tells me he has been a safetycard collector for many years. We welcome him on board and are hoping he'll have a long, happy and safe flight with us. If you'd like to contact him, his address is 2824 Cronin Drive, Springfield, Illinois 62707, USA. You can also reach him by e-mail at TNH62@AOL.COM

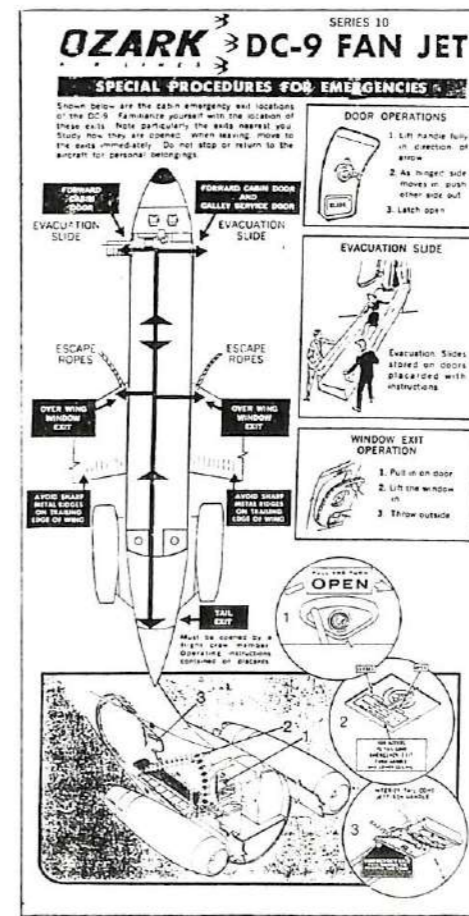
Joop

One of the aircraft that is starting to fade away slowly is the DC-9 Series 10. Although you still see them around in Northwest and Midwest colours, and a few with TWA, they are getting fewer and fewer. I thought that therefore for my first column, I'd take a look at the first Douglas twinjet and find the safety cards from airlines that have left our skies, but which are recalled with fond memories.

What I find interesting is the lack of information on the cards compared to our current-day safety cards. As you can see from some of the examples, they do not show the seatbelt operation, nor the current floor path lighting systems, etc. The interesting point is that as air travel became more-popular and we started seeing increasing numbers of passengers, the instructions became more-detailed and specific, with the passenger taking a more-active role in aircraft evacuation, as seen on the Exit Row Information cards.

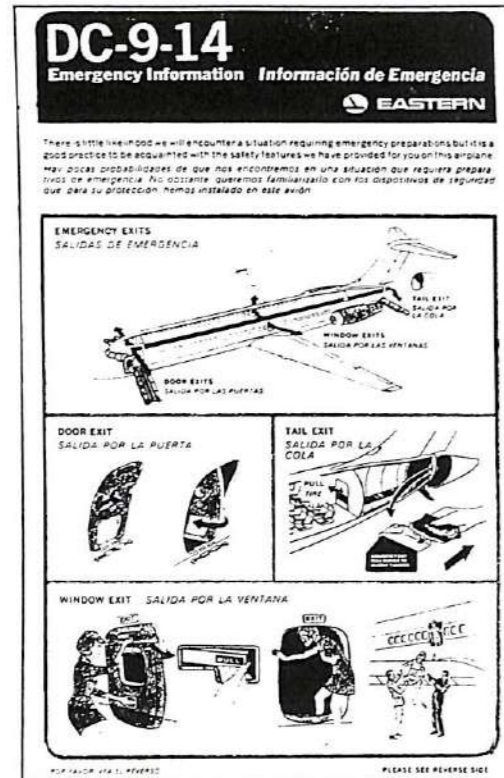
#1. The Ozark DC-9-10 not only shows the escape routes but also very detailed and somewhat difficult to read tail exit instructions. The theory is that a passenger can review and retain in a short time frame information as seen by the actual photos of procedures or uncluttered diagrams found on today's aircraft. Ozark did switch to a photo layout and used it for several years, until their merger with TWA. At the time of the merger, TWA was using a simple card, like the Midway DC-9 card. Later they switched to a photo format and now use a diagram folder.

#2. This Eastern DC-9-14 card does not indicate seat belt operation. However, the diagram information could easily be retained by the passenger. Eastern used this format for all their aircraft, with various colors, until they went to enhanced diagram folders and then to photos of actual emergency exits and procedures. Eastern cards always had a "14-cc" as part of their card numbers until their demise.



#1. Sample of Ozark DC-9-10 card. Green and white, # 0300-PL-005, March 69. This style was also used on their DC-9-30 and FH-227B.

#3. The original Midway Airlines used the TWA format of crash card. This was prior to Midway going into Metrolink marketing and using IRC cards. The current Midway Airlines uses diagram folders for all three of their aircraft types.



#4. An example of the IRC card is this Republic DC-9-10 card. These were carried through to Northwest Orient and later the Northwest merger, until Northwest went to photo demonstrations. This card is dated 2/80 and shows how additional information was starting to be provided to the passengers in a more-simplified format.

#5. Another card with an increased amount of information is the Texas International card. This card is an example of showing overhead storage bins versus the open bins from previous years. The tail exit is simplified for easy recall.

This is my first column and I would appreciate any ideas for future articles. If you would like for me to show a safety card you have, just let me know. You can either send me the card and I will will return it to you, or send me a very clear black and white photo.

One article I would like to write is on the first 747s. I have original 747 cards from United, American, TWA and Northwest. If anyone would please let me borrow or send me a black and white copy, of a National, Eastern and (original) Continental card, I would be very grateful and I promise to send them back within 48 hours. My address is: Todd Helm, 2824 Cronin Drive, Springfield, Illinois 62707, USA. Tel. (217) 546-5500, Fax (217) 793-3015 and e-mail TNH62@AOL.COM.

I am really looking forward to hearing from all those safety card collectors so I can write on topics you would like to see discussed. Until the next time. Safe flying.

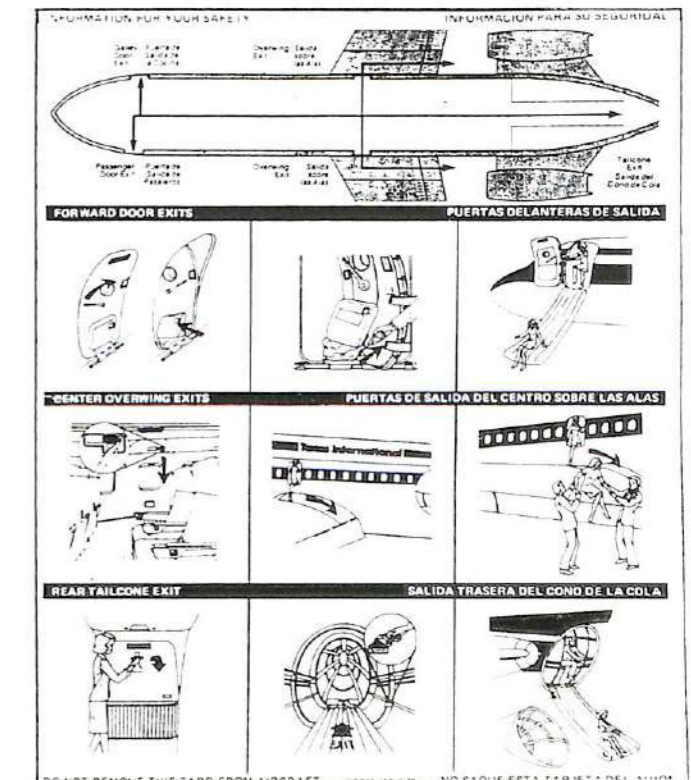
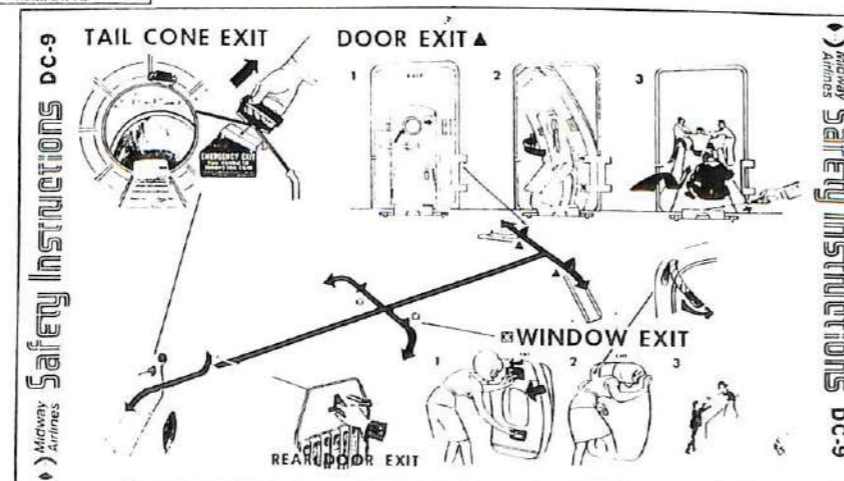
#5. Texas International DC-9-10, Form 955, 2/79. The card is tan and black with some red print.



#4. Republic Airlines DC-9-10. (Copyrighted 1980 by Interaction Research Corporation) 2/80. This format continued until the takeover by Northwest.



#3. Original Midway DC-9-10 in TWA format. The card is dated 12/76 and the border is tan.




# AROUND THE WORLD

## of Airline Schedules

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George Cearley, Jr.

NOW  
in North American  
skies...



TCA ... first to introduce the swift, smooth,  
restful flight of the

## incomparable VISCOUNT

Powered by Rolls-Royce propeller-turbine engines

The schedule column in this issue of the CAPTAIN'S LOG is the first of a two-part series on Vickers Viscount services throughout the world during the 1950s and early 1960s. This first part covers BEA, Trans-Canada and U.S. Commercial operations.











Left: On April 18, 1953, British European Airways (BEA) inaugurated Viscount 701 service between London, Rome and Athens. By Spring 1954 (schedule at left) BEA Viscounts were serving London, Rome, Athens, Istanbul, Cyprus, Dusseldorf, Frankfurt, Munich, Milan, Geneva, Zurich, Vienna, Birmingham, Manchester, Glasgow, Copenhagen, Oslo, Stockholm, Barcelona, Madrid, Lisbon and Tangier. BEA was the world's first airline to operate the Viscount. Center left: On April 1, 1955 Trans-Canada Air Lines became the first North American Viscount operator when Viscount 724 flights were inaugurated between Montreal, Toronto, Port Arthur/Ft. William and Winnipeg. Three days later, on April 4, flights were added on the Toronto - New York (Idlewild) route. Center right: Capital Airlines placed an order for 60 Viscounts in 1954. The first three were Viscount 744s and the other 57, Viscount 745s. On July 26, 1955, Capital inaugurated the first jet-powered service in the U.S.A., with two daily round trip flights with the Viscount 744, between Washington DC and Chicago (Midway).












In the Fall of 1955 Capital added Viscount trips in the following markets: Chicago - Detroit; New York - Pittsburgh; Pittsburgh - Chicago; Cleveland - Washington; Pittsburgh - Washington; Pittsburgh - Detroit and Norfolk - Washington. In addition, the frequency of service was increased in the Washington - Chicago market.











In April 1956 nonstop New York - Detroit Viscount flights were inaugurated by Capital. As a result of awards in the Southwest - Northeast service case, Capital expanded Viscount service in the southeast in the Spring of 1956 in the following markets: Atlanta - Washington - Newark; New Orleans - Birmingham - Newark; Atlanta - Newark; New Orleans - Atlanta - La Guardia; and Birmingham - Atlanta - Washington - Philadelphia.



On September 10, 1956, Capital inaugurated nonstop Viscount flights between New York and Chicago. This was a major leading market for Capital and the Viscount. Capital's share in this market would be impacted in 1959 with the inauguration of Lockheed 188 "Electra" service by American Airlines.

Major Viscount markets in 1958 included Chicago - Washington; New York - Chicago; New York - Detroit and Atlanta - New York. In Summer 1958, Capital introduced Viscount VIP flights which featured steaks cooked to order, corsages for ladies, dictaphones for businessmen, champagne and special baggage handling. All were offered at no extra fare. VIP flights were introduced in the following markets: New York - Chicago; New York - Detroit; New York - Atlanta; Chicago - Washington; Atlanta - Washington; New York - Birmingham and Washington - Minneapolis/St. Paul.



As of Fall 1957 Capital had the world's largest jet-powered fleet. The timetable at center depicts Capital's primary east-west Viscount markets. In the late 1950s Capital began experiencing a number of financial difficulties related to its large Viscount order and the Viscount debt owed to Vickers. Capital showed good operating profits in 1957, 1958 and 1959, but once the Viscount debt payments were factored into the equation, the results were significant net losses in 1957 and 1959, and a very small net profit in 1958. Capital was also saddled with a number of unprofitable short local service routes. The carrier also had a sizeable fleet of DC-3s and DC-4s in need of replacement, but it was in no position to order new equipment, or pay off Vickers. In 1960 Vickers threatened to foreclose on the Viscount debt. This foreclosure was the primary event leading to the merger with United Air Lines.

In the Great Lakes - Southeast service case, Capital was awarded new routes to Jacksonville, Tampa/St. Petersburg/Clearwater, West Palm Beach and Miami with nonstop authority from these Florida cities to Atlanta, Pittsburgh, Cleveland, and Buffalo. Miami service was inaugurated on December 14, 1958 and Tampa service on January 15, 1959. Capital leased two Viscount 812Ds from Continental Air Lines to supplement its additional equipment needs related to the new route awards.

**Capital AIRLINES**  
 JULY 6, 1959



**NEW SERVICE**  
**CHICAGO**  
 MINNEAPOLIS/St. PAUL

NON-STOP VISCOUNTS  
 'ROUND THE CLOCK

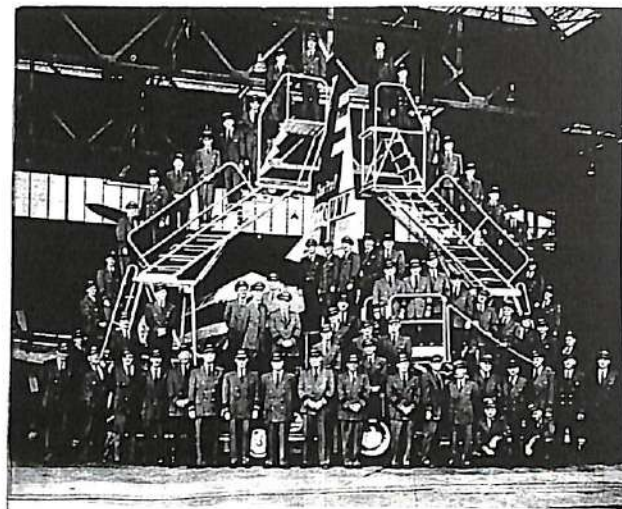
STARTS AUGUST 2nd

**Capital AIRLINES**  
 AUGUST 3, 1959



STARTS AUGUST 2  
**FIRST JET-POWERED SERVICE BETWEEN**  
 MINNEAPOLIS/St. PAUL  
**CHICAGO**

7 JET-PROP VISCOUNTS EACH DIRECTION DAILY!



Rare meeting of the jet-powered million-mile club

Today, as you can see, a special 10th reunion has been called by 45 former Capital pilots. Many of them met for the first time in a million miles in jet-powered Capital Viscounts. Many more are pictured in this rare meeting of some 100 U.S. members of the jet-powered million-mile club.

Now doesn't it seem rather remarkable that even now of the pilots with a million miles of jet-powered experience should be "for new arrivals"?

So, your travel agent, you want to fly the quick, quiet, comfortable way... what's the answer? Capital Airlines Viscount.



**UNITED**

SERVING 117 CITIES  
 COAST TO COAST  
 AND TO HAWAII

It's coming soon!  
**VISCOUNT II**  
 CUSTOM BUILT FOR CONTINENTAL

NEWEST OF ITS KIND. BRINGING YOU VIBRATION-FREE VELVET-SMOOTH JET-PROP AIR TRAVEL

Continental Airlines logo and contact information.

Newest and fastest airliner in America...

The **JET POWER VISCOUNT II**  
 custom-built for Continental Airlines by Vickers-Armstrongs Limited... powered by Rolls-Royce

**CONTINENTAL AIRLINES** First in the west with jet-power flights!

Service for Chicago, Denver, Los Angeles, Kansas City and Colorado Springs begins May 28. As more of these superb airliners are added to Continental's fleet, the Jet Power Viscount II will be seen throughout the Western part of the United States served by Continental Airlines. You'll appreciate the speed, comfort and luxury the Jet Power Viscount II brings to air travel... practically no vibration or noise... an unbelievably smooth and quiet flight that allows you to enjoy the beautiful scenery of this airline and the personal hospitality of Continental Airlines.

Continental's "Gold-Carpet" Service...

A new Chicago - Minneapolis route was inaugurated with Viscounts in the Summer of 1959. The ad at center right shows pilots of Capital Airlines, who as of Fall 1959 had flown one million miles on the Viscount. Right: On July 1, 1961, Capital's merger into United Air Lines was completed. United inherited 41 of Capital's Viscounts and Vickers took back 15 to help pay off the Viscount debt. Four Viscounts had been lost in accidents.

Continental inaugurated Viscount 812D "Jet Power Viscount II" flights in Spring 1958, between Chicago, Kansas City, Denver and Los Angeles. Colorado Springs was added in June; El Paso - Albuquerque - Denver on September 1; Denver - Kansas City - St. Louis (on the Braniff interchange) on September 28; Oklahoma City - Tulsa - Wichita - Hutchinson - Colorado Springs - Denver on October 30.

**NE NORTHWEST AIRLINES**  
 Effective August 1, 1958

Boston • New York • Washington  
 Philadelphia • Montreal

**JET-PROP VISCOUNT SERVICE**

Starts August 21

Beginning Aug. 21 **NORTHEAST AIRLINES** inaugurates **JET-PROP VISCOUNT SERVICE**

The incomparable Viscount, powered by 4 ROLLS ROYCE jet-prop engines will serve **BOSTON • NEW YORK • WASHINGTON PHILADELPHIA • MONTREAL**

Now you can enjoy the faster, quieter, smoother flight of the Viscount, world's most modern airliner. In addition to the magnificent Rolls Royce jet prop engines—the simplest, most advanced engines on commercial aviation today—the Viscount has many other popular features... huge panoramic windows, large on any airliner... convenient, individual food trays, large, wide, comfortable seats... perfect pressurization and an outstanding and spacious cabin deck.

The Viscount is the favorite of discriminating air travelers throughout the world. Make your next flight a Northeast Viscount flight.

**NE** EXPANDS JET-PROP **VISCOUNT SERVICE**

MORE VISCOUNTS NON-STOP BETWEEN:

BOSTON • WASHINGTON  
 NEW YORK • BOSTON  
 NEW YORK • WASHINGTON  
 PHILADELPHIA • BOSTON  
 MONTREAL • BOSTON

**CONTINENTAL AIRLINES**

Presenting the **WORLD PREMIERE** OF THE NEW AND INCOMPARABLE **JET POWER VISCOUNT II**

**CONTINENTAL AIRLINES**

New Jet Power **VISCOUNT II SERVICE** to all of these Southwestern cities:

- DALLAS
- FORT WORTH
- EL PASO
- ALBUQUERQUE
- AMARILLO
- LUBBOCK
- HOUSTON
- AUSTIN
- SAN ANGELO
- MIDLAND-ODESSA

**ALOHA AIRLINES**

HALF FARE

Continental, on April 1, 1959, introduced Viscounts throughout Texas to New Mexico as a result of awards in the local portion of the Southern Transcontinental/Dallas - West service cases. This marked the first jet-powered service for Dallas, Ft. Worth and Houston.

Aloha acquired one of Northeast's Viscount 798Ds in 1963 and inaugurated service that Fall on its inter-island routes in Hawaii between Honolulu - Hilo and Honolulu - Maui - Hilo.

Northeast ordered 10 Viscount 798Ds with the first service inaugurated on August 21, 1958 in major northeastern U.S. markets. They served on Florida routes only briefly in early 1959. The Viscounts proved to be quite successful in the Washington - New York - Boston markets initially, but the inauguration of Eastern's Air Shuttle in 1961 had a negative impact on Northeast's share of the market. Northeast phased the Viscounts out of service in 1963.

# Are postcard dealers "in cahoots" to drive up prices?

**S**ue and I were in Interlaken last February and we took the train up to Basel for the day to lunch with Barrie and Mary James (at a Chinese restaurant in Switzerland!) and, of course, to get a quick view of Barrie's collection. Now, that was fun!

Everyone talks today about an airline trip having to be endured. At my size, I have to say the steerage class in the OS (Austrian Airlines) A310 was bloody awful. Leg room, ergonomics, no postcards on either leg transatlantic, let alone food and ambience. It is not just the same business, unfortunately.

John and Steve Pinnow generated an awful lot of immediate action when they announced the sale of virtually their entire collection. Jorg Jaggin picked up probably 90% of the 60,000 or so cards and they are now in Switzerland. I am pleased for the Pinnows that the sale terms were agreeable and that the cards stayed within our so-called fraternity. And not just for resale at ever higher prices.

Congratulations are in order to a former great postcard collector, Jon Proctor, now the editor-in-chief of "Airliners." I can't think of a better man for the job, can you? We wish him every success in this important endeavor.

I am finding most major postcard dealers with little or no "new" airline stock, as they are all in cahoots, it seems, with our "recyclers," i.e. those in our hobby to profit, to buy and re-sell at significantly-higher prices. Such is the nature of man.

Joop advises me that we columnists can concentrate on the Vickers Viscount for this and the next issue. I'll happily oblige, as the aircraft was new in the TCA inventory (first in North America) just as I joined PAA in 1955. I can remember running to the window at the office between Hangars 1 and 2 at IDL at the new sound of the turbines. Quel thrill!

My first four cards to show are TCA. Enell 41-A is a black and white issue, 3 1/2 x 5 1/2, followed by the marvelous 4 x 6 4c drawing company card ADV 47310F. Such happy Canadians, eh wot? Plastichrome came out with P-15992 of the TCA Viscount in its original livery flying right to left, 3 1/2 x 5 1/2, a particular favorite of mine. For my final TCA offering, here is the white-

The four turbo-prop engines of the TCA "Viscount" Skyliner make possible new standards of quiet, dependable flight.

Pour un voyage silencieux, rapide et sûr, confiez-vous aux quatre turbo-propulseurs du "Viscount" TCA.



topped paint scheme at rest at Quebec, also put out by Plastichrome, P-28126, 3 1/2 x 5 1/2, 4c chrome. To show the Air Canada paint scheme, here is a 3 1/2 x 5 1/2, 4c chrome at St. John's, New Brunswick # P-68326 by Plastichrome.

Heading south, I hope you'll enjoy the TACA Viscount, taxiing out at Guatemala City, a co. card, 3 1/2 x 5 1/2, 4c chrome, # 47.564F, published by C.L. Gambel of New Orleans.

Off to the Caribbean where we start with two Cubana co. cards, both drawings. The 3 1/2 x 5 1/2, entry is # 20690, 4 c and the



**POST CARD  
CARTE  
POSTALE**



The Trans Canada Air Lines "Viscount" propeller turbine Skyliner serving Canada and the United States. Le Quatre turbo-propulseurs "Viscount" d'Air Canada qui fait le service entre le Canada et les Etats-Unis.

Photo Courtesy of Trans Canada Air Lines



**QUEBEC, P. Q., CANADA**  
Trans-Canada Airlines "Viscount" at the Quebec Airport.  
Un avion "Viscount" de la compagnie Air-Canada à l'aéroport de Québec.

**AIR CANADA VISCOUNT  
AT THE MUNICIPAL AIRPORT**  
Saint John, New Brunswick, Canada

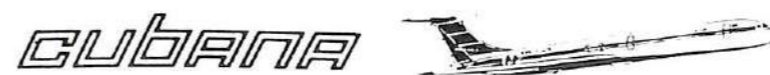


TACA Jet Prop Viscount arriving at La Aurora Airport in Guatemala City. In the background, the beautiful mountain scenery of this land of eternal spring.

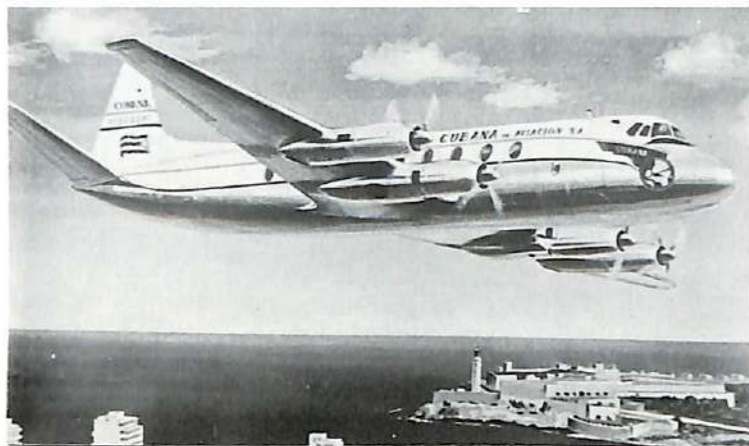
TACA Jet Prop Viscount llegando al aeropuerto La Aurora en la Ciudad de Guatemala. En el fondo, una hermosa vista montañosa de este país donde la primavera es eterna.

**WHENEVER YOU WISH TO TRAVEL, REMEMBER THAT, TACA OFFERS:**

- ☛ Daily flights.
- ☛ Comfortable, two-abreast seating with spacious reclining chairs.
- ☛ Best connections with major airlines to all parts of the world.
- ☛ Promptest arrival times.
- ☛ Champagne and wine service — the finest continental cuisine.
- ☛ The most courteous, personalized attention — in our offices and in flight.







Swift, s-m-o-o-t-h Rolls Royce Viscounts are an important feature of Cubana Airlines' superb service. Cubana routes radiate from Havana—encompass destinations such as New York, Miami, Mexico City, Haiti, Nassau, Bermuda, the Azores, Portugal and Spain.

Los ultramodernos aviones Viscounts, veloces y sin vibraciones, son un factor importante del magnifico servicio de Cubana de Aviación. Las rutas de Cubana irradian de La Habana, abarcando los destinos de New York, Miami, Ciudad México, Haití, Nassau, Bermudas, Islas Azores, Portugal y España.

second, in a somewhat different livery, is CU-T622, published as part of a set of drawings on very thin paper stock committed to postcard 4 x 6 format in 4c.

Trinidad is next with three BWIA entries. The first is a 3 1/2 x 5 1/2, co. card published by JPM in New York, # 53759-1, followed by a "native artist" drawing as part of a company set in 4c, 4 x 6, at Piarco Airport in Trinidad. The scene is set in 1955 with a Dakota and a Viking in the background. And finally, a 3 1/2 x 5 1/2, 4c linen card again at POS (Piarco, Port-of-Spain), published by Tichnor via de Lima in Port-of-Spain.

Back to the USA to start with a Continental Viscount II co. card 3 1/2 x 5 1/2, 4c chrome, #9C-K891, done by Curteichcolor right to left. A beauty. CAL was first with "jet powered" flights west of Chicago, commencing in 1958. And then in front of the adobe-style airport terminal building in ABQ, we find N245V about to depart. This airport card was mailed in 1960 and is a 3 1/2 x 5 1/2, 4c chrome put out by Curteichcolor.

And finally to Capital, who bet their existence on this beauty before being absorbed into UAL. I hope these seven cards, culled from numerous others, are not too common for the purpose of this column, but they sure are all beautiful. n'est ce que pas? They are all 3 1/2 x 5 1/2, 4c chrome, two of which are company cards with four airport cards, from Asheville, Milwaukee, Cleveland and Chicago Midway. The seventh card is probably an airport card (generic) published by Plastichrome as P22002 of Capital's beautiful Viscount in flight. L to R, 3 1/2 x 5 1/2, chrome.

I particularly remember the great view from the large windows, the considerably-reduced vibration and noise level in flight, as well as the faster flight times. The aircraft was a great advance for its day.

In the next issue we'll talk about the Viscount's impact in Europe, OK?

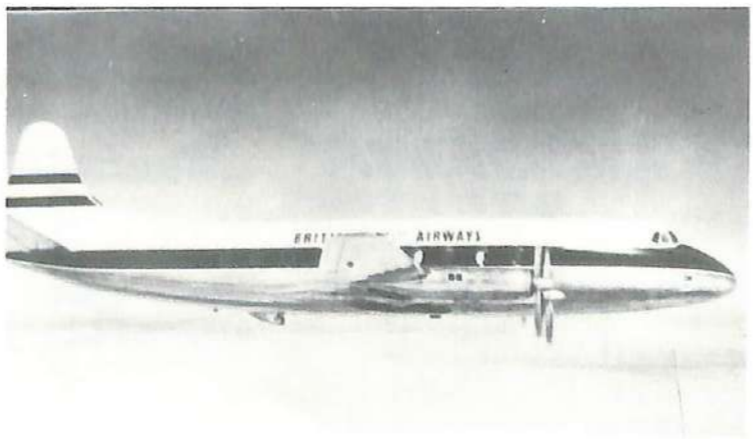
**BRITISH WEST INDIAN AIRWAYS VISCOUNT**

The luxury propeller-turbine airliners that link the Caribbean year-round vacation wonderland—only hours away by B.W.I.A.

This is a Vickers Viscount aircraft at Piarco International Airport, Piarco, 1955. Also pictured are two other types of aircraft which were once used by BWIA. On the left is a Dakota DC3 and to the right a Vickers Viking



Piarco Airport. Refuelling B.W.I.A. Viscount Turbo-prop plane. Trinidad. B.W.I.



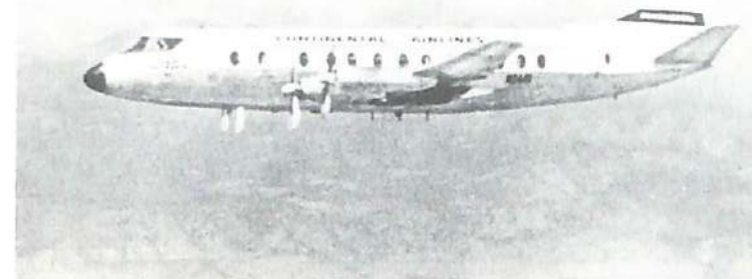
The Viscount II shown climbing to cruising altitude over Colorado is the largest, fastest and most luxurious version of the famous Vickers Viscounts. Celebrated for incredibly smooth flight at cruising speeds of 365 miles per hour, Viscount II is powered by four Rolls-Royce gas-turbine engines. Continental's Viscount IIs offer famous "Gold Carpet" service, gourmet meals, huge picture windows. Air-conditioning and latest radar. Continental is first in North America with Viscount IIs.

K-498-CONTINENTAL AIRLINES VISCOUNT AT MUNICIPAL AIRPORT, ALBUQUERQUE

Albuquerque airport is a busy jet port for coast to coast and Mexico to Canada air travel. Here is shown the jet powered Viscount of Continental Airlines making daily scheduled flights to 50 cities.



The Viscount is the world's first jet-prop airliner. Four powerful Rolls-Royce turbine engines make the Viscount exceptionally fast and remarkably free from noise and vibration.



KA26 Asheville's new \$2,200,000 airport has the most up-to-date facilities, including a 6,500 foot runway and instrument landing service. The large terminal building of gray crab stone blends in with the magnificent setting in a plateau rimmed by majestic mountains.



K-35—PASSENGER LOADING AREA WITH ADMINISTRATION BUILDING AND OPERATIONS TOWER IN BACKGROUND CLEVELAND HOPKINS AIRPORT CLEVELAND, OHIO

Cleveland's newly expanded Airport is planned for the proper landing and take-off of the latest jet passenger planes.

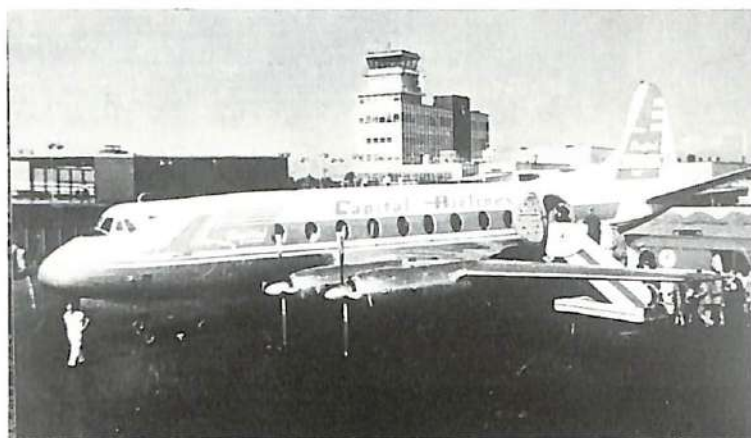


CHICAGO MIDWAY AIRPORT Chicago Midway Airport is known as the "Aviation Center of The World". It is one of the best electronic and radar equipped airports in the country. Between 1200 and 1300 airplanes land or take off daily.

# Golden Oldies focusses on the Viscount & news from the World Travel Market in London



THE CAPITAL VISCOUNT . . . . . A NEW CONCEPT IN FLIGHT



CAPITAL AIRLINE COMPANY  
General Mitchell Field Airport  
Milwaukee, Wisconsin



The Viscount is the world's first turbo-prop airliner. Four powerful Rolls-Royce engines give the Viscount swiftness with the highest degree of silence and smoothness.



The 111-PROP VISCOUNT flies non-stop between Washington and Chicago.



The Viscount is the world's first jet-prop airliner. Four powerful Rolls-Royce engines give the Viscount exceptional speed with the highest degree of silence and smoothness.

Notice the slight difference in the text on the backs of the card on the left and the one above it.



In this column the regular sequence is reversed as it begins with the

## GOLDEN OLDIES.

all showing the Vickers Viscount in honor of the theme aircraft in this issue. They need no further introduction.



This "Capital Airlines" Viscount V745D, msn 233, N7471, was intended for the airline with fleet number 389. It was not delivered due to Capital's serious financial problems that eventually led to the merger with United. Instead, the Viscount went to Northeast Airlines as N6591C on 08 AUG 58 after conversion to V794D and was acquired by the Mid-Atlantic Air Museum in MAY 92 and finished in Capital colors.

(Photo Eddy Gaul)



The rest of the column shows stickers I acquired at the annual World Travel Market in London. Unfortunately, the pickings get fewer every year. There are only a few offerings this time:

#1. Uzbekistan Airways supplied this very colorful RJ 85 in its house colors of blue, white and green, with a green-on-yellow logo, all surrounded by a gold border and black titles. I also peeled a different sticker of theirs from the front of the stand - all is fair in love and collecting!

#2 was issued by Precision Air who operate a small fleet of Cessna twins and one ATR42-300 from Arusha in Tanzania. It is basically black on white with an orange sun.

#3. This heart-shaped sticker comes from Easyjet. The background is orange and the imprint white. The airline operates from Liverpool, England.

#4. BILL DEMAREST is a new contributor and has kindly supplied this Laker Airways item. Laker is based in Fort Lauderdale, Florida and this is the sort of sticker that can easily be missed. Thanks, Bill.

#5 came from JERRY ELMAS in Texas. It is BIL from American Airlines advertising the NCAA Championships.

#6 was provided by Aeroflot and is in white, blue and red, the colors of the national flag.

#7 comes from Malaysia Airways and features their new Boeing 777 with a small 50-years reminder in the top corner. Again, very colorful.



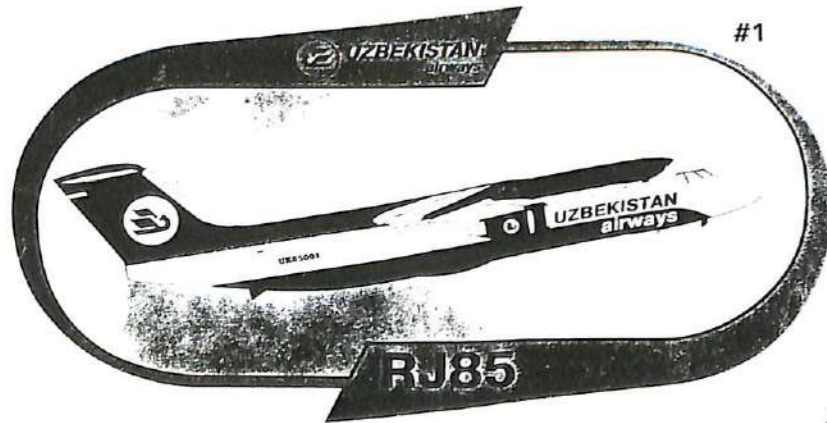
#3



#4



#5



#1



#2



#6



#7



Amsterdam, The Netherlands  
Hugo Kaagman, Artist

BRITISH AIRWAYS PASSENGER

This image was created by artist Hugo Kaagman who began work as a graffiti artist in Amsterdam's city centre. His work now takes its inspiration from the traditional motifs of blue-and-white Delft ceramics, and includes witty references to contemporary icons of his homeland such as windmills and bicycles.

One of a collection of world images from British Airways. Copyright © British Airways Plc 1997

M436 - 2nd IPS

#8



#9

Dublin, Eire  
Timothy O'Neill, Celtic Calligrapher

BRITISH AIRWAYS PASSENGER

This image was created by Timothy O'Neill. Celtic art is perhaps best known through illuminated manuscripts such as "The Book of Kells", and Timothy uses designs inspired by traditional motifs and colours from the 9th century. The work is painted on vellum and called "Colum", meaning 'dove' in Celtic.

One of a collection of world images from British Airways. Copyright © British Airways Plc 1997

M436 - 2nd IPS

#8-9. The humble BIL is not featured very often and is ignored by many collectors. These are two of the new color schemes of British Airways for their Club World Class. The first one is blue and white, the second multicolored. Thanks to FRANK LICHTANSKI for these two. (Better grab these BILs while you still can. BA is removing the "World Image" colors from the tails of its aircraft over the next two years because they are very much disliked, especially in Britain.- JG)

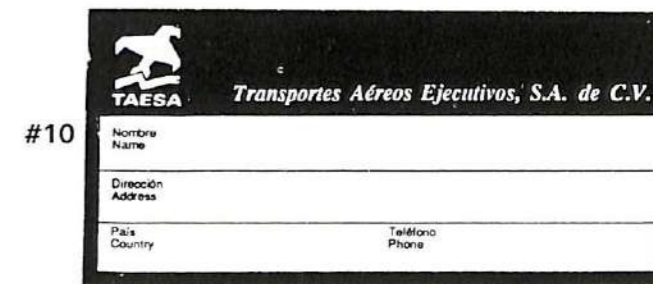
#10. BILL SOHMER of New York is yet another new contributor. This BIL from TAESA of Mexico is in blue and white.

#11. Also from Bill Sohmer comes this green and black on white issue from Miami Air International, a new airline for my collection, so it is double welcome, Bill!

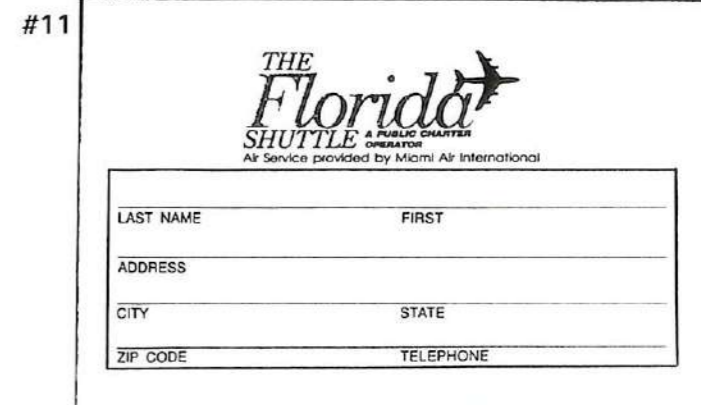


#12

#12. JOHN JOHNSON of Glasgow is another regular contributor and he came up with this Nordic European Airlines item in dark



#10



#11

blue on white with blue and white logo. It also comes in two larger sizes.

19



#13



#15



#14



#16



#17



#18



#19



#20



#22

#23



#24



#21

#13. Also from John came this brilliantly-colored Britannia Airways issue. The airline is based at Luton.

#14 appears at first sight to be a fairly common sticker from Volga-Dnepr Airlines who have a strong link with Heavylift here in Britain. But upon checking further, Jerry Elmas of Texas, the contributor, noted that it is all in Russian and not in English, as is more usual. Well spotted, Jerry, and thanks.

#15. HENK HEIDEN from The Netherlands sent in this Continental item, another explosion of color for Summer A Go-Go from 1994.

#16. Another one from Henk is from the prolific Japan Airlines and features their 747-400 Sky Cruiser in white on blue with house colors.

#17. Yet the third new contributor from Japan is SHUJI OYAMA, who supplied this Japan Air Lines Mickey Mouse on tour sticker in every color you can think of. Several of JAL's aircraft have been painted in Disney colors as well.

#18. Japan Asia Airways has issued this black on yellow item. It has a white border, mauve flower and green bird. JAA is a subsidiary of JAL. It advertises the Southern resorts of Japan.

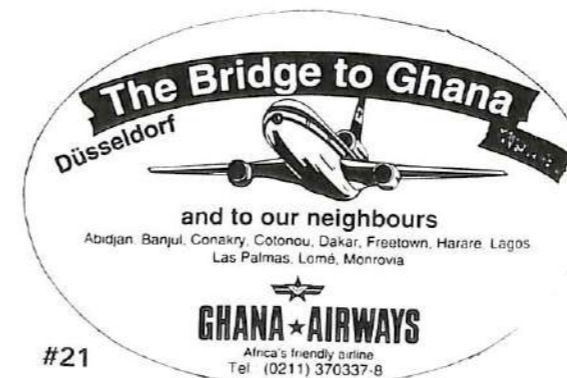
#19. Last but not means least from Shuji comes this anniversary sticker celebrating Alitalia's 30 years of service to Japan. I seriously doubt if this would have surfaced unless someone (me) has a contact in Japan. I am very pleased to say.

#20 is from China Southwest Airlines. It is in red and white, and also comes in dark blue and white.

#21. Ghana Airways is featured on this sticker from the airline's Dusseldorf office in Germany. It is quite surprising that a rather small airline like Ghana has such an enterprising branch office. I have four stickers from there, although this is the first one in English. The colors are a black text on white with the top words in the house colors of yellow, green and red, from left to right.

#22. Please keep looking for the Do Not Disturb stickers on the long hauls as otherwise we might miss a gem like this from Oman Air with a sleeping crescent (what else?) moon wearing a night cap. It is very, very pretty, with red English words and green Arabic script. Blue, green, white and brown complete the center.

#23-24. A "Sticker Chatter" column would not be complete without an Airbus sticker. This time we are showing two, both for the A320. BCM is a new Spanish charter airline. It is very colorful with the letters BC in red, M in green, and with a red wavy cheat line. The background is the same green as the letter M. The other one is for for Belgian charter airline Constellation.



#21

# Fond memories of a Viscount Flight

I had just gotten back from the Republic of Georgia when Joop's letter told me of the next assignment: "The next issue is to feature the Vickers Viscount!" That brief statement brought back memories. The memories and the flight were almost as brief as the sentence, because I have flown on a Viscount only once, and the trip was short, from Buffalo to Rochester, NY. However, the story behind the flight brought back a lot of smiles and memories, and the recurring question: "What were you thinking?"

What I was thinking was something along the lines of "I have to get her into the air so she can see why I enjoy flying so much." Karen and I had met at a college mixer and for our third date I had arranged a flight over Niagara Falls.

A classmate of mine, who had gotten his licence after flight-training at Buffalo Air Park, rented a Piper Tri-Pacer and I showed Karen how a pre-flight inspection is done. As Mike walked out to the ramp, I opened the door for Karen and that is when she told me that her father had said he he didn't want her flying in any small airplanes. I said that I could understand his feelings since she was the youngest in the family and still "his baby" and that is where a 31-year marriage was almost missed. I asked Mike for the keys to his car, walked Karen to the parking lot and said, "See you in an hour." Even now I wonder why there was a fourth date. I did bring back some nice photos and was nice enough to share them with her.

At about the same time, another classmate and dormmate of mine, who lived on Staten Island, NY, was dating a girl from Rochester, NY. She was a dorm resident at Rosary Hill College which was about 10 miles north on Main Street from our school. Peter was a difficult guy to figure out, but it seemed that just before her birthday and just before Christmas, he and Patricia would break up for some foolish reason or other, just to make up after the holidays or her birthday. Several of us had the strong feeling that Peter was engaging in a form of "economics" by saving the cost of gifts. Anyway, they got over that and will be celebrating their 29th anniversary this year. The fact that the break up game ended helped lead to the "first flight".

Perhaps to celebrate the fact they were still dating on her birthday, a party was planned for the event at Pat's house in Rochester. Lots of her friends and their dates, and of Peter's friends and their dates, were invited. This presented an opportunity - I could arrange to take Karen for a trip in a BIG airplane. So, I booked two seats on United Airlines from Buffalo to Rochester. My roommate dropped us off at the Buffalo International Airport where we boarded a Vickers Viscount, which had been acquired when United merged with Capital, for the short trip (probably no more than 35 minutes) to Rochester. Peter picked us up at the airport and drove us to Pat's house where we were the talk of the party and no doubt for quite a while after as our sanity was questioned. We had to travel back to Buffalo on the surface, but Karen did get her first flight. At least I was suave enough not to ask for a set of kiddie wings for her. I should have asked for a first flight certificate, though.

I can't say that Karen was bitten by the flight bug as easily as I

was. She thought that flying was OK, but she pretty much was content to stay on the ground. Our next series of flights were to attend my brother's wedding in 1967. We flew from Boston with a stop in Albany aboard an American Airlines Boeing 727. In Boston we boarded a venerable DC-6 operated by Northwest Airlines and that is when I discovered that my now-fiance Karen was not a proliner fan. After take-off from Logan and the climb to cruise altitude, she asked when the airplane was going to get "quiet". I sadly told her that it would be "quiet" again on the ramp at Westbrook Municipal Airport, Portland. I knew she did not share my appreciation of the sound made by four reciprocating engines providing pull, which produced forward motion, which produced lift, which resulted in flight. We are only two years apart in age, but I was prop and she was jet-age. Thank God, mixed marriages work.

Over the years, Karen has come to appreciate the convenience of flying. This is due in large part to the fact daughter Julia has worked for US Airways Express for the past five years and Mom and Dad are able to enjoy pass privileges. We have been able to attend conventions, family get-togethers, weddings and the occasional funeral also, which might otherwise have been too far away. She has even become a staunch defender of "commuter" airplanes and will jump to the defence of the Dash-8 when a passenger next to her complains "I never would have planned this trip if they had told me how SMALL this airplane is."

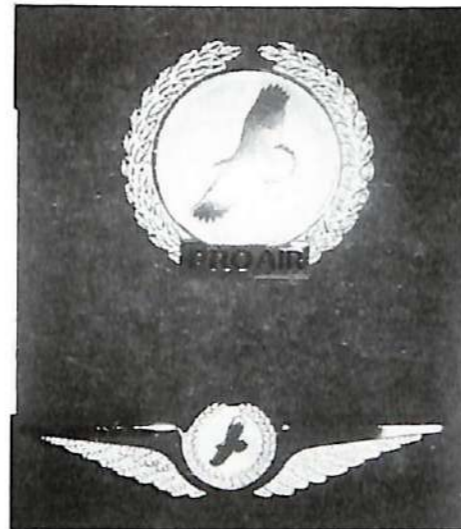
Did I ever get to take her up in a SMALL airplane, you ask? Yes, I did, but that is another story entirely.

## PRO AIR

How often do you run across a start-up airline with brand-new equipment? Not too often. One such carrier is Pro Air, which operates through BWI, where I work. I had been on the hunt for the Pro Air insignia since I first saw one of their new 737s at the gate and talked with the captain. I guess I wrote at least five letters and kept bugging the Pro Air station manager with only a few "they'll be here soon"s in return.

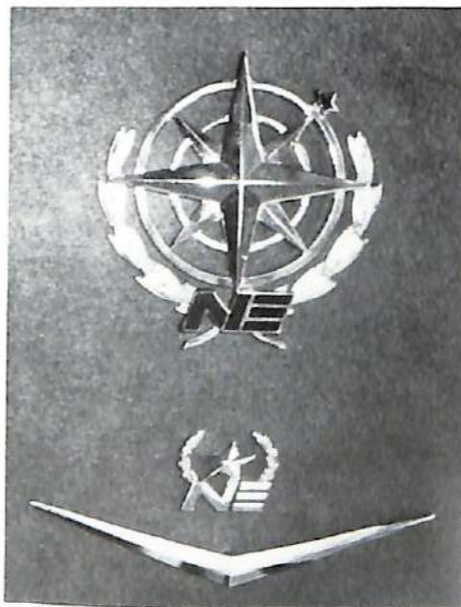
After several months I was reading a letter to the editor in the February 1999 "Airways" magazine that kept my interest riveted. A pilot was writing about one of the Rick Drury articles which spoke of his passion for flying. As I read the letter, I kept saying "I think I know not only what this writer is saying, but I think I know him." Sure enough, I remembered his last trip for US Airways when he was met at the customs area by Capt. Don Matthews, the base manager for US Airways. As a matter of fact, I was delaying his exit from customs because we got talking about flying.

Anyway, I wrote to Capt. Bill Sorbie, alogized for keeping him in the customs hall for so long after initially going to expedite him to the exit and put in my pitch for brass. I guess that Piper J-3 pilots share a bond because now my collection has one of the most-attractive sets of wings and cap badges, those of Pro Air. Thanks, Capt. Sorbie!



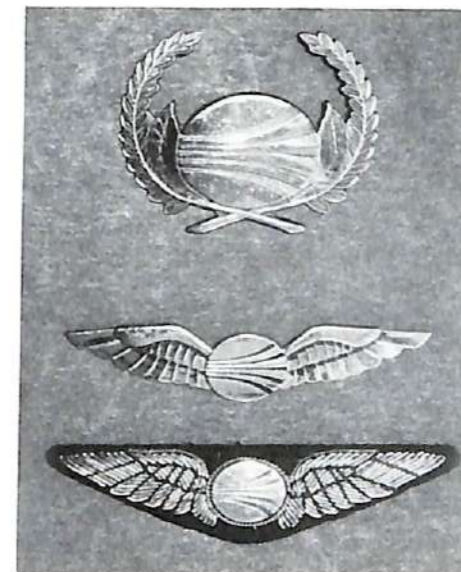
## PRO AIR

This Pro Air insignia is very well made and has a variety of surfaces. The center device of the cap badge has a rough, pebble-type surface with a highly-polished bird in the center. The leaves around the cap device have a brushed finish and the oblong nameplate at the base has "PRO AIR" in black letters. The "PRO" part of the name is in bolder letters than the "AIR" part.



## NORTHEAST AIRLINES

The cap badge is a later issue in polished gold metal in the compass rose design. The small star at the northeast position and the letters "NE" are in red enamel. There is one screw post and a positioning pin at the north point. No hallmark on this piece. The wing is a "restrike."



## CONTINENTAL

I believe this is the third insignia used by Continental. These wings are in two styles, one all-metal, the other in gold bullion with metal center disc. The metal wing has black paint in the center device and at the lower edges of the feathering. Both wings are clutch back and neither is hallmarked. The cap badge is in gold-color metal with a faint gray wash to enhance the design. A screwpost mounts the badge to the cap and a pin at the bottom holds it in position on the cap. There is no hallmark.



## CONTINENTAL

This is a captain's wing in gold bullion thread on a black backing. A blue and white paper tag on the back reads "GEMSCO Gold Bullion". There are two pins for a clutch back mount to hold the wing to the jacket. The center oval is silver with the name "CONTINENTAL" across the eagle at the bottom.



## CONTINENTAL AIRLINES

(current)

Both the wing and the cap badge are in gold-color metal. There is no hallmark on either piece. The wing is clutch back and the cap badge has one screw post and one positioning pin.

## TRANS-CANADA AIR LINES

The wing is in gold metal, hallmarked "Scully Ltd. Montreal" and has two crew posts. "TCA" and the speedbird are superimposed on the maple leaf in the center of the wing. The cap badge is in gold-color metal and is hallmarked "Montreal Scully Ltd." It has one screw post and one positioning pin. The speedbird and "TCA" are in silver. The detail in the maple leaf is very fine.





#### AIR CANADA

This is the first insignia after the airline's name change from Trans-Canada Air Lines. The cap badge is in gold bullion on a black backing and was sewn onto the cap. The upper wing has three rows of gold bullion thread on a black backing. The center device has the maple leaf in a broken circle in brass with red enamel in the center. Two screw posts held the wing on the jacket. The lower wing is in brushed metal, gold color. The center device has dark blue enamel behind the maple leaf in a broken circle. Two screw posts hold the wing on the jacket. It is hallmarked "Made in Canada by Bond Boyd." I have seen this same wing with red, white, yellow and green enamel behind the maple leaf. I was told that the colors indicated the base from which the flight crew operated. My guess is that blue was Montreal and red was Toronto. Any information about base colors will be greatly appreciated.



#### NORTHEAST AIRLINES

This wing is in gold-color metal with the center device in red enamel. The Pilgrim's cap and jacket are in blue enamel with his face and collar in the same color as the wing. The center of the hat has the letters "NEA" in blue. The wing is pin back and has no hallmark.



#### UNITED AIRLINES

For a brief period, as pure-jet aircraft were being introduced to the fleet, United attempted to remove the propeller from the cap badge. This change did not go over well and to this day the three-bladed prop remains in the United Airlines wing and cap devices. This short-lived cap badge is in chrome with the shield in the center in red, silver and blue from the top. "UNITED" is in black across the silver band. "UNITED AIRLINES" is stamped into the scroll at the bottom of the cap badge. This badge has one screw post and two positioning pins. It has the hallmark "sterling" over a design I can't quite make out. The wing worn with this cap badge is in chrome with a gold-color metal band with four stars attached to the back of the wing by a small nut on a screw post. The three-bladed prop is in gold color metal and the shield is in red, white and blue enamel from top to bottom. There are no leaves under the center part of the wing. The wing is hallmarked "LEAVENS MFG., ATTLEBORO MASS". It is a pin back.



#### UNITED AIRLINES

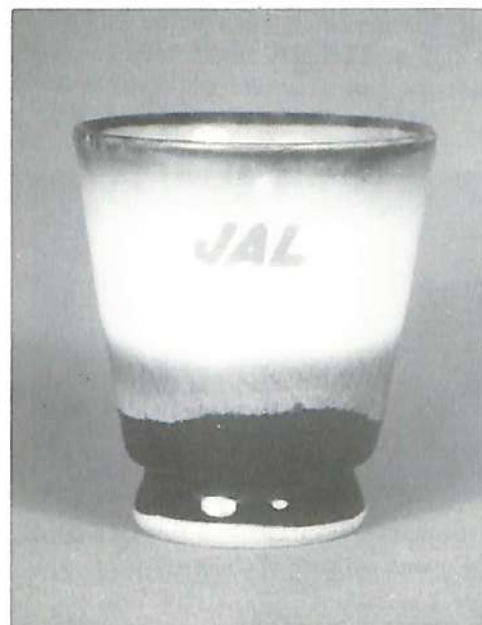
This cap badge is also chrome, with the red, silver and blue shield. The three-bladed prop is back in gold color metal with a pewter-color leaf device between the two lower blades. The badge is made up of four pieces: the chrome base, propeller, leaf and shield. The screw post on the back of the shield holds the cap badge together and mounts it to the cap. There are two positioning pins. The cap badge is mounted on a black felt patch and bears no hallmark. The wing worn with this issue has the leaves below the center shield. This particular wing has one clear stone in the center of the left star. The gold-color stars are mounted to the wing by a small nut on a screw post and can be changed as more service stars are added. The wing is clutch back and is hallmarked "LEAVENS MFG. ATTLEBORO MASS."

#### AIRLINE CHINA

Richard W. Luckin

## Something for everyone: cups, saucers & shakers

This column, as its title implies, has a little bit of something for everyone, so if you collect salt and pepper shakers, cups and saucers, gift or smoking items, some of the older patterns, or perhaps something new or current, then read on.



First is a little Japan Air Lines sake cup which features various shades of blue in the decoration. The lettering "JAL" is a medium blue.



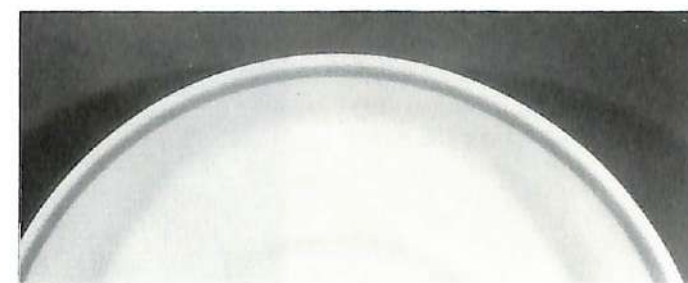
Going back a few years is this British Midland saucer which has a grey pinstripe. The backstamp indicates the maker of this china was Wedgwood of England and the letters "BM" represent British Midland.

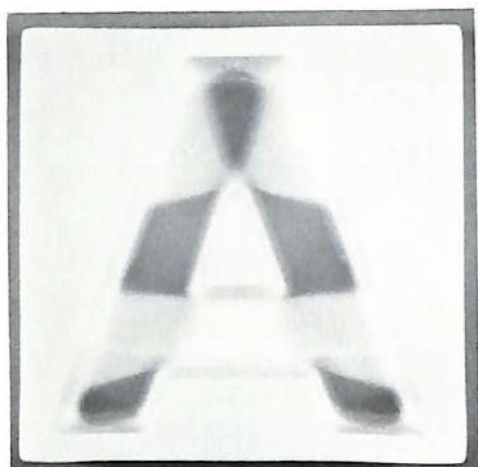


Thanks to DICK WALLIN for sharing this PanAm Clipper Club teapot and covered sugar bowl. The set was made by Noritake of Japan and used in the airline's club rooms. Cups and saucers in this pattern have also been seen in various collections.



This piece has a light green, geometric design and is backstamped with the airline's name, Royal Air Maroc.





Measuring 6" x 6" (15 1/4" x 15 1/4" cm), this is an American Airlines ashtray. It is marked on the bottom "Formerly The Property of American Airlines," but no manufacturer's name appears to indicate who produced this unusual piece.

You may recall that in the Vol. 23, No. 1, 1997 issue I showed a number of demitasse cups and saucers. Well, here are a few more from the Dick Wallin collection.



This first one is from Alitalia.



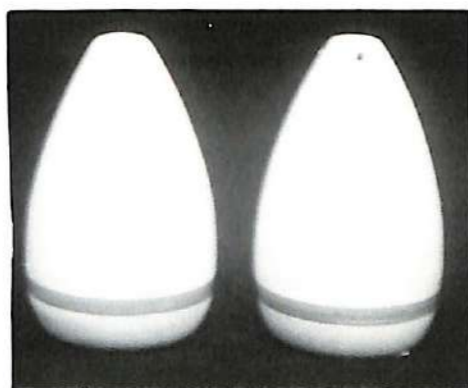
This set was used by TEAL, or Tasman Empire Airways Limited of New Zealand. The airline merged with NZ National Airways Corporation in 1965 under the name Air New Zealand.

Next is one from Romanian Air Transport.



Speaking of Air New Zealand, here is an unusual tan-brown piece measuring 7 3/4" x 10 inches (20 x 25 cm). I have no idea what it was used for. This piece is not backstamped with either the airline's name or the maker of the china.

It has been a couple of years since I have shown any salt and pepper sets.



Aeroflot uses this set, made by Royal Doulton.



Also made by Royal Doulton, this set is used by Cubana Airlines of Cuba.

< This one is from Dick Wallin's collection and was used by Middle East Airlines.



Current service of Mandarin Airlines of Taiwan.



For other salt and pepper sets, you may wish to check the CAPTAIN'S LOG Vol. 20 No. 2; Vol. 21 No. 3 and Vol. 22 No. 2.



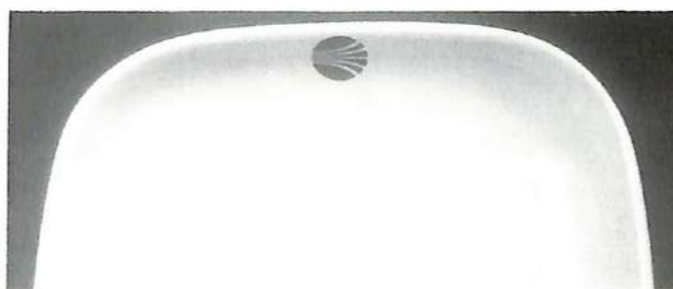
This cup and saucer set was used by BOAC. The logo was known as Speedbird and this was the airline's first china pattern, introduced after World War 2. The design features a dark blue line and logo. It was manufactured by Copeland of England.



Here is another English pattern. It was produced by Ridgeway for British European Airways. The design and logo are in black. Neither piece is backstamped with the airline name.

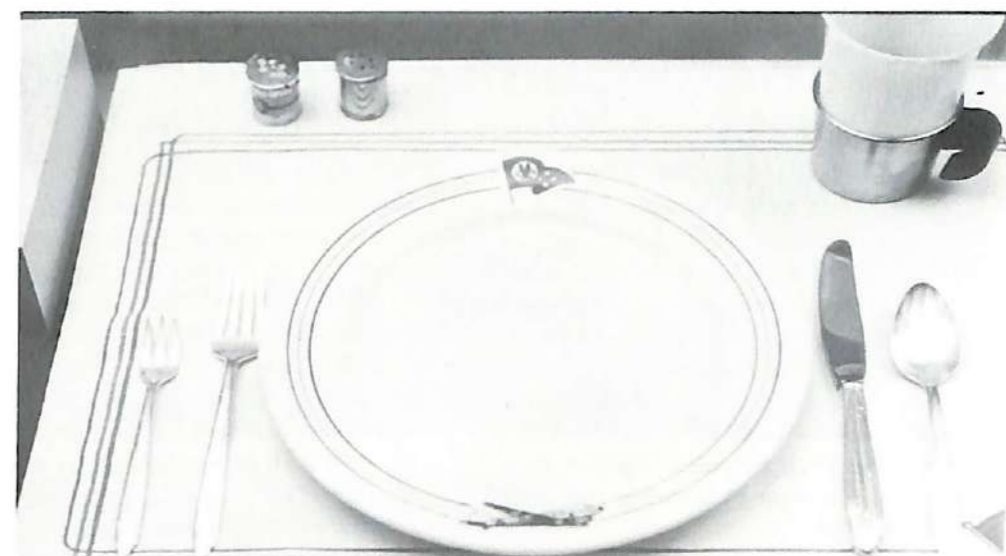


Many years ago Lufthansa used a cup and saucer set that has the appearance of a German pottery design. Both the cup and the saucer have the airline's logo impressed into the pottery. The maker is Schonwald of Germany.



MANUFACTURED EXPRESSLY FOR  
CONTINENTAL AIR LINES  
BY THE HALL CHINA COMPANY  
U S A.

< Although this Continental piece is not very old, it is unique because it was made by the Hall China Company of East Liverpool, Ohio. Almost no airline china today is made in the United States.



Going back to the DC-3 days, American Airlines used this pattern made by the Syracuse China Company in 1942. This pattern predates the *Airlite* china introduced in 1945.



^ Braniff (the original one) used a brown china that was backstamped with the Braniff name. I guess it matched the airline's brown uniforms at the time. This seldom-seen china pattern surfaced a few years ago at the Dallas airline show. v



About as old as the American piece is this Delta dish. Thanks to Dick Wallin for sharing it with us.



# The Photo Corner is looking for more contributors

This issue of the CAPTAIN'S LOG once again presents a selection of photos from JERRY ELMAS of Austin, Texas. Jerry has been very generous in sharing his photos with us all and I thank him for this. This time he has shots from several U.S. locations, including ATL, LGA and EWR. The Newark photos, Sabena MD-11, EI AI 747 and BA 777, were shots of opportunity. It seems Jerry was stranded there by a carrier that shall not be named.

With the exception of Jerry and of ARACELIO ROMAN of New York, I am running pretty short of contributors. Un-

fortunately, while I work at what is perhaps the best hub airport in the world, Denver International, I am somewhat limited by the small roster of airlines using it. Therefore I am left with few choices: I could convert the "Photo Corner" into a "United Page," but I do not believe you, the readers, Joop or Paul, would think this is the best way to go. Or I can part with my own cash to purchase slides from the many dealers around and then part with even more cash to convert them into prints so they can be published.

On the other hand, I can beg you, the readers, to send me prints of the slides and photos in your own collections, that

you have taken yourself or acquired from other sources, such as through trades. Remember, ALL photos will be returned to you after use. I only ask that you send them in small numbers, so I don't have to keep them for 18 months or so, and please credit the photographer if you didn't take the photo yourself.

I suggest the third option is the best because it is the primary reason for the existence of the Photo Corner: to present as wide a variety of photos from as large a number of airports and taken by as many readers as possible. After all, the Photo Corner is here for you to showcase your work. I know there are hundreds of photographers and collectors out there who have thousands of excellent photos of airliners from around the world. Please help me recognize you and your photographs.



Swissair 747-357 Combi  
HB-IGG, msn 23751/686



EI AI 747-258B  
4X-AXC, msn 20704/212



Delta 767-3P6 (ER)  
N152DL, msn 24984/339



British Airways 777-336



Sabena MD-11  
OO-CTC, msn 48780/624



Martinair MD-11(CF)  
PH-MCT, msn 48629/586



Delta MD-11  
N812DE, msn 48601/562





TWA MD-82  
N923TW, msn 49379/1205



Delta MD-88  
N939DL, msn 49812/1593



Midway Fokker 100  
N108ML, msn 11484



Air Canada A320-211  
C-FKAJ, msn 333

WHAT IS IT ???

Ken Taylor

Few replies, but with interesting contents and: Canada Goose badges from the past and the present

The replies are few this time, but their contents are interesting. I recently received another letter from DAVE McCURRY of Washington State about wreckchasing. (See also the CAPTAIN'S LOG Vol.23, No.3, Winter 1997/Spring 1998). Here it is in full:

"As I told you before, I have joined several aviation archaeology groups. It has been most-interesting as well as rewarding experience. We have traveled across most of the USA, including Hawaii, looking for aircraft lost in the mountains during and before World War 2. That era, to me, has always been just black and white. I have never seen a color picture from that period of time. Many of these old aircraft still wear their original paint colors and markings.

"There are still uncounted numbers of aircraft missing world wide.

"It would be interesting to have a branch of our World Airline Historical Society to include wreckchasers. Dave Scroggins of "Lost Birds" is in the process of developing a museum for examples of archaeological finds of both military and civil aviation. It seems that our old aircraft have more value as parts and aluminum ingots than as historically important aircraft.

"Pictures are wonderful, but they don't convey what it is like to see, hear and smell the real thing. Every now and then we look at ourselves and say, 'Whoops, we should have saved a couple of examples.'"



1. Dave also included in his letter a photo of an enamel "PAA Clipper Express" sign and asks, "How old is this sign and where was it used?" He did not include the size but I estimate it to be about 10 x 14



inches (25 1/2 x 35 1/2 cm). Come on PanAm people, how about an answer on this one?

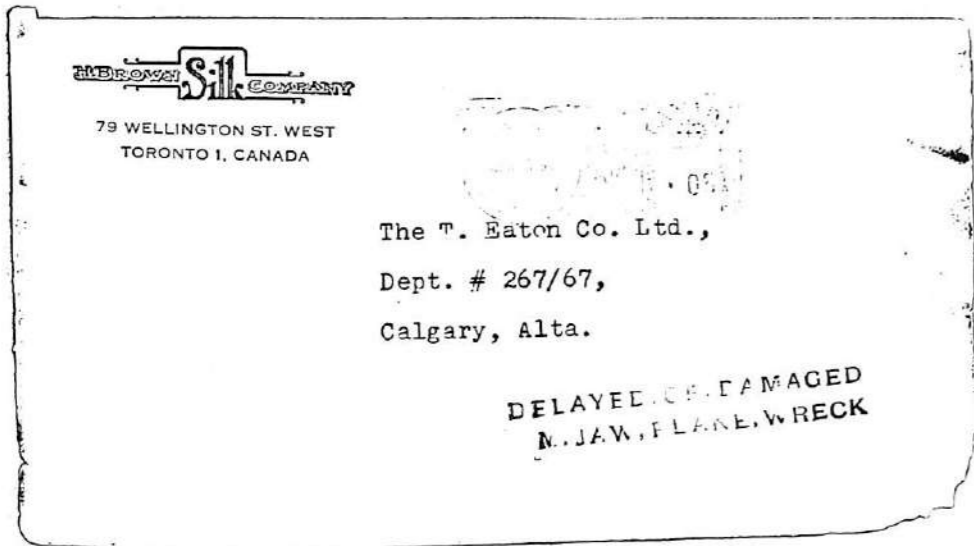
2. A couple of envelopes came to my mailbox. One is from the first flight by Canadian Pacific Airlines from Vancouver to Fiji. The Vancouver cancellation date is 13 JUL 49 and the back of the envelope was stamped 17 JUL 49 for its arrival at Nadi Airport. (Did the trip indeed take four days or is there another reason for such a long journey?) The envelope is fully autographed, front and rear.

3. The second envelope was salvaged after a Trans-Canada Airlines crash at Moose Jaw, Saskatchewan, on 08 APR

54. It comes complete with a Canada Post explanation for its delay and damage.

And now the "Strange things in my mailbox" department.

4. A letter from a collector in Moscow, Russia, contained this example of the pilots' jacket wing of Mongolian Airlines. I never expected to even see this sample. My thanks go to Sergei Talantov for this one.



4 Moose Jaw - T.C.A. 11/1.

#3 DISTRICT DIRECTOR OF POSTAL SERVICE.

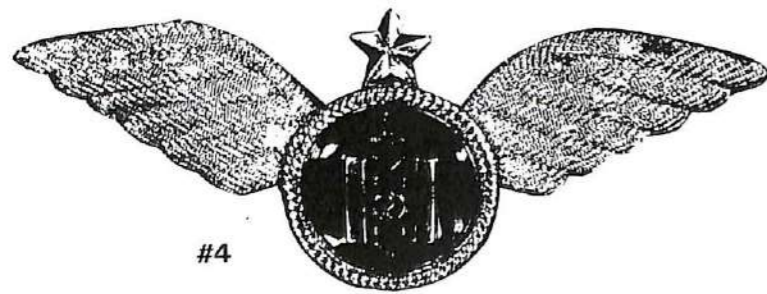
CALGARY, Alberta,  
10th April, 1954.

Dear Sir or Madam:

The enclosed mail is being forwarded to you with the regrets of the Post Office Department. The delay and damage to this mail was due to the T.C.A. plane crash on April 8th, and every effort is being made to effect delivery of all mail with the least possible delay.

R. J. GOODMAN,  
A/District Director.

Encl.



#4

5. Canadian Airlines International, born of CP Air and Pacific Western Airlines in 1987, has changed its name to Canadian Airlines and has modernized its logo. New uniforms are being issued and at least one aircraft, a 747, had been repainted as of MAR 99.



#5

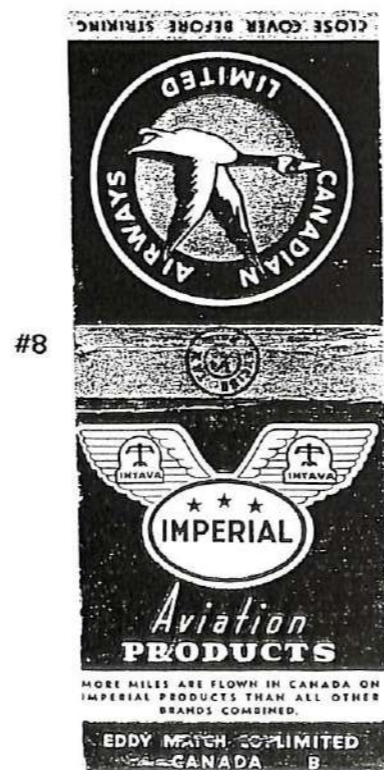
6-10. I may write about logo modernization, but in reality the new logo is a throwback to the past. Canadian Airways of Montreal in 1927 used the Canada Goose logo on its pilot's cap badge (6). Canadian Airways Limited of Winnipeg, Manitoba, also featured the Canada Goose in its logo during 1929 - 1941 (7-8). Of



#6



#7



#8

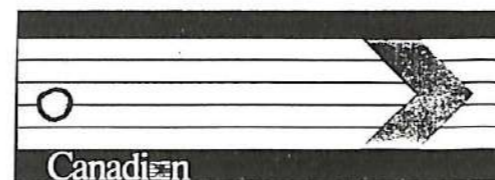


#9



#10

more-recent years, Pacific Western (9) and Canadian Pacific (10) also showed it on their cap badges. #10 was mockingly called the "ruptured duck".



#11

11. Canadian Airlines International has used this logo as shown on a baggage label.

12-13. These pilot's cap badge and jacket wings were introduced in 1987 and were still in use at the time of writing, MAR 99.



#12



#13



#14



#15

14. Canadian Airlines flight attendants used this breast badge in 1987 as an interim insignia until new uniforms were available.

15. The new flight attendant uniforms of 1988 used this breast wing. It was made of plastic and in time the silver electroplate on it would peel off to reveal the gray plastic underneath.

16. A change of uniform top in 1989 came with this badge or crest, embroidered directly onto the breast pocket of the uniforms of all flight attendants and sales agents. This badge was still in use at the time of writing.

#16



#17

17. This purser wing was used for a time in the mid 1990s. It was worn above the embroidered crest.

18. The last of the Canadian Airlines flying badges is this replacement of the purser wing, still in use in MAR 99. This Customer Service Director wing is rarely seen as only a few of these people choose to wear it.

#18



#19



#20

19-20. We all read about the Johnson Wax Sikorsky S-38 "Carnauba" replica in the previous issue. Here is a picture of the company's pilot wing, with an enlargement of the centre to show its details.

Some time ago I had a contact with Len Voermans, a captain with Canadian Airlines International. Back in 1965 Len Voermans had just returned from a tour in Vietnam and was looking for a job. A newspaper ad took him to Fort Nelson in Northern British Columbia, Canada. In an interview with management of Northern Air Service Company he was asked the usual questions about his experience and qualifications, along with the question, "Are you able to use floats and skis?"

"Oh, sure," Len had answered, although he had never seen skis before.

"Then fly out and pick up this Indian trapper at his remote cabin, beside a frozen river 300 miles from Fort Nelson."

Len landed in a snowstorm which became a blizzard. Three days later he dug out, unstuck his aircraft frozen to the ice and flew the Indian and his furs to Fort Nelson. He got the job, and four years later he found out that the Indian had been a plant by the company.

21. Len Voermans' 1965 Northern Air Service wings have white white wings and gold-colored thread text, all on black Thanks, Len.



#21



#24



#251



#252



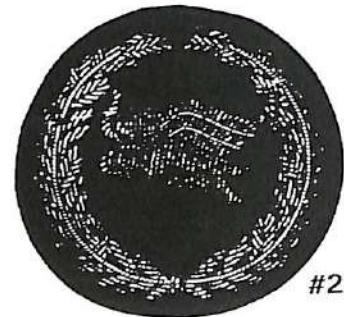
# 244



#246



#25



#22

ANSWERS

22. There are several replies to previous questions. One gentleman, whose name was rendered illegible by the heavy postmark, writes the flying elephant badge shown in the CAPTAIN'S LOG, Vol.23 No.4, page 33, were the cap badge and wing of the cockpit crew of West African Airways Corporation. The writer is with the Aviation Historical Collection at Frankfurt.



#23

23-24. Nigeria Airways also uses an elephant in its logo, although the animal has reversed its direction of flight by 180°.

ANNE MALM of Sweden replies to #251 and 252. These wings are from South Africa, she writes. The Frontiersmen is a civil organization who volunteer their flying capabilities for police work and for other government departments. These wings are currently in use. The P-wing is for (engine) pilots and the GP one for glider pilots. Anne also writes that the wings used prior to these cloth ones, were in metal. She has a set for trade if anyone is interested.

#244 is a flight attendant cap badge of Eagle Air of Iceland in the late 1980s.

#246 is an officer's cap badge of President Roosevelt's pre-World War 2 Civilian Conservation Corps.

ONE QUESTION

25. Who uses (used) this wire wing, and when?

Thank you for your letters. I appreciate each and everyone of them. Keep'm coming!

Congratulations to the organizers

I don't know about you, but I had a marvellous time at the convention in St. Louis in June, thanks to the hard work of the organizing committee of Art Weiss and Marshal Humphrey, their wives and the other volunteers. I can but imagine the interruption in their family lives caused by the many hours they must have spent to pull everything together. They all deserve a big round of applause from everyone who attended. Those who did not attend, missed a good show.

Not only did I meet again many friends of previous conventions, I was also able to add some books and photographs to my collection.

I did not go on any side trips, so I can't give a judgment on those, but Beth and Ken Taylor, Charlie Dolan and I went "out on the town" one evening to see the old Union Station, which has been converted into a large shopping mall. I had some plans to go and see the arch, but when the time came, I decided to stay in the hotel instead.

One of the highlights for me was the annual banquet. I particularly enjoyed seeing a group of charming members of the TWA Clipped Wings Club, former TWA flight attendants (or stewardesses as they were called in their days), who modelled uniforms going back to 1936. They also formed a receiving line for those who went to the banquet and welcomed them "on board," wishing them a good flight. The one uniform that amazed me most, was a floor-length gown made entirely of paper for a specific promotional campaign by the airline. Can you imagine what would have happened if the dress had gotten caught by a corner of the serving cart when its wearer was serving a meal?

Two guest speakers . . . Capt. Denny Maloney

This time there were two banquet guest speakers, retired TWA Capt. Denny Maloney and Ford aircraft expert Tim O'Callahan. Capt. Maloney related the hijacking of his Boeing 727 to Cuba by a mentally-deranged man on the inaugural flight from Nashville to Miami. Particularly interesting were his comments on how well all on board had been treated by the Cubans, despite the poor relations between the U.S. and that country. He also told how the Cuban government made some money from the hijacking by not allowing the passengers to return on the same TWA aircraft, but insisting on a charter flight coming to Havana to pick them up, so they could charge extra landing and ground handling fees. And how they had demanded a \$225,000 ransom to let the TWA 727 return to Miami.

That the hijacking did not turn Capt. Maloney off flying is shown by the fact he flew for 19 more years with TWA before retiring.

. . . and Tim O'Callahan

Tim O'Callahan gave a very informative talk about the Stout and Ford airliners with many details that must have been new to a great many people. Some were to me, even though I have a copy of Mr. O'Callahan's video "Henry Ford and his Aviation Ventures" and of the book "The Ford-Trimotor" by Willam T. Larkins and of the lesser-known title "The Saga of the Tin Goose" by David Ansel Weiss. I found especially interesting the photographs Mr. O'Callahan showed to illustrate the various Stout and Ford aircraft, from the Air Sedan for four passengers to the successful 2-AT, the ill-fated 3-AT, the even more successful 4-AT and 5-AT Tri-Motors and the unsuccessful 14-AT for 40 passengers, a monstrosity that historians still cannot agree on whether it ever flew or not before being scrapped as impracticable and too large for its time.

The activities at Ford airport near Dearborn received an airing and Mr. O'Callahan told in great detail how supportive Henry Ford was of commercial aviation, even to the point of building a special factory for Bill Stout to build his aircraft and building a mooring mast for dirigibles at the airport. It was used only once, when the U.S. Navy dirigible "Los Angeles" made a visit in 1926. At that time, Ford Airport was the largest and most-modern airport in the United States.

What else is there to say?

What else can I say about the convention? I was disappointed there was no Trivia Quiz at the banquet this time. I always liked it a lot better than the Name the Plane contest.

There were nearly 150 dealers and traders who occupied 330 tables, a number that could not be accommodated in one large room. Four rooms were used, which created some controversy, with some dealers in the smallest and farthest room complaining there was little traffic. However, others said they were doing well.

Personally I regret that the idea of limiting each dealer to a maximum number of tables, was rejected a few years ago. At St. Louis, one large dealer took 10 tables and some others had four or five. This shuts out many collectors who want only one table to sell and trade some of their surplus material and who are not out to make big money. And aren't they the ones for whom the annual convention was created in the first place? Maybe we should reconsider the table issue. We may also limit the total number of tables to what can be fitted into two large side-by-side rooms maximum and assign those on a first-come, first served basis. When they are sold out, they are sold out. If we can't limit the number of tables for a dealer, perhaps we should charge a premium for every table over two or three.

Just my personal opinion and some food for thought!



## Airliners International '99 Photo Contest Winners

### Color Enlargements:

1. Taca and Aviateca 737s - Steve Haltvick, Madison, WI (**Front cover**).
2. Maverick DHC-7 - Dick Jordan, Acworth, GA (**Above**).
3. WP Durango Narrow Gauge - Norbert Raith, Jonesborough, GA.

### Slides (35 mm only):

1. NW/KLM DC-10 at night - Mike Bolden, Minneapolis, MN (**Next page, top**).
2. Delta 757 "on the roll at SLC (Salt Lake City)" - Walter Wilson, Alexandria, VA.  
(**Next page, bottom**).

### Best Salon photo:

1. American 737-823 - Charlie Coward, Phoenix, AZ.

### Spirit of Flight Award, best of all entries regardless of category:

- Taca and Aviateca 737s - Steve Haltvick, Madison, WI.

Jerry Cole, head judge at the contest, reports there were 31 photos entered. This was down from the exceptional high of 48 in Seattle in 1998. But gone are the days that all prizes all go to the same few people every year.



## Airliners International '99 Model Contest Winners

### Large Prop and Jet - 1/99 and larger, all entries were 1/72 scale

- 1 - Ozark F-27 - James Peters, Killeen, TX
- 2 - United DC-6 Cutaway - Mike Bolden, Minneapolis, MN
- 3 - Lufthansa JU-52 - Jonathan Kalina, Racine, WI

### Small Prop (piston or turbo powered) - 1/100 and smaller

- 1 - Pan American DC-7C (1/125<sup>th</sup> scale) - Tom Kalina, Racine, WI
- 2 - TWA L-1049G (1/125<sup>th</sup> scale) - Dan Levy, Dayton, KY
- 3 - Ozark FH-227 (1/144<sup>th</sup> scale) - Rick Guilbault, Detroit, MI

### Medium Jet - 1/126 to 1/149, all entries were 1/144<sup>th</sup> scale

- 1 - Continental o/c 737-300 - David Kessler, San Jose, CA
- 2 - China Eastern 737-300 - Rick Guilbault, Detroit, MI
- 3 - USAirways 737-300 - Gary Shepherd, Port Orange, FL
- HM - Atlas Air 747-400F - Mike Bolden, Minneapolis, MN

### Small Jet - 1/150 and smaller, all entries were 1/200<sup>th</sup> scale

- 1 - Virgin o/c 747-400 (approach configuration) - Mark Hooper, San Jose, CA
- 2 - China Eastern MD-11 - Danny Asher & Russell Epstein, Orlando, FL
- 3 - TWA n/c 767-200 - Jerry Romaniak, Norridge, IL

### Major Conversion

- 1 - Varig 737-700 (1/144<sup>th</sup> scale) - Rick Guilbault, Detroit, MI
- HM - Ozark FH-227 (1/96<sup>th</sup> scale) - Tom Stephany, Delmar, NY

### Vacuform and Scratchbuilt

- 1 - Pan American World Airways DC-7 (1/144<sup>th</sup> scale) - Rick Guilbault, Detroit, MI

### Diorama or Collection

- 1 - Delta DC-9 (1/144<sup>th</sup> scale, in-flight shadow box) - Jerry Romaniak, Norridge, IL
- HM - Western History Collection (1/144<sup>th</sup> scale) - Bill Parker, Phoenix, AZ

### Flights of Fancy

- 1 - TWA Turbo-Constellation n/c (1/72 scale) - Jack Purcell, Dearborn, MI
- 2 - USAirways A330-300 (1/144 scale) - Gary Shepherd, Port Orange, FL
- 3 - PSA 737-200 (last colors, 1/144 scale) - Rick Guilbault, Detroit, MI

Note: HM = Honorable Mention

### Major Awards

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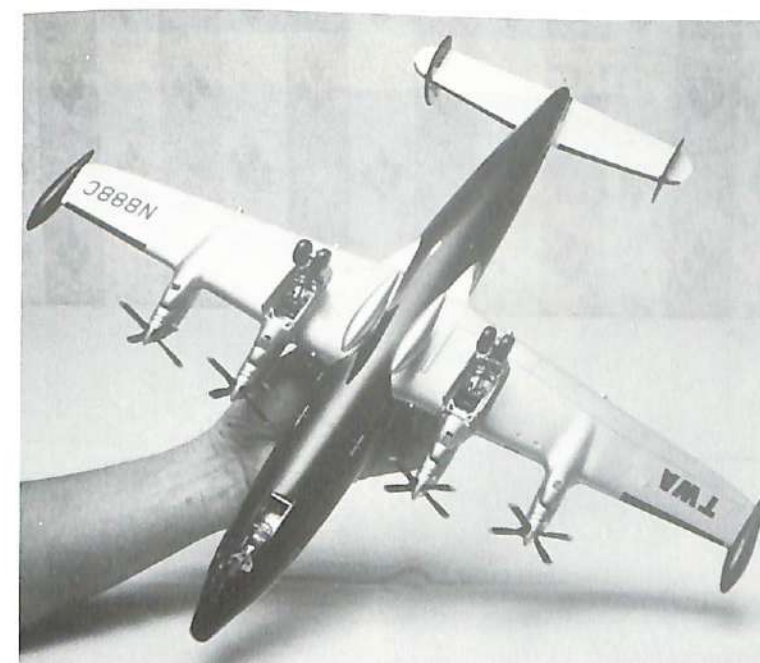
Most Popular - awarded to any entry in the contest, based on popular vote  
TWA Turbo-Constellation n/c - Jack Purcell, Dearborn, MI

Judges Best in Show - awarded by the judges to any class winner in the contest  
TWA Turbo-Constellation n/c - Jack Purcell, Dearborn, MI

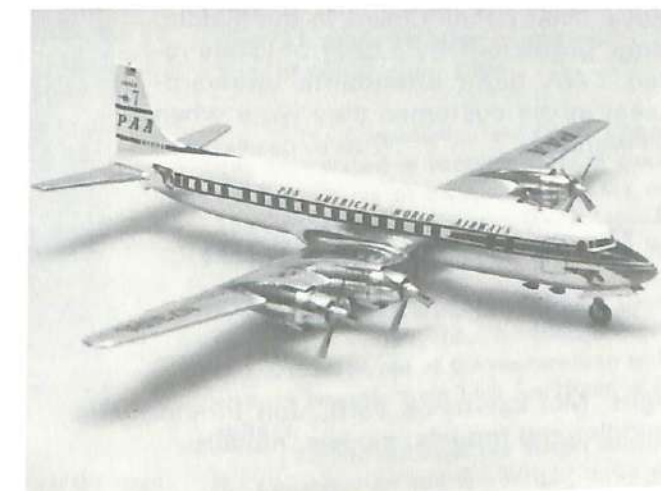


### Right and below:

Most popular model, judges' best-in-show and first place in the Flights of Fancy at the AI'99 model contest went all to this TWA Cargo Turbo Super Constellation by Jack Purcell of Dearborn, MI.



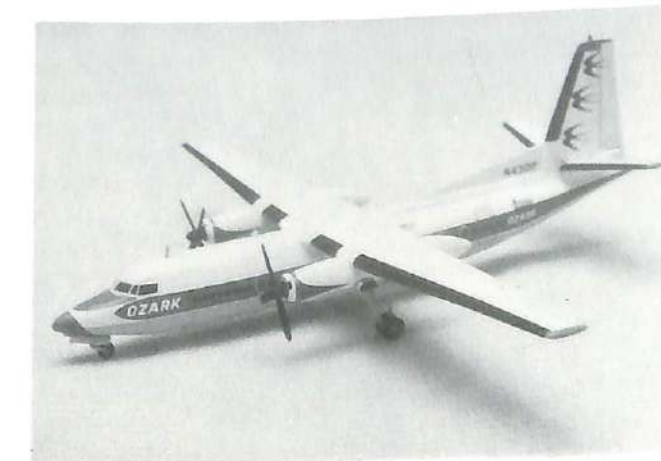
Below: First place in vacuform and scratch-built went to Rick Guilbault of Detroit, MI, for this 1/144 Pan American World Airways DC-7.



Below: First place in jets 1/150 scale and smaller, went to this 1/200 scale Virgin Atlantic 747-400 in approach configuration. Built by Mark Hooper of San Jose, CA.



Below: James Peters of Killeen, TX, took home first place in Large Props with this 1/72 Ozark F-27.





Above: That's Paul Collins in the middle, being "protected" by a bevy of lovely retired TWA flight attendants (stewardesses) in the costumes they wore when still working. (Photo by Charlie Dolan)

## Some scenes from the convention

Right: Mel Lawrence (left), Jon Proctor (middle) and models, models, models.

Below: Postcards, postcards everywhere. That's Bill Demarest second from right.



### LOCKHEED 188 ELECTRA Great Airliners Vol. 5 By David G. Powers

Published by World Transport Press, P.O. Box 521238, MIAMI, FL 33152-1238, USA.

Hardcover, 128 pages, 8 1/2 x 10 1/2 inches; 226 color and 40 B&W photos, several other color and B&W illustrations, such as time tables, exploded views and advertisements.

ISBN 1-892437-5, Price U.S. \$27.95 (in USA only, more for shipping to other countries).

Year of Publication: 1999.

The Lockheed Electra seems to be everybody's favorite aircraft and this new volume in the WTP Great Airliners series will therefore be well-received by many enthusiasts.

As in previous books in the series by other authors, David Powers delves into the reasons behind the coming into being of the Electra - American and Eastern wanted an aircraft to replace their Convair and DC-6/7 fleets and that could compete with Capital's and Continental's Viscounts, but was bigger and faster.

Douglas proposed a DC-7 with propjets, the DC-7D, but this was rejected by AA and EAL.

Lockheed at first proposed a four-engine, high wing type, the CL-303, but it, too, was rejected and in 1955 the company proposed the CL-310. Later renamed the L-188 Electra, AA and EAL soon signed for 35 and 40 respectively, and the project was on its way.

The author discusses the design process, the construction of the two prototype and their test flights. He also looks briefly at the Lockheed "Elation," a Super Constellation with turboprop engines used to test the Allison 501 that was going into the Electra.

There are brief histories of Electra operations with the original buyers, including American, Ansett-ANA, Braniff, Eastern, Garuda, KLM, National, Northwest, PSA, Qantas, Tasman Empire (now Air New Zealand), Trans-Australia and Western. The aircraft in service with these are extensively illustrated. Capital Airlines, which ordered five but never took delivery, is also mentioned and illustrated.

Ample attention is paid to the crashes in the early years of Electra operations and the discovery of the cause - whirlmode that started in the engines and spread to the wings in the form of wing flutter, with the well-known catastrophic results.

Lockheed came up with the LEAP (Lockheed Electra Action Program) project to strengthen the wings of existing aircraft and



of those still in production.

Other parts of this book discuss the cargo modification and many secondary operators, some with short descriptions and photos of their operations, others just with one or two photos.

Non-airline operators, such as NASA, FAA, various military forces around the world, fire bombers, the U.S. Custom's Service and a few others, are also included. Hull losses are detailed and there is an alphabetical index of Electra operators. Five pages are used for a production listing, showing the original operator and the current or last-known one. The military offshoot of the Electra, the P-3 Orion, is mentioned only briefly.

Appearing about a year after George Cearley's book "Jet Power Electra," this new volume is a fine addition to any enthusiast's bookshelf. Of course there is some duplication between the two books, but in this reviewer's opinion, they complement more than duplicate each other, with the Great Airliners volume being mostly in color. And where Mr. Cearley tells the history of Electra operations through extensive photo captions and time tables, this new book employs narrative with brief photo captions only. *Review by Joop Gerritsma*

### LOCKHEED CONSTELLATION & SUPER CONSTELLATION Airliner Tech series, vol. 1 By Scott E. Germain

Published by Specialty Press Publishers, 11481 Kost Dam Road, NORTH BRANCH, MN 55056. Softcover, 100 pages, 8 1/2 x 10 1/2 inches; 12 color and more than 120 B&W photos;

P.O. Box 521238, MIAMI, FL 33152-1238, USA.

Hardcover, 128 pages, 8 1/2 x 10 1/2 inches; 226 color photos; 40 B&W photos, several detailed structural drawings and close-up detail shots.

ISBN 1-58007-000-0, Price U.S. \$16.95 in the USA more for other countries.

Year of Publication: 1998.

The Constellation and Super Constellation have played an enormous role in commercial and military air transport around the world. The Constellation was among the first true long-distance airliners and the Super made ever longer jumps possible.

The author details the technical development of the aircraft, aided by detailed exploded technical views out of the maintenance and operations manuals from both Lockheed and the airlines.

He also discusses the Wright engines of the Constellation and the Wright turbo compounds of the Super Constellation. Especially the later were often troublesome and gave the aircraft the nickname "The World's Best Trimotor". Several not-built versions, such as the L-149 to L-549 and the turboprop L-1449 are briefly mentioned. The military versions of this aircraft are both described and illustrated. There also are a number of tables and charts with information that doesn't easily fit into the text.

Not surprisingly for a book published in the USA, U.S. operators are extensively illustrated, with only a handful of photos showing Connies and Super Connies in the colors of non-American airlines. It is a major weakness of this book, in the eyes of this reviewer. After all, the two types were operated by many non-U.S. airlines, who all in a major way have contributed to their success in the market.

"Connie fans" can't afford to pass this one up. *Review by Joop Gerritsma*

...from the left-hand seat...

by Paul F. Collins



Living on the Atlantic coast of Florida certainly has its exciting moments. The week before Labor Day, I was about to pack up all the good stuff and head west to avoid Hurricane Dennis. However, we got lucky again, and the storm passed about 150 miles off the Jacksonville coast. When CSX "invited" us to come to Jacksonville, the word "hurricane" was never mentioned. Things have returned to normal, and I was able to finish this issue of the LOG along with the current membership roster.

I really appreciate all the members who stopped by the Society table at AI '99. It's always nice to see old friends and meet some of our new members. AI '99 was well-attended, and a lot of vendors showed up to sell and trade their merchandise. However, due to the layout of the vendor area, there were a number of unhappy table holders. Since returning home from the show, I have received an unusual number of letters and verbal comments from those who registered for the convention in regard to the way AI '99 was handled.

The annual convention was established so that members of this organization could get together once a year to buy, sell, and trade items of airline memorabilia. Over the years certain activities and traditions have been established that registered attendees expect to take place. A lot of that did not happen at AI '99. This being the case, several members who have attended a number of AI conventions wonder if it is now time to place the future of the AI concept in the hands of a select group of volunteers who are willing to take on the task of hosting all future conventions. This concept has been proposed previously, but not much has been done to establish a permanent group. However, with what took place in St. Louis this year, it may be time to form this group.

Of the twenty-three (23) AI conventions held to date, only two (2) of the AI committees have given money from profits made to the Society. The Minneapolis/St. Paul (hosted by WAHS) and Colorado Springs committee chairmen sent checks to help the non-profit Society. Since the conventions are for members of the WAHS, it seems like there could have been a few more donations made over the years. But in all fairness, there was never an article added to the rules and regulations on running a convention that stated any money had to be turned over to the Society. If a group of volunteers takes over the operation of the AI concept, should they be required to donate a certain percentage of the profits received to the Society? If so, what percentage should the Society re-

ceive? This is an important item to be considered, as well as, how many volunteers will be needed to form the permanent group. Who will pick the volunteer members of the group, if more than a needed number of members volunteer? Will these volunteers need to maintain a membership in the Society? Who will receive the profits or assume the losses of the convention and how will the money be divided?

To have this group formed to host AI 2002, a number of things must be done. First, the current rules and regulations to run a convention must be abolished. For the most part, these were guide lines for a host and at times were not followed. The Society has no enforcement power, but the majority of conventions have run smoothly. Second, I will form a committee of one so that anyone wishing to volunteer for this committee can contact me and request that he/she be considered. A volunteer should have previous experience hosting an AI convention or a similar type show. It is also important for a volunteer to have experience in dealing with hotels and vendors. If other criteria need to be considered, please call me after 6 P.M. EST at 904-221-1446.

The new issue of the membership roster is now available. This booklet will be good for two years (1999-2000), with one major update in the year 2000. All members who renewed for Vol. 24 and 25 are listed. Renewals and new memberships received by September 1, 1999 are listed. New members joining between now and the major update in 2000 may be noted on a sheet insert in the LOG, depending on how many and cost. If you note an error in your entry, advise HQ, and a change will be made as soon as possible. The last renewal sheet contained ordering information for the roster. The roster is NOT FREE but costs \$10.00, plus an extra mailing fee of \$5.00 outside the US. A number of folks have renewed stating they wished to receive the roster, but did not send the \$10.00. Check the label on this current LOG's envelope. If your membership line does NOT end with ROS, you did not pay for the roster, only your renewal. If you desire a roster, please send \$10.00 (additional \$5.00 outside US) to HQ with your request.

Again, I would like to thank all of you who stopped at the Society table at AI '99. I am looking forward to seeing all of you again in Phoenix, AZ in 2000. Remember, it is not too soon to start making plans to attend. Until next time, happy collecting!

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TO PRIVACY  
CONCERNS

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**WORLD AIRLINE HISTORICAL SOCIETY**

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 Founder

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**Who we are, what we do:**

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

**Changes of address:**

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

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

**Flight Exchange:**

The CAPTAIN'S LOG will publish members' want, trade and sale notices in the FLIGHT EXCHANGE at no charge. Send details to the FLIGHT EXCHANGE, at the Jacksonville address shown at left. List information on a separate sheet of paper. **DO NOT** include this information as part of a letter or your membership renewal. If FLIGHT EXCHANGE information is not sent on a separate sheet of paper, there is no guarantee it will be published. *A fee applies for advertisements placed by commercial vendors.*

**Contributions are welcome:**

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

**Publication schedule:**

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.

**Membership fees:**

USA	\$20 (permit mail only)
Canada	\$20 (add \$8 for First Class mail)
Europe	\$20 (add \$12 for First Class mail)
Pacific, Africa & Middle East	\$20 (add \$18 for First Class mail)
Central & South America	\$20 (add \$12 for First class mail)

All rates are listed in U.S. dollars and may be paid by cheque drawn on a U.S. bank, or by International (postal) Money Order payable in U.S. dollars. A membership in the WAHS equals four issues of the CAPTAIN'S LOG in the first year and 12 months/four issue in subsequent years. When you join the WAHS you will be sent all issues of the CAPTAIN'S LOG for that calendar year.

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