

The Magazine for serious Airline Memorabilia Collectors



Vol. 24 - No. 4 - 1999/2000

CAPTAIN'S LOG

What now . . .
The Boeing DC-3?

The last flying DC-2
sold to the Avidome
at Amsterdam

The Vickers Viscount
(part 2)

CASA Liners
from Spain



WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS

Founder

President & Membership Director
Advertising Co-ordinator

World-wide mailing of the CAPTAIN'S LOG

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

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.

THIS IS YOUR EDITORIAL TEAM:

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

ASSOCIATE EDITORS / DEPARTMENT HEADS:

International:	JOOP GERRITSMA	P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
Schedules	GEORGE W. CEARLEY Jr.	P.O. Box 12312, DALLAS, TX 75225
Book Reviews	JOOP GERRITSMA,	P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
Photos & Slides	RICHARD J. FEDORCO II	4041 S. Flanders Way, AURORA, CO 80013
Playing Cards	THOMAS DRAGGES	526 Venture Avenue, SAN MATEO, CA 94403
Dining Service	RICHARD W. LUCKIN	621 Cascade Court, GOLDEN, CO 80403-1581
Cocktail Items	AL S. TASCA	19836 S.W. 118 Court, S. MIAMI HEIGHTS, FL 33177
Junior Crew Insignia	STAN BAUMWALD	1242 N.W. 102nd Way, CORAL SPRINGS, FL 33071
What Is It?	KEN TAYLOR	R.R.7, CALGARY, Alberta, Canada, T2P 2G7
Postcards	ALLAN M. VAN WICKLER	2200 Ridgeway Lane, CHARLOTTESVILLE, VA 22911
Stickers and Labels	DAVID A. ROWE	29 The Paddock, HITCHIN, Herts SG4 9EF, England
Wings & Things	CHARLES F. DOLAN	6397 Tamarack Circle, SYKESVILLE, MD 21784
Airline Modeling	PETER REED	4900 First Ave South, MINNEAPOLIS, MN 55409-2606
Airline Safety Cards	TODD HELM	2824 Cronin Drive, SPRINGFIELD, IL 62707

PLEASE SEND EDITORIAL CONTRIBUTIONS TO THE EDITORIAL STAFF MEMBER WHO HANDLES THAT SUBJECT.
WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA

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:

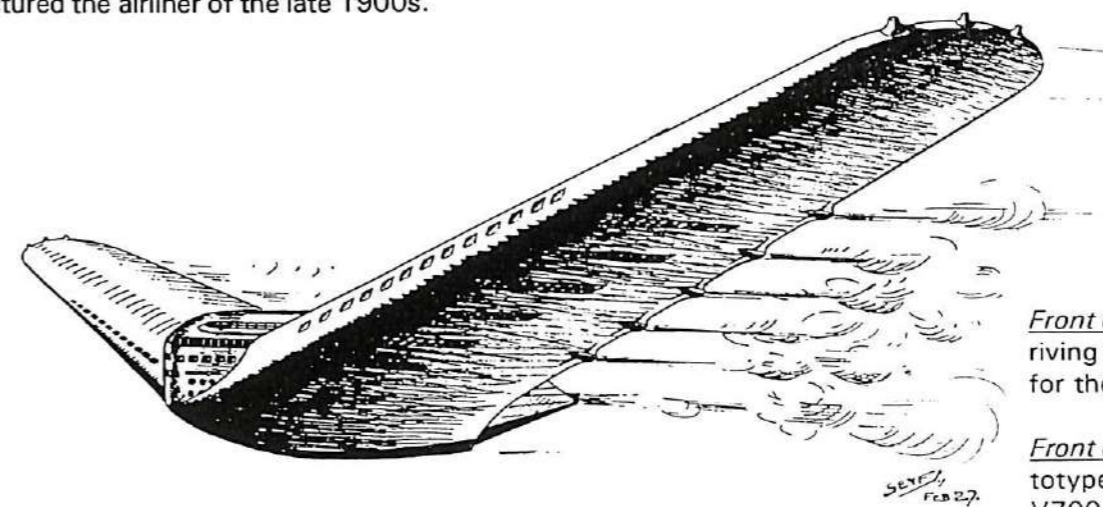
The CAPTAIN'S LOG is published four times a year, but because of the volunteer nature of the work, exact mailing dates can not be guaranteed.

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.

This is how a Dutch artist in 1927 pictured the airliner of the late 1900s.



Front cover (top) The DC-2 (C-39) arriving at Amsterdam Schiphol Airport for the Aviodome Museum.

Front cover (bottom): Production prototype of the Vickers Viscount, the V700, G-AMAV (msn. 3) on lease to BEA.

FLIGHT MANIFEST

- | | |
|---|-----------------------|
| 2. Pre-flight Briefing | Joop Gerritsma |
| What now . . . the Boeing DC-3? | |
| 3. The Origin of the Vickers Viscount | Joop Gerritsma |
| Going back to World War 2. | |
| 4. Postcard Corner | Allan M. Van Wickler |
| The Vickers Viscount around the World. | |
| 9. Safety Cards on Board | Todd Helm |
| Two airline pioneers: the Viscount and the 747 | |
| 12. Airline Schedules | George W. Cearley Jr. |
| Early Non-U.S. Operators of the Viscount. | |
| 17. Airline models | Peter Reed |
| Model Viscounts: there is an abundant choice. | |
| 19. Historic DC-2 finds new home in Holland | Henk Heiden |
| Now in the Aviodome Museum at Amsterdam. | |
| 21. Photo Corner | Richard J. Fedorco II |
| Remembering Western Pacific and its colorful 737s. | |
| 25. Wings & Things | Charles F. Dolan |
| It seemed like a good idea at the time,
plus: wings from Viscount operators. | |
| 28. Airline China | Richard W. Luckin |
| Around the World by way of Airline China. | |
| 30. What Is It? | Ken Taylor |
| Roy Thompson has lots of questions. | |
| 33. Junior Crew Wings | Stan Baumwald |
| It's a real shame how wings in New Zealand
Museum of Transport are mounted. | |
| 35. Sticker Chatter | David Rowe |
| More and more airlines no longer issue stickers. | |
| 39. CASA Liners from Spain | Joop Gerritsma |
| Three aircraft that did not make it in the market. | |
| 40. From the files of | Allan S. Kaplan |
| By "El Inter American" to South America. | |
| 41. WAHS Membership News | Paul & Pat Collins |

CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

Vol. 24 - No. 4 - Winter 1999/200

EDITOR: Joop Gerritsma

EDITORIAL ADDRESS:

**P.O. Box 776
WELLAND, Ontario L3B 5R5
Canada**

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

Readers are reminded that the CAPTAIN'S LOG and the WAHS are both non-profit, all-volunteer organizations for which a few give up much of their spare time for the benefit of the membership. Your editors (see inside front cover) always welcome your contributions in the form of copy, information, photographs and other illustrations, for inclusion in the CAPTAIN'S LOG. However, no payment can be made for these contributions.

Opinions expressed and claims made in signed articles and/or advertisements published in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the WAHS and/or the CAPTAIN'S LOG of any errors.

(c) 1999/2000. All contents of the CAPTAIN'S LOG is strictly copyrighted. (c) Copyright of all original material in the CAPTAIN'S LOG remains with the creator(s) and/or owner(s) of said material. Reproduction of said material in the CAPTAIN'S LOG is strictly for illustrative purposes and does not constitute endorsement by the CAPTAIN'S LOG and/or the WAHS of the product(s) mentioned.

ABOUT THIS ISSUE:

This issue of the CAPTAIN'S LOG was supposed to have been the final one of 1999, to be in your hands in January, 2000. However, you won't receive it until well into the new year. The reason is simple: what was supposed to have been a two-week stay in the hospital following open-heart surgery in late September, turned into nearly eight weeks after I caught a severe case of pneumonia the day following the surgery. I was in intensive care alone for three weeks. I had been looking forward to finishing this issue at a leisurely pace following the two weeks in the hospital and my return home about 12 OCT, to be sent to Paul about 01 NOV for printing. As it turned out, I did not come home until 16 NOV. It is now 18 DEC while I am writing this and the issue is finally finished.

That's enough about my personal health problems. They are behind me now and I am looking forward to many more years of putting the CAPTAIN'S LOG together for you.

I am happy I can tell you that we have a major contribution from a WAHS member in this issue.

Henk Heiden from The Netherlands contributed a story about his flight on the only airworthy DC-2 in the world, the one that was sold to the Aviodome Museum at Amsterdam in 1999 by its American owner and has been finished in the same livery as the famous KLM DC-2 "Uiver" (Stork) of 1934 London to Melbourne-race fame.

I also have had for some time a history of CSA Czech Airlines by member Lubos Sevcik, president of the Aviation Fan Club of the Czech Republic (formerly Czechoslovakia). It was passed on to me by "What is it?" editor Ken Taylor, for which my thanks, Ken. Lubos sent so much material and especially illustrations, I could not fit it into this issue. Given space, it will appear in the next issue, Vol.25 No.1.

We also continue our coverage of the Vickers Viscount, this time with postcards of and schedules for Viscounts in service in countries other than the Americas, as well as of wings worn by Viscount air crew and models that are available. Schedule editor George Cearley, Postcard editor Allan Van Wickler, Wings & Things editor Charlie Dolan and Model editor Peter Reed have contributed to this subject. Thank you, gentlemen. To round out our coverage of this pioneering propjet airliner, I have put together a page outlining the origin of the Viscount, 444 of which were built.

WHAT NOW . . . THE BOEING DC-3 ???

Now that Boeing has taken over once-mighty Douglas/McDonnell Douglas, the MD-11 has become the Boeing MD-11 and the MD-80 and MD-90 series the Boeing MD-80 and MD-90 series. This is fair enough. After all, these aircraft were still in production when Boeing took over their maker. The same happened when McDonnell took over Douglas and the DC- designations were changed to MD-. But only for new aircraft, designed and built after the takeover, such as the MD-11 and MD-80 series. Aircraft already in production, such as the DC-8 and DC-9, became the McDonnell Douglas DC-8 and DC-9. More important, those aircraft long out of production, continued to be called the Douglas DC-3, DC-4, DC-6 and so on.

But now I am seeing abominable type designations such as Boeing DC-3, Boeing DC-6 and Boeing DC-8 in the press.

I don't know what the people at Boeing think about this, but I for one will flatly refuse to go along with it. To me a DC-3 is a Douglas DC-3, a DC-6 a Douglas DC-6, a DC-8 a McDonnell Douglas DC-8 and so on. After all, all (McDonnell) Douglas types up to and including the DC-10 were long out of production when Boeing took over.

Frankly, it amazes me that Boeing accepts (or even encourages???) this. Does the company really want to be publicly associated with the fiery crash of a worn-out, poorly-maintained and tired old DC-8 freighter in some Third World Country? Wasn't it bad enough it had to take the rap for the crash of a Swissair MD-11 into the Atlantic Ocean off the Canadian east coast on 02 SEP 98, a relatively new aircraft that had been well-maintained, but one it didn't design and didn't build? Besides, calling the DC-3 a Boeing product is a revision of history of the kind that was practised in the old Soviet Union.

I invite anyone who reads this, to comment to me about it in writing and I will print your opinions.

In concluding, I wish everyone a happy and prosperous 2000. That the skies may be blue and the air calm on all your flights.



The Origin of the Vickers Viscount

By JOOP GERRITSMA

Much has been written over the years about the development and world-wide success of the Viscount, but much less about the background behind it.

The Viscount was born during World War 2. In 1942 the British government appointed a committee to study what new aircraft the British airlines and those in the British colonies would need after the war. Named after its chairman, Lord Brabazon of Tara, the committee drew up a list of eight main types, from small feederliners to long-range aircraft for trans-atlantic and Empire services. One of its proposals, dated 1945, was for "a 24-passenger aircraft powered by four gas turbine engines driving airscrews" for European air routes and similar routes elsewhere, known as the Brabazon IIB type. In that same year, Rolls Royce flew the first propjet engine in the world, the Trent, two of which powered a Gloster Meteor fighter as their test airframe. From it, Rolls Royce went on to develop the Dart propjet which it intended to be the engine for the Brabazon IIB type. Vickers-Armstrong was one of the two companies that decided to design an aircraft in the Brabazon IIB category. From the start it planned the aircraft to be powered by four Darts of about 850 shp each.

In early 1946 the design, carrying the Vickers Model number V.453, had grown to carry 32 passengers and the engine requirement had grown to four times 1,000 shp. It was now called the VC2, Model 609 and had a V-tail. It was named the Viceroy. In May, the government, through the Ministry of Supply, ordered two prototypes to be powered by four Armstrong Siddeley Mamba axial compressor engines, not by the Dart. The Mamba was an engine designed in direct competition with the Dart and was also to power the Armstrong Whitworth AW 55 Apollo, another 26-31 passenger Brabazon IIB aircraft and of which the MoS also ordered two, as safeguard against the Viceroy failing. (Development of the Apollo was halted in 1953 when the Viceroy had clearly proved to be superior.) Work on the Viceroy continued for British European Airways, the new state airline for domestic and European services.

Initially, a "double-bubble" fuselage was considered, but in 1946 this gave way to a fuselage with a circular cross section, and the V-tail made way for a conventional tail with a vertical fin

The second Viscount, V 633 with the military serial VX217 and powered by two Rolls Royce Tay jet engines. (Vickers photo)



The first prototype Viscount, V.630 as G-AHRF on lease to BEA for revenue-carrying route proving services. (Vickers photo)

and rudder. Now called the V630, it could accommodate 32 passengers in a longer fuselage than projected by the Brabazon Committee. Construction of the two prototypes began in December 1946 and that same month BEA began planning for a fleet of 45 Viceroy to replace its Dakotas and Vickers Vikings, but not long after, the airline concluded the V.630 would be too small for its European services and it bought 20 twin-engine, 47-passenger (Brabazon IIA type) Airspeed Ambassador piston airliners instead. However, Vickers already had a stretched version of its Viceroy on the drawing boards, the V.653. It was never built and made way for the larger V.655, which was built as the V.700. The V.640 with four Napier Naiad propjets, and the V.652 with two Bristol Hercules piston engines were projects that were never built.

In the summer of 1947, while the first Viceroy prototype was under construction, the decision on the engine for the new aircraft was changed in favor of the Dart. Rolls Royce had already test flown a 1,000 shp version of the Dart for more than 1,000 hours in the nose of a Lancaster bomber test bed. Following the independence of British India as India and Pakistan that year, the name of the aircraft was changed to Viscount. The first V.630 was completed in early July 1948 and made its maiden flight on 16th as G-AHRF. It acquired the military registration VX211 in September when it was turned over to the MoS. On 29 JUL 50 BEA leased the aircraft for revenue-carrying route proving flights. The first service was between London and Paris with 14 revenue passengers and 12 guests. This service therefore became the world's first scheduled propjet airline service. The captain on this first flight was Richard Rymer, the world's first airline pilot to have a propjet rating. Services between London and Paris were operated for two weeks and after this the Viscount went on the service between London and Edinburgh until 23 AUG. BEA flew 138 hours with this first Viscount, during which 1,815 fare-paying passengers were carried. On 03 AUG 50 the airline signed an order for 20 Viscounts 701 (soon increased to 26), the stretched version for 40 to 48 passengers. The prototype for this stretched version, the V.700, flew first on 28 AUG 50 as G-AMAV.

Meanwhile the second Viscount prototype had been completed as the Model 663, powered by two 6,250 lbs thrust Rolls Royce Tay R.Ta.1 jet engines for high-altitude research by the MoS as VX217. Its first flight took place on 15 MAR 50.

BEA took delivery of its first Viscount 701, G-ALWE on 03 JAN 53, but the honor of operating the first regular scheduled BEA Viscount service went to G-AMNY on 18 APR 53

The rest, as they say, is history.

The Vickers Viscount around the World

I hope the STL convention was the rousing success for every one as it was for us. We sold 13 framed prints, many postcards and assorted glop, doing better than breaking even for once. Interestingly, the prints are now decorating walls from Los Angeles, Albuquerque and Houston to Chicago, Cleveland and Macon. That makes 53 sold so far, meaning that such good airline art is now preserved well into the new millenium.

And I very much appreciate some fine commentary received about this column in St. Louis. I haven't been an article-writer since high school, really, but this is a labor of love relating back to the industry I adored. Now, unfortunately, we speak of a business wherein the pilots are regarded as heavy-equipment operators and the back end of the passenger cabin is known as the 'rowing section.' As the equipment gets better and better, the whole experience continues to get worser and worser. What in heaven's name . . . ?

With my size I am actually intimidated about "getting back there with the flora and fauna." Seventeen-inch widths, thirty-one inch seat pitch, two johns, no food, 100% load factors. You've GOT to be kidding.

Enough editorializing. This is the second of the Viscount articles, concentrating on other than the Americas. I did a little bit of getting back and forth on the Vickers aircraft from 1957 to 1968 on Air France, British European Airways, Trans-Canada Air Lines and Bahamas Airways and don't recall any problems. I also remember a sparkling, totally rehabbed Viscount done by GO AIR in Tucson. It was being offered to the American regional airlines in the mid-eighties to no avail. They had a lock on numerous airframes and had done a superb job but there was little interest.

Let's start out in Europe with Air France as I actually picked up this card on board traveling to Paris from Zurich with Sue on 01 MAR 57. You can imagine I simply had to share this not-so-rare card with you. It is a co. card, Ref. 905/P-12-56 Sapho, 4 c chrome.

Next a maxi-card issued in Bonn 'for the youth' showing the DLH Viscount as it was in 1950. An 'Echt Foto' (real photo) with a 40 pfennig postage stamp on the front.

Two interesting poses follow. The first shows 'yesterday's' Mors, a 3.6 hp, 30 kph (18.6 mph) car with a fuel tank contents of 32 litres (7.0 gal.) against the background of 'today's' sparkling Viscount 814 of Condor Flugdienst. It had four 2,000 hp engines, a speed of 550 kph (342 mph) and carries 8,670 liters (2,290 gals) of fuel. The card is a 4 x 6 co. card in 4 c. So is the Austrian Airlines Viscount with the "wunderschon" (beautiful) horse and carriage, called a Vienna fiaker. Two excellent period pieces, nicht?

Remaining on the continent, we have the excellent Alitalia Viscount, b&w 4 x 7 card from Ciampino Airport at Rome. (Alterocca 13162), followed by a fine KLM co. card, 4 c, 4 x 6, L-53En/6-673, a drawing of PH-VIJ (a fake registration - JG).

A virtual plethora of cards, of course, from the British Isles which I have culled down after culling down.

Let's start with the 3 1/2 x 5 1/2 Photochrome 4c drawing of the aircraft in Vickers colors, before an airline livery has been applied. The airbrushed entry that is next, is a co. card, I believe, for BUA, part of a fine series. The card is in 4c manufactured by Harvey Barton in Bristol. There is also an Eagle Airways b/w series with a plain back and I have included their Viscount 805 here.

Yes, I wanted to include an example of the fine group of eight or so Ronaldsway cards from the Isle of Man, showing the Cambrian Viscount in all its glory. This airport card is PT23170 of G-AMOE, a 701 model formerly with BEA. Does it get any better than this?

Now three basically 4 x 6, 4c chromes, if you will, starting with an airbrushed British Midland co. card, then a Channel bird, G-APZC, at rest at Ostend in Belgium and published by Van Mieghem, #491368 and ending with one (of many) Dublin Airport shots of an Aer Lingus Viscount, (EI-AFV) published as a John Hinde original No. 2/9.

I decided to include only three BEA cards, beginning with what I think is a co. card 3 1/2 x 5 1/2, G-AOJC, a Viscount 802 in original livery. Although it was the third of its model for BEA on the production line, it was the first one to be delivered. The next one shows Viscount 701 G-AMOG, a 4 x 6 b&w published by A.V. Fry, a real photo in the first lovely paint job. I believe I acquired this card at LHR in 1957 or 1958. Again, one of the very few collected at that time, when it seemed as if I was constantly traveling. I knew LHR then as LON and it had basically wooden buildings as we were still in fact emerging from World War II. To complete the U.K presentation, the next card shows an updated BEA livery, being serviced at Manchester. Published by Valentine's as ET.3206 and mailed in 1966.

Now let's do a little traipsing together south and eastbound, commencing with a gorgeous 4 c chrome of Central African Airways, printed as a series of Viscounts in various airline colors and issued by Vickers in 3 1/2 x 5 1/2. (Does anybody have the whole series?) The terrific co. card by SAA is of the same size and shows their Viscount 813 in b&w.

Heading on up to the Lebanon for a 4 x 6, 4c drawing co. card of MEA's Viscount 'at cruising altitude above the weather,' and then off to Pakistan for PIA's Viscount 815 in 3 1/2 x 5 1/2, b&w co. card.

We end our journey across the Empire in ANZAC-land fittingly enough, eh wot, with TAA's Viscount 720 drawing, published by Salmon as #3501 in 4c, and NAC's ZK-BRE Viscount 807 over New Zealand's Southern Alps. A 4 c photo co. card.

As they used to say, "the sun never sets upon the Empire" and being upstairs in a wonderful Viscount merely emphasizes that feeling. Jolly good show. Right!



In die Ferien -

Einst: Mit „Mors“ 3.6 PS, 30 km/h, Tankinh. 32l
Heute: Mit Viscount Turboprop V 814
4 x 2020 PS, 550 km/h, Tankinh. 8670 l

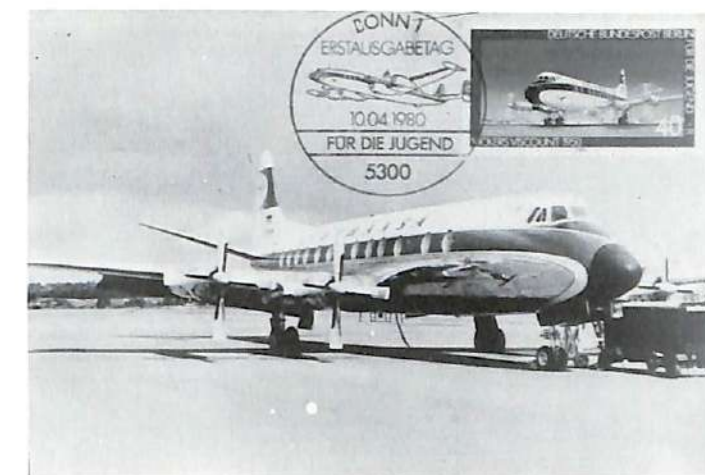
Willkommen an Bord!



Condor - FLUGDIENST Frankfurt am Main
Flughafen/Bürogebäude Ost - Telefon 69 82 13 und 69 82 29 - Fernschreiber Nr. 041 2038

AIR FRANCE
VICKERS "VISCOUNT"
Silencieux et très rapide, il est turbo-propulsé
par 4 moteurs Rolls-Royce qui éliminent toutes
vibrations.

Completely silent and lightning-swift, the
Viscount's four Rolls-Royce turbo-prop motors
eliminate all vibration.



AUSTRIAN AIRLINES 

The Friendly Airline
und ein Wiener Fiaker

the NEW VISCOUNT 800



VICKERS "VISCOUNT"
Powered by 4 Rolls-Royce "Darts." One of the first turbine-powered civil aircraft to go into production. They are flying on British European Airways routes.

Prototype Viscount V630.

Vickers "Viscount"



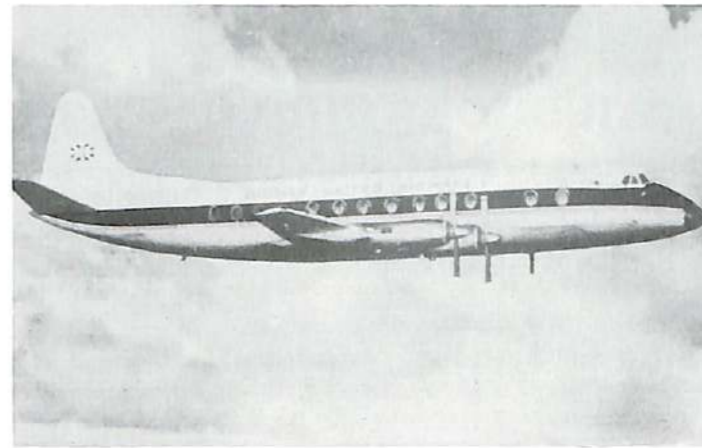
EAGLE AIRWAYS VISCOUNT 805 AIRLINER



Luchthaven
Aéroport
Airport
Flughafen
OOSTENDE - MIDDELKERKE
Phone 10 81 01 01
1950 52 527 2 252 012
0133



British Midland Airways Jet Prop. Viscounts
in Regular Service on
Glasgow, Belfast, Dublin, Jersey, Guernsey,
Newquay, Isle of Man, Palma, Barcelona.
(Amsterdam and Dusseldorf shortly)



One of the fleet of B.E.A. Viscount 800's. Powered by four 1740 h.p. Rolls Royce Dart propeller turbines, they have accommodation for up to 58 passengers and cruise at more than 300 m.p.h.



A Vickers Viscount of Central African Airways.

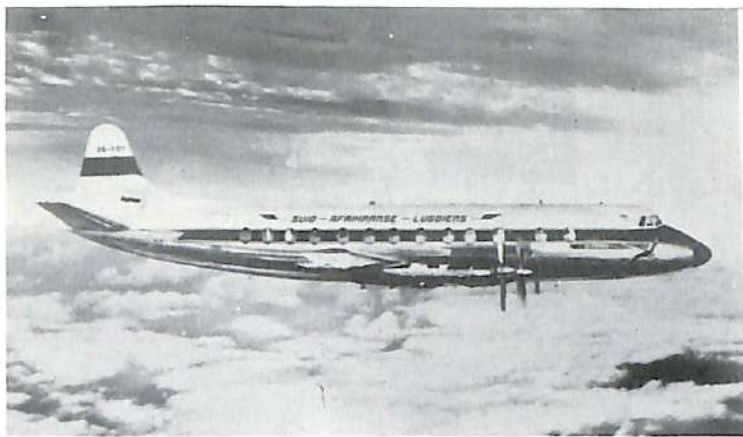


DUBLIN AIRPORT. Dublin is a city renowned for its gracious Georgian architecture. Modern Irish architects have also shown much imagination. The terminal building at Dublin Airport (6 miles from the city centre) provides a splendid example. In 1940 the young Irish architect, Desmond Fitzgerald, R.I.A.S.A. received for his design the Triennial Gold Medal of the Royal Institute of Architects of Ireland. Dublin Airport, the home base of Aer Lingus-Irish Air Lines, is linked by direct services with the principal cities of Europe, and with Boston and New York.

No. 2/9 Lithographed and Published by John Hinde at Dalkey, Co. Dublin, Ire.



Viscount Aircraft at Manchester Airport



Met die Komplimente van die Suid-Afrikaanse Lugdiens.
With the Compliments of South African Airways.

Vickers Viscount 813

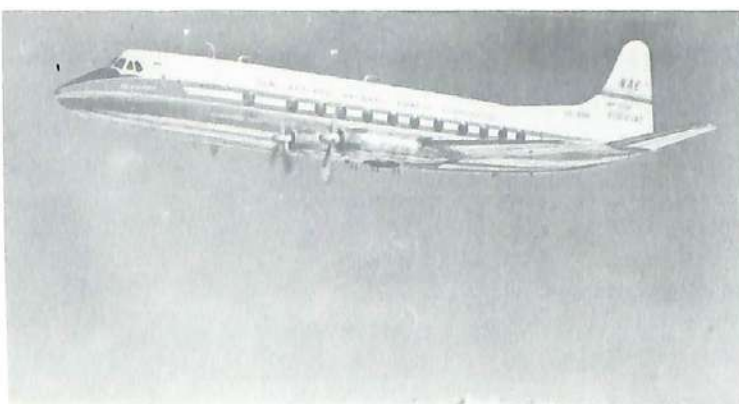


AN MEA VISCOUNT
at cruising altitude, above the weather.



VICKERS-ARMSTRONG VISCOUNT 720. 4 R.R. Dyt engines. Span 94ft. Length 81ft. 207. Speed 40-57
speed 150 m.p.h. at 20,000 ft. Trans Australia Airlines

NAC VISCOUNT 807



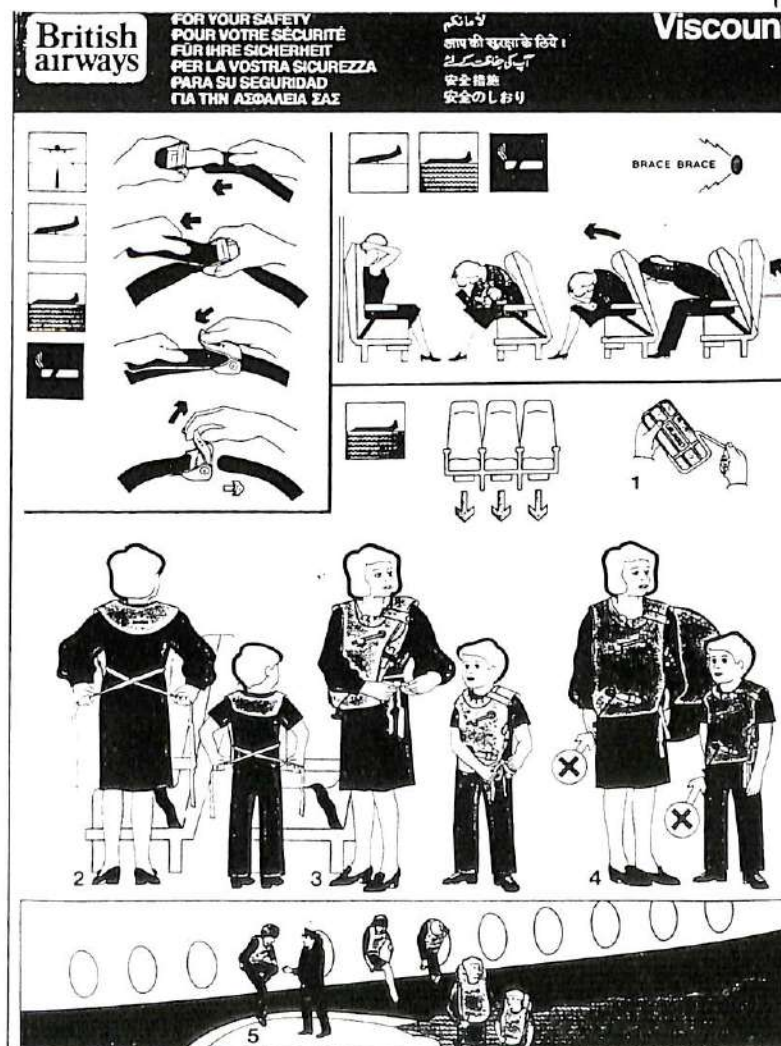
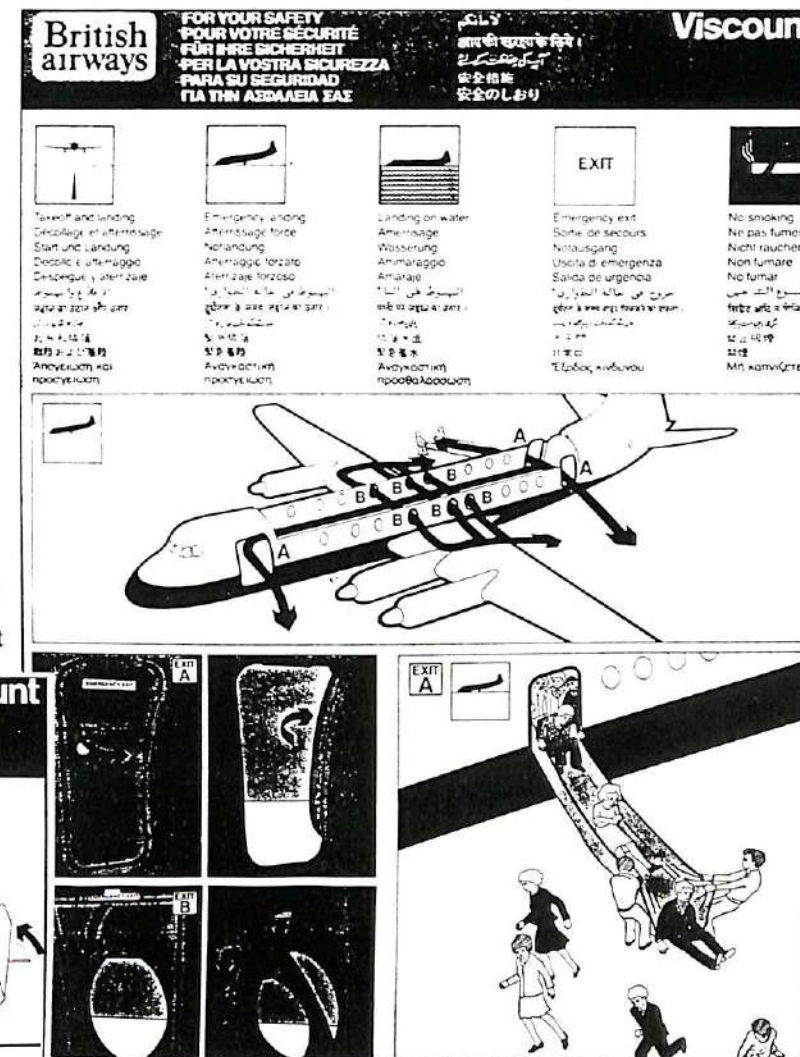
NAC VISCOUNT OVER SOUTHERN ALPS
NEW ZEALAND. Cruising speed 328 m.p.h.;
passenger capacity 60. Wing span 93 ft. 11 in.,
overall length 85 ft.

Two airline pioneers: the Viscount and the 747

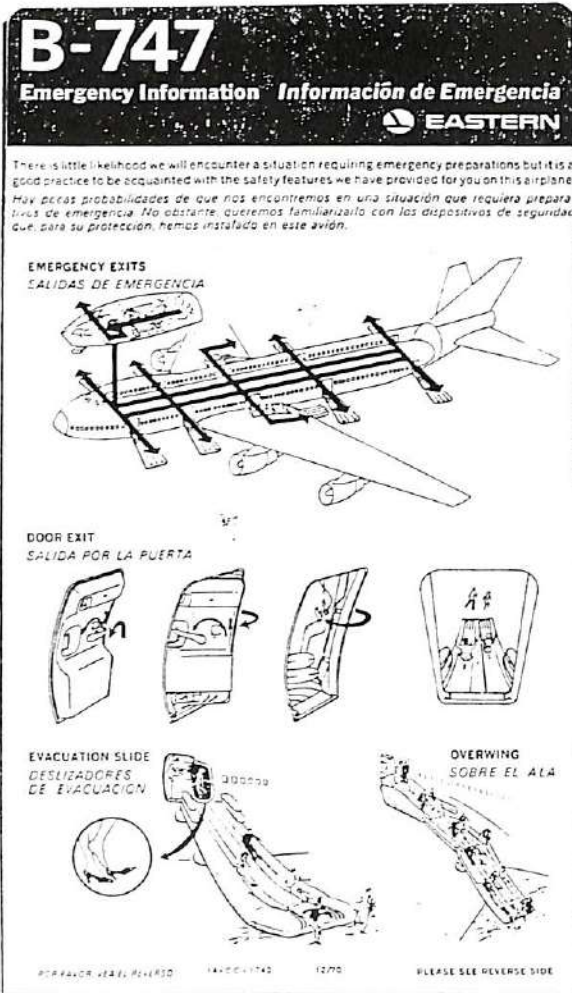
In keeping with the theme of the Viscount, my original intent was to illustrate the safety cards of original operators of the 747 in this issue, so the opportunity arose to compare these aircraft and contrast these two pioneers in airline history.

#1. The Viscount formed the backbone of British European Airway and later the Regional Division of British Airways. The safety card for this aircraft is a basic type of illustration of the safety features common to that era of air travel. A very interesting point is the diagram of the exit slide and two people holding it at the bottom as the passengers evacuate. Many features common on today's safety cards are not shown, such as floor-level lighting, oxygen systems and slides that double as rafts in the event of a water landing. Although my Viscount cards are limited in number, the basic evacuation cards are similar for those of other Viscount operators, such as Air Canada and Air Inter.

#1. Vickers
Viscount



The 747 created a unique situation for the "pioneer" operators of this new jumbo jet. Many airlines operated the aircraft only for a short period of time and with others the 747 found a home and new series were added as they became available to fit their operators' marketing strategies. Examples would be United, Northwest and JAL. The 747, as opposed to the narrow-body aircraft, brought new and unique procedures for a twin aisle, double deck aircraft that can accommodate in excess of 300 passengers (A recent survey by Boeing shows that the average passenger load for a 747 in airline service is 350. The absolute maximum capacity in all-economy class is close to 600 in the series 300 and 400 models - JG)



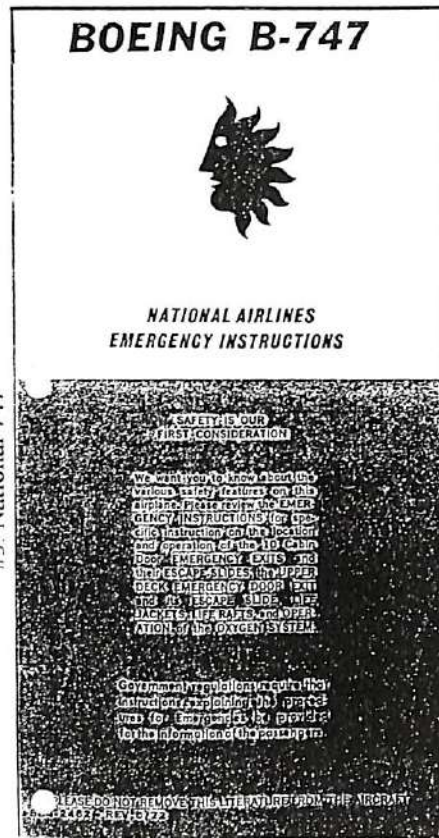
#2. Eastern 747

#2. The Eastern Airlines 747 card had the same format as cards for their other aircraft; a two-sided plastic card in white, with blue text. Eastern leased three 747 from Pan American to compete on the Miami-New York route with the new 747s of National Airlines.

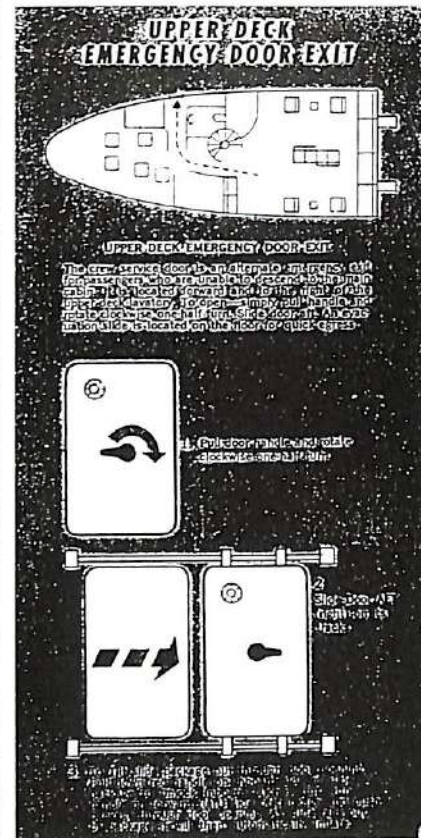
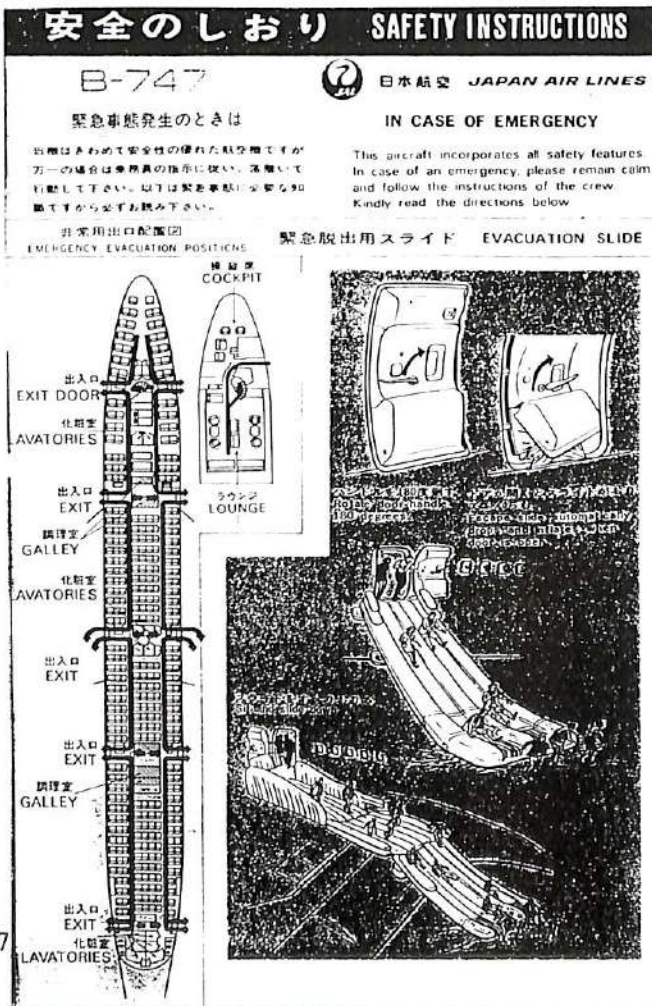
#3. This example of National's 747 safety card gives us a great opportunity to see the upper level crew service/emergency exit. Passengers, if not descending to the main cabin from the upper deck lounge, could evacuate down a narrow three-storey slide. The Viscount slide looked very good when standing on top.

#4. The 747 also created an overwing door exit and a new design of escape slide to accommodate rapid evacuation in the area. This Japan Air Lines card illustrates the door exit ramp that leads to the slide. Unlike with the single-lane evacuation slide of the Viscount, it would be difficult for two people to hold a dual lane evacuation slide. Interesting is that the JAL seating diagram shows only two seats on the right side of the cabin. Very different from today's seating plans.

#4 Japan Airlines 747



#3. National 747



#5. Delta 747

#5. Another illustration of the original 747 cards show this Delta card. It does not show the operation of the upper door exit.

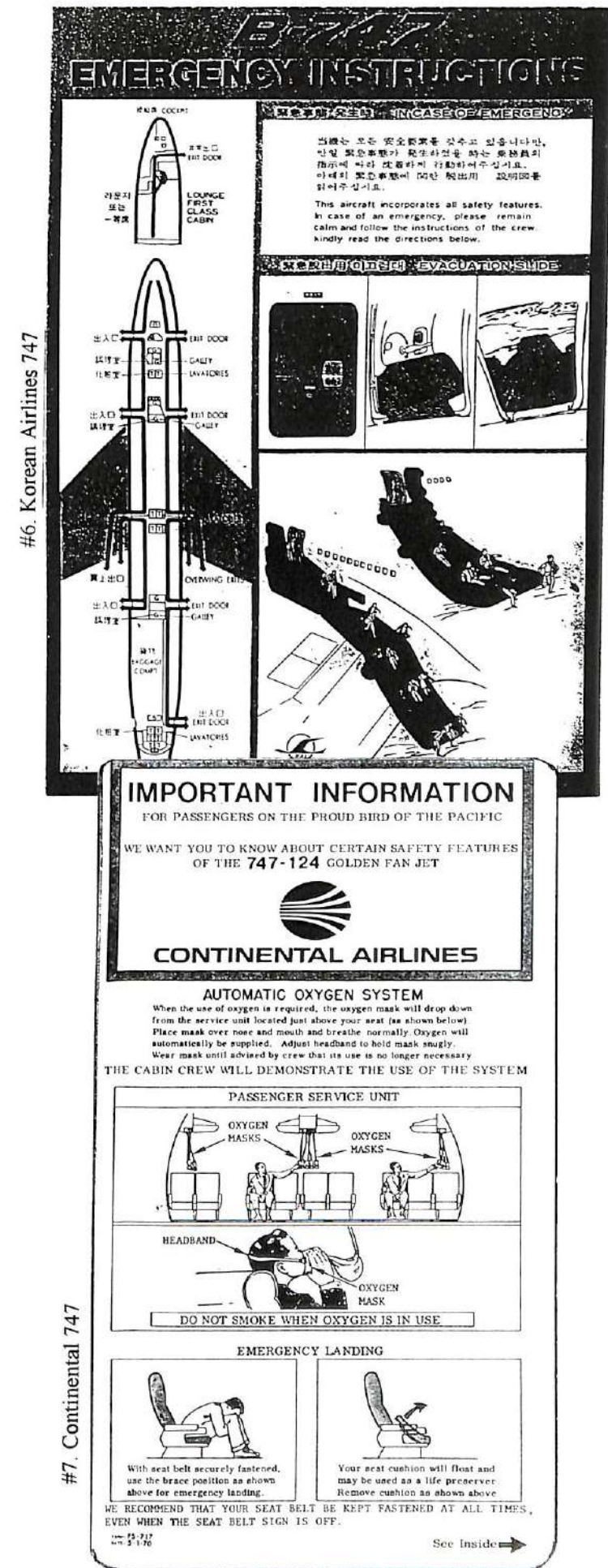
#6. Korean Airlines deletes the left rear door as the majority of the rear cabin is reserved for baggage.

#7. Continental originally operated its 747s on its Pacific routes, as is reflected by the title "For passengers on the proud bird of the Pacific." The 747-124 was phased out of service but then came back with the acquisition of People Express. This card is a great example of how oxygen systems were now in the centre to accommodate those unfortunate passengers in the center section of the cabin. This is a major contrast with the Viscount card, which doesn't show the oxygen systems at all.

It is a true lesson in airliners history to compare these two unique aircraft by means of their safety cards. Both types are pioneers in their time and have advanced aviation further than was ever thought possible.

Until the next issue, and may all your flights be safe ones!

With special thanks to Carl Reese and Brian Barron.

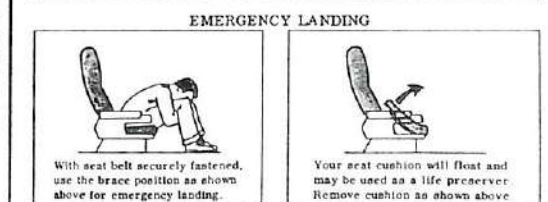
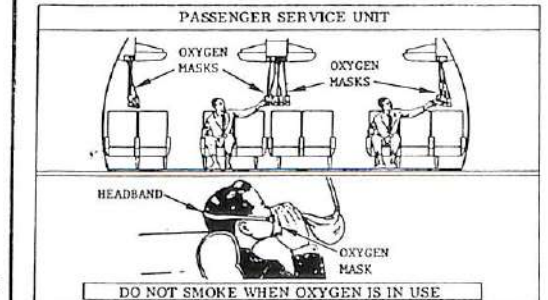


#6. Korean Airlines 747

#7. Continental 747

IMPORTANT INFORMATION
FOR PASSENGERS ON THE PROUD BIRD OF THE PACIFIC
WE WANT YOU TO KNOW ABOUT CERTAIN SAFETY FEATURES OF THE 747-124 GOLDEN FAN JET

AUTOMATIC OXYGEN SYSTEM
When the use of oxygen is required, the oxygen mask will drop down from the service unit located just above your seat (as shown below). Place mask over nose and mouth and breathe normally. Oxygen will automatically be supplied. Adjust headband to hold mask snugly. Wear mask until advised by crew that its use is no longer necessary. THE CABIN CREW WILL DEMONSTRATE THE USE OF THE SYSTEM

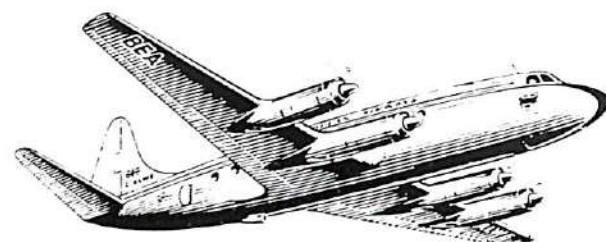


WE RECOMMEND THAT YOUR SEAT BELT BE KEPT FASTENED AT ALL TIMES, EVEN WHEN THE SEAT BELT SIGN IS OFF.

AROUND THE WORLD

of Airline Schedules

Copyright 1999
George Cearley, Jr.



The schedule column in this issue of the CAPTAIN'S LOG is the second of a two-part series on the Vickers Viscount. This article covers Caribbean, Latin American, European, Asian, Australian and African airlines which were early operators of the Viscount.

Class Flight Days	BAK1 MoWe	BAK2 Tu	BAK3 We	BAK4 Th	BAK5 Fr	BAK6 Sa	BAK7 Su	BAK8 Daily	BAK9 Mo Sa	BAK10 Tu	BAK11 Su We	BAK12 Mo	BAK13 Tu
NEW YORK													
BERMUDA													
BELIZE													
GRAND CAYMAN													
NASSAU													
MONTGEO BAY													
KINGSTON													
SAN JUAN													
ST. THOMAS													
ST. KITTS													
ANTIGUA													
QUADELOUPE													
MARTINIQUE													
ST. LUCIA													
BARBADOS													
GRENADA													
CARACAS													
TOBAGO													
TRINIDAD													
GEORGETOWN													

Left: Cubana took delivery of three Viscount 755's in 1956. These aircraft had originally been ordered by Airwork. Two were sold to Cunard Eagle in 1961 and one to Invicta in 1967. An additional four Viscount 818's were delivered to Cubana in 1959. One was sold to Tennessee Gas in 1959, one to Ansett-ANA in 1962 and two to South African, also in 1962. Cubana Viscounts served on the following routes: Miami - Havana, Miami - Varadero, Havana - Santiago de Cuba, Havana - Camaguey, Havana - Varadero - Nassau, Havana - Camaguey - Santiago de Cuba, and Miami - Havana - Santiago de Cuba - Kingston, Jamaica. The schedules at left are from Summer 1958. Right: British West Indian Airways inaugurated Viscount 702 flights on December 2, 1955; and the propjets were initially operated over the following routes: Barbados - Caracas, Kingston - San Juan - Antigua - Barbados - Trinidad, Belize - Cayman - Montego Bay - Kingston, Miami - Cayman, and Miami - Cayman - Montego Bay - Kingston. By May 1956, BWIA Viscounts were serving on these additional routes: New York - Nassau - Montego Bay - Kingston, and New York - Bermuda - San Juan - Barbados - Trinidad. Four Viscount 772's were delivered to BWIA beginning in 1957.

EAGLE AIRWAYS LTD.

A BRITISH SCHEDULED AIRLINE

NEW YORK MONTREAL BALTIMORE WASHINGTON BERMUDA NASSAU, BAH
51 Vanderbilt Ave. Sheraton-Mount Royal Hotel Millberry 5-4614 1627 "K" Street, N.W. Radio Centre, Hamilton Windsor Field
MUrray Hill 9-7490 1455 Peel Street, Victor 9-9386 District 7-6136 Telephone 4331 Telephone 5335

SERVING BERMUDA FROM MORE GATEWAYS THAN ANY OTHER AIRLINE

Summer Schedule Effective July 1 to November 15, 1959

Read Down	SUNDAY	MONDAY	WEDNESDAY	FRIDAY	SATURDAY
FLIGHT	102	312	600	104	102
MONTREAL	lv				9:00
BALTIMORE WASH.	lv	9:30			↓
NEW YORK (Friendship)	arr	10:20			10:30
NEW YORK (Idlewild)	lv	2:00		10:00	2:00
BERMUDA	arr	4:50	1:50	12:50	4:50
NASSAU	arr		5:00		1:50
			2:30		9:50

AM—Light Face Type
PM—Dark Face Type

Read Down	SUNDAY	TUESDAY	FRIDAY	SATURDAY
FLIGHT	101	313	601	103
NASSAU	lv		9:30	
BERMUDA	arr	10:00	6:00	2:00
NEW YORK (Idlewild)	arr	1:10	9:10	5:40
BALTIMORE WASH. (Friendship)	arr		10:00	6:00
MONTREAL	arr			2:30
				11:20

Left: Bahamas Airways acquired three former BWIA and Kuwait Airways Viscount 702's in 1961-62. Fall 1961 Bahamas Viscount service included service on these routes: West Palm Beach - Ft. Lauderdale - Nassau, Miami - Nassau, and Miami - West End. Center and right: Eagle operated both Viscount 700's and 800's. In 1960 Cunard acquired controlling interest in Eagle and the two became Cunard Eagle.

LANICA AIRLINES

flies to LIMA, Peru!
on jet prop
VISCOUNTS

only Viscount service to both Central & South America!

EFFECTIVE APRIL 20, 1961

CUNARD EAGLE AIRWAYS

EUROPE
BRITAIN
BERMUDA
U.S.A.
NASSAU

CUNARD over 120 years of leadership in world travel

PASSENGERS - ROYAL MAIL - AIR CARGO

	115 Daily	163 Daily
BARCELONA	07:20	12:30
Curacao	↓	↓
Barbados	08:30	13:10
CARACAS		

	167 Daily	160 Daily
MARACAIBO	06:00	10:30
DABAJO	↓	↓
LAS PIEDRAS		
CORO		
VALERA		
BARQUISIMETO		
PUERTO CABELLO		
CARACAS, Maiquetia	07:15	11:45

Left: TACA purchased a Viscount 763 in 1955, leased a Viscount 784 in 1957-58, bought a Viscount 786 in 1960 and a Viscount 798 in 1966. TACA Viscount routes included New Orleans - Belize - Guatemala - San Salvador - Tegucigalpa - San Jose - Panama, and Mexico - Guatemala - San Salvador. Center: LANICA acquired two Viscount 786's in 1958 for use on a Miami - Managua - Guayaquil - Lima route. The South American service was short-lived, and the Viscounts were replaced by DC-6's. Right: LAV (Venezuela) took delivery of three Viscount 749's and inaugurated service on March 24, 1956. Initial services included: Maiquetia - Maracaibo, Maiquetia - Barcelona, and Maiquetia - Barcelona - Maturin, all in Venezuela.



AER LINGUS IRISH AIR LINES SUMMER TIMETABLE 1954

Ind new
Vickers Viscounts!

EFFECTIVE FROM APRIL 11TH

AER LINGUS IRISH AIR LINES WINTER TIMETABLE 1956-57

EFFECTIVE FROM OCTOBER 7TH

AER LINGUS IRISH AIR LINES AM-CHLAR AN GHEIMHRIDH 1956-57

Cowley

EFFECTIVE FROM 5th OCTOBER

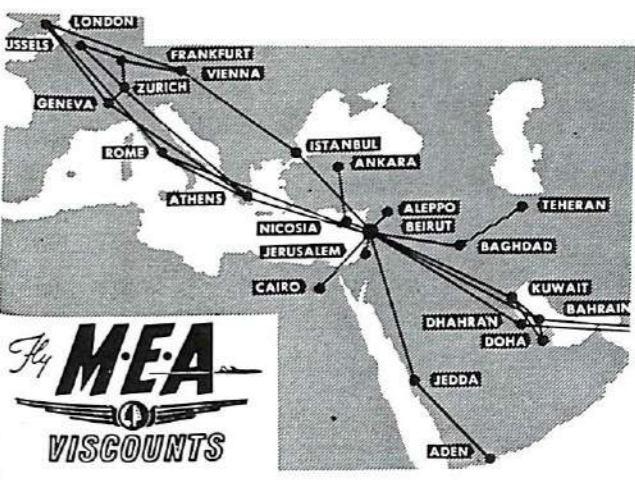
AER LINGUS IRISH AIR LINES IRELAND CONTINENT Winter 1958-59

EFFECTIVE FROM 5th OCTOBER



555B INTER-EUROPEAN SERVICES: EFFECTIVE THROUGH OCTOBER 31

LOCAL TIME	AL 555	AL 556	AL 557	AL 558	AL 559	AL 560	AL 561	AL 562	AL 563	AL 564	AL 565	AL 566	AL 567	AL 568	AL 569	AL 570	AL 571	AL 572	AL 573	AL 574	AL 575	AL 576	AL 577	AL 578	AL 579	AL 580	AL 581	AL 582	AL 583	AL 584	AL 585	AL 586	AL 587	AL 588	AL 589	AL 590
LONDON (Central)	Ar																																			



FLY MEA VISCOUNTS

TOURIST CLASS	227	228	229	230	231	232	233	234	235	236	237	238	239	240
LONDON	Ar													

Aer Lingus was the third Viscount operator, following BEA and Air France. Four Viscount 707's were delivered in 1954 and six Viscount 808's in 1957. Services were inaugurated on April 11, 1954, and some early routes included: Dublin - London; Dublin - Paris; Dublin - Birmingham, and Dublin - Manchester.

Left: Alitalia ordered 10 Viscount 785's, with first deliveries in March 1957. Schedules are from 1960. Right: Middle East acquired eight Viscount 754's, with first services in 1957.



VISCOUNT

SUMMER SCHEDULES

TOURIST CLASS

REYKJAVIK—GLASGOW—OSLO—COPENHAGEN—HAMBURG—LONDON

FLIGHT	LOCAL TIMES	FI 230	FI 230	FI 230	FI 230	FI 210	FI 210	FI 220	FI 200	FI 200
Frequency		Tu	Fr	We	Sa	Su	Th	Mo	Tu	Mo
REYKJAVIK	Lv.	08 00		08 00	08 00	08 00	08 00	10 00	10 00	10 00
GLASGOW (Rentrw)	Ar.	12 00		12 00	12 00					
GLASGOW (Rentrew)	Lv.	12 30		12 30	12 30					
OSLO	Lv.	13 00		13 00	13 00	13 00	13 00	15 00		
OSLO	Ar.	13 20		13 20	13 20	15 00				
COPENHAGEN	Lv.	15 00		15 00	15 00	14 40	14 40	16 40		
COPENHAGEN	Ar.					15 05	15 05	17 05		
HAMBURG	Lv.					16 00	16 00	18 00		
HAMBURG	Ar.								15 00	15 00
LONDON (L. Apt. Central)	Ar.									15 00

FLIGHT	LOCAL TIMES	FI 231	FI 231	FI 231	FI 211	FI 211	FI 221	FI 201	FI 201	
Frequency		Tu	Fr	We	Sa	Su	Th	Mo	Tu	
LONDON (L. Apt. Central)	Lv.								17 20	17 20
HAMBURG	Lv.									
HAMBURG	Ar.								17 00	17 00
COPENHAGEN	Lv.	17 00		17 00	17 00	17 00	17 00	17 00	17 00	17 00
COPENHAGEN	Ar.								17 55	17 55
OSLO	Lv.								18 25	18 25
OSLO	Ar.								18 25	18 25
OSLO	Lv.								19 50	19 50
OSLO	Ar.								20 15	20 15
GLASGOW (Rentrew)	Lv.	19 50		19 50	19 50	19 50	19 50	21 00	21 00	21 00
GLASGOW (Rentrew)	Ar.	20 30		20 30	20 30	20 30	20 30	21 00	21 00	21 00
REYKJAVIK	Ar.	22 45		22 45	22 45	22 45	23 45	23 45	16 50	16 50

ICKERS VISCOUNT

AIR FRANCE

LOCAL TIMES

CLASS		T	T	T
FLIGHT NO.	→	LH 093	LH 097	LH 150
AIRCRAFT	→	-M-	-M-	-M-
FREQUENCY	→	DAILY	DAILY	DAILY

MUNICH (Riem)	Lv			
STUTTGART (Echterdingen)	Ar			1535
NUREMBERG (Industriehafen)	Lv			1635
FRANKFURT (Rhein-Main)	Ar	1210	1430	
COLOGNE/BONN (Wahn)	Lv			
DUSSELDORF (Lohausen)	Ar			1540
HANOVER (Langenhagen)	Lv			1555
BREMEN (Neuenland)	Ar			1630
HAMBURG (Fuhlsbüttel)	Ar	1440		

T - First Class
M - Tourist Class
V - Vickers Viscount B14

CLASS	F/T	F/T	F/T	
FLIGHT NO.	→	LH 828	LH 824	LH 828
AIRCRAFT	→	-V-	-V-	-V-
FREQUENCY	→	TH	SU	TU FR SA

Lv HAMBURG (Fuhlsbüttel)	Ar			1030
Ar DUSSELDORF (Lohausen)	Lv	1030		1030
Ar FRANKFURT (Rhein-Main)	Lv	1115		1115
Lv NUREMBERG (Industriehafen)	Ar	1200		1200
Ar MUNICH (Riem)	Lv			1300
Lv VIENNA (Schwechat)	Ar	1350		1300
Lv ATHENS (Elliniko)	Ar	1420		1420
Lv ISTANBUL (Taksim)	Lv			1815
Ar	Ar			1900
Ar	Ar			2035



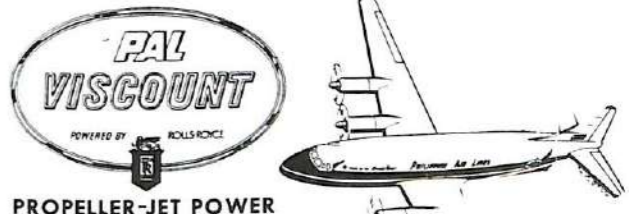
Left: Icelandair acquired two Viscount 759's in 1956. Center: Air France was the second Viscount operator (after BEA), with first services in Fall 1953 using Viscount 708's. Right: Lufthansa ordered 10 Viscount 814's with delivery in Fall 1958.



SHERKAT HAVA PEYMAI IRAN, AVENUE SAADI,
MEMBER OF THE INTERNATIONAL AIR TRANSPORT ASSOCIATION
AND AMERICAN SOCIETY OF TRAVEL AGENTS

INTERNATIONAL SERVICES

LOCAL TIME	402	422	422	404	474	404	414	400	406	256	256	TOURIST CLASS	367	367	407	405	401	415	415	405	423
Frequency	V	V	V	V	V	V	V	V	V	V	V	●	●	●	●	●	●	●	●	●	●
Lv FRANKFURT																					



PROPELLER-JET POWER

DAILY TOURIST SERVICES

IMMEDIATE CONFIRMATION
The airlines and authorized agents may confirm and issue tickets immediately on PAL flights between Manila-Hongkong up to 7 days prior to departure reporting such action to the nearest office of the connecting international carrier concerned or PAL. The standard 72 hours reconfirmation procedure will be required for all passengers.

NOTE: Bookings for groups of more than 3 passengers must be requested.

Left: Iranair ordered three Viscount 782's for delivery in Spring 1958. Right: Philippine purchased three Viscount 784's with first deliveries in May 1957.



Book your clients to fly superb prop-jet



TAA, operated by the Australian National Airlines Commission, is Australia's finest and largest airline

TAA provides a network of smooth, fast prop-jet Super Viscount flight between every Australian capital and major town. Through TAA you can offer your client Super Viscount connections between Perth (W.A.), Adelaide (S.A.), Melbourne (Vic.), Launceston, Hobart (Tas.), Canberra (A.C.T.), Sydney (N.S.W.), Coolangatta, Brisbane, Townsville, Cairns, Longreach, Cloncurry, Mt. Isa (Qld.), and Darwin (Northern Territory). You can offer TAA flight confidently, in the knowledge that TAA is Australia's friendliest, most efficient airline—the only Australian airline completely experienced in all phases of prop-jet flight and maintenance.

AIRLINE MODELS

Peter Reed

Model Viscounts: there is an abundant choice

This spring I was lucky enough to spend 10 weeks back in my native England. Unfortunately, I had to work (!), but I did get some time to visit some aviation sites. One was a real nostalgia trip, since from boyhood I always remembered the models in the Science Museum in London. A return visit there, unfortunately without a camera, revealed that a few of the pre-WW2 models are still there, joined by some more-recent ones. Almost all are in a generous 1/24 scale and some, including the Handley Page HP42, the de Havilland DH86 and the American Airlines Douglas DC-3, were cutaways, exposing a fairly detailed interior. Since those are all contemporary models, they are a good source for layouts and coloring for modelers contemplating building models with finished interiors.

Other models in the Science Museum, all in 1/24 scale and mostly provided by the manufacturers, are the D.H. Dove, Heron and Comet, Airspeed Ambassador, Vickers Vimy Commercial, Dornier Wal, Ju 52/3m, Ju 34, Short Empire and Fokker F.VII/3m. The German models are particularly impressive, being all-metal except for the transparencies. The corrugated Junkers are outstanding.

Another place with some good airliner models is Duxford. Walk around the balcony of the main hangar/exhibition hall, and you find quite a lot of historic airliners among all the military types. Old favorites, as being quite dramatic in their complexity, are the HP42 (illustrated here) and the Short Mayo composite, the Empire-sized "Maia" flying boat with the "Mercury" seaplane on its back. There are also models of more-modern types, British and American.

Duxford affords the modeler the opportunity to examine some classic airliners that we no longer see in service. Inside the exhibition hall is a Monarch Airways Bristol Britannia 310, while in an impressive line-up outside are a Super VC-10, Trident, BAC 1-11/500, Comet 4, Viscount 701, Dart Herald and the fuselage of a Handley Page Hermes IV. They all show the effects of prolonged parking outdoors, the once-brilliant gold of the VC-10's Speedbird reduced to a dull tan, but they are otherwise sound and it is wonderful to see them preserved. Likewise, it is heartening to see the Avro York undergoing its slow and meticulous restoration in the workshops.

Vickers Viscounts

The last two Parcel Force Viscounts operating in Britain are departing for some unheralded fate overseas, so the Duxford resident and other preserved examples of this pioneer turbine-powered airliner are the more precious. Duxford's example, G-ALWF, is one of the early 701 series (msn 5), distinctive for the horizontal frames in the side window of the flight deck. All those surfaces that were once bright polished metal are now painted with a protective gray, which makes them rather dull compared with how those shiny Viscountys looked in service. The distinctive whine of the Viscount's four Darts was a feature of life for anyone living near a British airport for so many years, it seemed



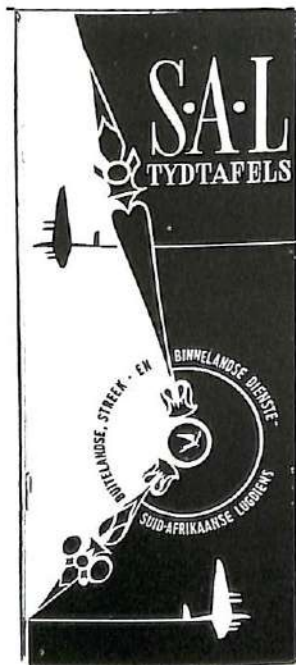
Above and below: Vickers Viscount V701, G-ALWF, msn 5, preserved at Duxford in the U.K.



Northwest Viscount in 1/120 scale from the old ATP kit



Left: Hong Kong Airways took delivery of two Viscount 760's in 1957. Hong Kong merged into Cathay Pacific in June 1959. Viscount destinations included Hong Kong, Manila, Taipei, Seoul and Tokyo. Center: Ansett-ANA took delivery of four Viscount 832's in 1959. Right: Trans-Australia ordered seven Viscount 720's, which were delivered in Fall 1955, seven Viscount 756's delivered in 1956, and two Viscount 816's delivered in 1959.



	Constellation	VISCOUNT						
		SA 256	CE 873	CE 822	CE 826	CE 830	CE 871	CE 806
JOHANNESBURG	D/V	11:30 (1) (2) (15) (16) T	(3)	(3) (7)	(4)	(4) (7)	(5)	(6)
LIVINGSTONE	A	II		13:45	13:45	18:00		08:00
SALISBURY	D/V	14:05		16:10	16:10	20:25		10:25
LOURENCO MARQUES	D/V		15:00				10:00	
DURBAN	A		17:15 17:45				13:15	

	Constellation	VISCOUNT						
		SA 257	CE 872	CE 821	CE 807	CE 831	CE 870	CE 801
DURBAN	D/V	(1) (2) (15) (16) T	(2)	(3) (4) (7)	(4)	(5)	(5)	(7)
LOURENCO MARQUES	A		09:15 10:40 11:10				14:15	
SALISBURY	D/V	14:45		10:00		18:00	17:30	14:45
LIVINGSTONE	D/V			14:10				
JOHANNESBURG	A	17:15		12:30	16:35	20:30		17:15

Left: South African ordered seven Viscount 813's with first deliveries Fall 1956. Right: Central African ordered five Viscount 748's with initial deliveries in May 1956.

Other early Viscount operators included: Viscount 700 Iraqi, Misrair, Malaysian, SAS (four leased from Fred Olsen). Viscount 800 KLM, Transair, VASP, NZNAC, Pakistan, BUA, Austrian, Ghana.



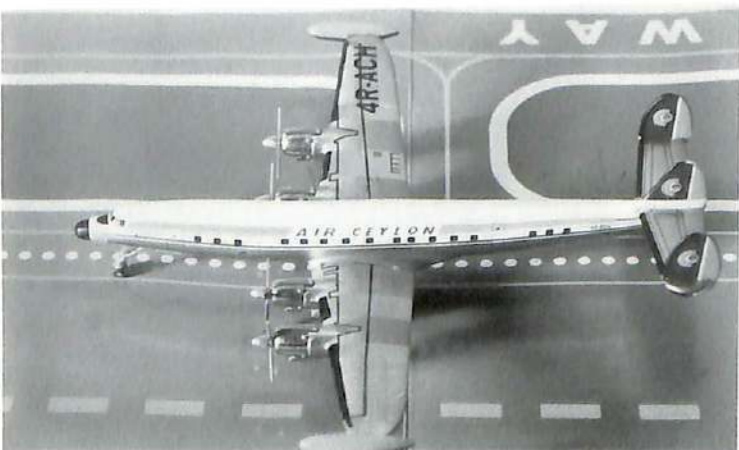
BEA Viscount, also from the old ATP 1/120 scale kit



Handley Page HP42 model at Duxford, U.K.



Heathrow Models Vickers Viking of BEA and Western Models Avro York of BOAC, both at Duxford. Both are 1/200 scale.



Western Models die-cast 1/200 scale Super-G Constellation 4R-ACH.

Models of the Viscount exist in many forms and their number have grown in recent years. I know of three kits: the 1/96 scale Viscount 700 with Capital decals by Glencoe, which is injection molded, and the vacuform 1/144 scale kits from Welsh Models. The 700 comes with British Eagle details, the 800 with Intra Airways or BEA. Window decals are also available for these models, from Airliners America/ATP (325, 5th Street, Gustine, CA 95322) in the U.S., or from Airline Hobby Supplies (62 Tilman Circle, Markham, Ontario, L3P 5V7) in Canada if your local hobby shop doesn't have them. The two admittedly rather poorly-built models shown here came from the old ATP 1/120 scale kit of the 701 series. There was no landing gear with this kit, which otherwise was dimensionally accurate if somewhat plain. The Northeast decals came with the kit; the BEA decals are jiggered Welsh Models 1/144 scale.

For collectors who don't build their own, there are many choices. Atlantic Models of Johnson City, TN, offers a desk-top model in 1/100 scale (I have seen the Continental Viscount 810). In Britain there are the British Classic Airliners 1/100 scale fiberglass desk-top models, the 700 in BEA colors, and the 800 in BEA, Cambrian and Northeast colors. In die-cast metal Western Models offers a very neat 1/200 scale Viscount 800 in KLM, BEA (two schemes each), Lufthansa and Continental colors. The Corgi Classic 1/144 scale die-cast metal range (which seems to be steadily improving in quality) offers a 700 in BEA colors and an 800 in Lufthansa, Continental and Virgin schemes. All of these can be found at Collectors Aircraft Models, about who more later. For the antiquers there are still Dinky Toy Viscounts to be found in Air France and BEA colors.

Collectors Aircraft Models

On my travels I visited both the London and the Seattle (Kent, WA) Collectors Aircraft Model shops. The London one is located near Heathrow at the Sheraton Skyline Hotel and the American store is on Pacific Highway, close to SeaTac. I mention these stores because for collectors who don't build their own, CAM shops are goldmines, with every form of die-cast metal, snap together, mahogany, and fiberglass model in a vast range of scales. There are some beautiful new airliners in mahogany from Advanced Models of Australia, focusing on Qantas and Ansett aircraft from the Avro 504K through the DH86 and Super Constellation on to the 747-400.

There are some interesting new die-cast metal models in 1/400 scale from Gemini. I saw prototypes of the VC10 and 707 in BOAC colors, and BAC 1-11s in the colors of three airlines, including Mohawk.

One of my purchases was the beautiful Vickers Viking in early BEA colors, 1/200 scale, from Heathrow Models. It is expensive at about \$150 (100 pounds), but the scale accuracy of props and undercarriage, and the detail, make it a gem.

I could not resist including the Western Models die-cast 1/200 Super G Constellation in Air Ceylon's gorgeous maroon and yellow colors. It really enlivens a display case.

Finally, let me repeat my appeal for some input from other modelers and collectors, and I know there are many more skilled modelers out there. Send me your photographs with any notes of interest about the kit, the travails of building it, decals chosen, etc.

Modelers have their own specialized channels, like Russell Brown's *Airline Modeler* and the AMD Internet site, in which there are detailed analyses of kits. But I think general readers of the *Captain's Log* would also be interested to see some of our efforts and read about them, if not in the detail *Fine Scale Modeler* and such would invite. So please, let me see some of what's out there. My address is 4900 First Ave. South, Minneapolis, MN 55409-2606. Photos will be returned.

Historic DC-2 finds new home in Holland

Text and photos by HENK HEIDEN

A long-time wish of the Dutch Aviation museum Aviodome at Schiphol Airport, Amsterdam was fulfilled last summer, when it could add the only existing airworthy DC-2 in the world to its collection. The acquisition is in no small part the result of the generosity of the aircraft's owner, the American Colgate Darden, and of individual and business sponsors in The Netherlands, who "bought" pieces of the DC-2, starting at \$12 (U.S.) each. For this purpose, the DC-2 made a promotional tour of The Netherlands, and I was on board for one leg of that flight, and by good fortune, for the return leg to Amsterdam.

The DC-2 occupies a very special place in the aviation history of The Netherlands and is probably the most famous type of aircraft ever operated by the national airline, KLM. This fame goes back to 1934, when KLM president, the late Albert Plesman, decided to enter the company's first DC-2, PH-AJU "Uiver" (Stork) in the so-called Melbourne Race, from London to the Australian city of Melbourne.

The race was part of the celebrations for the 100th anniversary of the foundation of Melbourne and it was sponsored by candy and sweets manufacturer MacPherson Robertson. He had offered two large prize purses for aircraft in both the speed and the handicap divisions of the race. While there were several special race aircraft built for the event, KLM decided to enter the DC-2 in both divisions. The "Uiver" finished the race in second place in both divisions behind a special De Havilland D.H.88 Comet race aircraft that had been purpose-built for the race and which had also been entered in both sections. Since any one crew could win only one prize, the crew of the Comet, Tom Scott and C.W.A. Campbell Black, chose for the honors of speed. KLM and the "Uiver" crew under Capt. K.D. Parmentier were given the choice of second place in the race division or first place in the handicap division. They opted for the latter and were awarded first place in that section.

The Dutch are quite chauvinistic about their aviation history and to this day, the Aviodome and national aviation lore still claim the Uiver "won" the handicap section, while in reality it finished second. But regardless, the achievement was astonishing, especially since the aircraft carried three passengers and a quantity of mail on the flight. It made both Douglas and KLM even better-known around the world than they already were.

The Aviodome DC-2 is not the original "Uiver," but nobody cares. The original one crashed in the Syrian Desert a few months after the Melbourne race while on a special Christmas mail flight from Amsterdam to the East Indies, and was destroyed by fire. But the "new Uiver" is painted in the exact same colors as the original one and carries the same registration, PH-AJU besides its American registration of NC39165. It also carries the same Melbourne race number of the original "Uiver", 44.

As an aside, the "new Uiver" is not of the same type of DC-2 as the one delivered to KLM. It is a former C-39, a DC-2



with a larger fin replacing the narrow-chord DC-2 fin for increased directional stability, which was a weak point in the DC-2 design.

Aviodome's DC-2 had already made its own history with KLM before it was bought. The airline used the aircraft in 1984 for a re-enactment of the 1934 Melbourne race over (almost) the same route. For this flight, it was borrowed from Darden after a deal was made between him and KLM.

The main points of this deal were that Darden would loan the aircraft to KLM for a couple of months if the airline would pay for the cost of transportation to Amsterdam and back, and for making it airworthy again. The DC-2 was shipped to Amsterdam and following its restoration, a crew of four, under the command of Jan Plesman, a grandson of Albert Plesman, re-enacted the 1933 flight. After the aircraft had been returned to Darden, he just parked it in Lexington, South Carolina, along with some other aircraft he owns, and flew it about once a year for an hour or so.

In 1999, the Aviodome was organizing an exhibition called "90 years Flying Dutchman" and staff came up with the idea to ask Darden to loan his DC-2 to the museum. Aviodome general manager Arnold van de Holst went to see Darden about this and was told, "In that case I better sell the DC-2 to you." When this became known in the aviation museum community, other museums also became players in the field. Although Darden could prob-



ably have received more money for the aircraft from others, he preferred it having its final home in The Netherlands. But the Aviodome did not have the \$425,000 (U.S.) it needed to purchase the DC-2, and an additional \$325,000 (U.S.) for crew training, the ferry flight, insurance and keeping the aircraft in flying condition. Darden then loaned his DC-2 to the museum for \$1 a month until 07 OCT, which also happened to be KLM's 80th birthday. Although KLM supported the Aviodome project, it kept a very low profile.

When news of the possibility of buying the DC-2 became known in The Netherlands, word was spread it would be transported across the Atlantic by boat, as had been the case in 1984. But on 09 AUG the DC-2 suddenly appeared in England, after having flown across the Atlantic on its own power, escorted all the way by a P-3 Orion maritime patrol aircraft of the Royal Dutch Navy. The ferry flight had not been publicly announced for fear of negative publicity should the DC-2 have crashed. But now that the aircraft was in England, it was only a short hop across the North Sea for a triumphant arrival at Schiphol Airport.

The ferry flight had taken the DC-2 from Lexington to Diamondhead, Mississippi on 10 JUN. There, at Stennis, some eight miles from Diamondhead, Dutch pilots Jan Cocheret of Air Holland, and Dick Algra of KLM, received conversion training, instructed by 77-year old former Douglas pilot Dan Colburn. On 22 JUN the DC-2 left for Portland in Maine to have extra fuel tanks installed. Capt. Bruce Simpson of Qantas and Jan Cocheret flew the "new Uiver" across the Atlantic via Goose Bay (Newfoundland, Canada), Narsasuaq (Greenland) and Keflavik (Iceland) to Kinloss and Bruntingthorpe, both in Britain. Dick Algra and "Fiets" van Messel, who at 97 is the oldest living retired KLM pilot, joined Cocheret for the last leg to Schiphol on 15 AUG, with "Fiets" at the controls for 15 minutes. ("Fiets" is the Dutch word for "bicycle". Van Messel acquired the nickname because he had served with a bicycle regiment of the Dutch army before joining the Army Air Corps for pilot training. The name stuck and to this day he is called "Fiets".)

On 21 AUG 99 the DC-2 started a publicity tour through The Netherlands to raise money for its purchase. I was on board the first leg, from Schiphol to Rotterdam. The DC-2 is equipped with only eight business-class seats and apart from a Global Positioning System (GPS), the cockpit is original. I was told by Aviodome I would have to travel back to Schiphol on my own (to pick up my car), because the Uiver was staying overnight at Rotterdam to fly to Midden Zeeland Airport the next day. You can imagine my surprise the next morning when Jan Cocheret told me we would leave Rotterdam in the afternoon for Hellevoetsluis to participate in a local air show. After this, the aircraft would fly back to Schiphol. I was invited to make the trip too and so I had the good fortune of having another flight in the DC-2, and at the same time participate in an air show "onboard" for the first time.

My thanks go to the Aviodome and to Marc Westenberg, manager of the Uiver project, who was also on board the ferry and demonstration flights, for making this participation possible for me.

Since this was written, the Aviodome has succeeded in raising the (U.S.) \$750,000 (1.5 million Dutch guilders) required to keep the "new Uiver" in The Netherlands. (JG)



Instrument panel in the cockpit is original, with the exception of adding GPS (Global Positioning System) equipment at the co-pilot's seat.



Remembering Western Pacific and its colorful 737s

A few issues ago I mentioned an upcoming set of Western Pacific photos I had taken just after the carrier ceased operations. I am pleased to offer them now, all taken at Denver International Airport by myself one week before the aircraft were leased by Southwest Airlines. Most of them were stored at either a hardstand near Concourse A or at the gate they last arrived at.

The "Simpsons" aircraft and the "Broadmoor" (not shown) were in a nearby hangar undergoing an engine rematch. Apparently, the aircraft had to be returned to the leasing company with the same engine serial numbers they had been originally leased with. I apologize for the broken-up photos of the "Simpsons". Space constraints inside the hangar forced me to shoot partials, even with a 35 mm wide-angle lens.

In the next column look for more from our friend Jerry Elmas and please remember to forward your favorite photos to me at the address on the inside front cover. The best (and fastest) way to see your photos published is to send two or three of your best pictures. This allows me to publish a large variety of photos from several of our members, without having to retain them for more than six months before returning them.



N963WP



N945WP



N375TA

"ProRodeo Hall of Fame"

N953WP "Crested Butte"



N964WP "Purgatory Resort"



N961WP
"Thifty Car Rental"

N951WP "Colorado Springs"



N950WP "Stardust"



N960WP



N962WP "Womacks &
Legends Casino"

N956WP "Sam's Town"



It seemed like a good idea at the time

As I mentioned in the Spring 1999 issue, my first flight was between New York's La Guardia Airport and Washington National Airport on 09 NOV 54 with a return the same afternoon. This trip was followed by several flights between New York and Florida in the late fifties and early sixties to visit my maternal grandmother during either Christmas or Easter vacations. The trips were on Eastern Air Lines or National Airlines and the aircraft were a variety of Lockheed Constellations (and for later trips Electras) and Douglas DC-6 and DC-7 as far as Jacksonville, FL (JAX) where we would board a Convair 240 or Martin 404 for the trip to Vero Beach, FL (VRB) with a stop in Melbourne, FL (MLB). It always seemed that no matter which carrier we used, the aircraft was always at the end of the "sheep run" at Idlewild (IDL) and by the time you got up on the steps to board, you felt pretty cold. Of course this made the temperatures in Florida seem that much nicer when you deplaned.

Those were the days of round engines, much vibration, wide seats and in some cases, if you moved quickly from check-in to aircraft, a very comfortable lounge-type area at the rear of the cabin. Pop was always one to economize on effort and try to do two things at once, so before anyone had heard of a "red eye", he discovered the "nightcoach". He felt that by leaving the north between 11 p.m. and midnight, you could sleep on the way south and start your first day of vacation by hitting the ground running as soon as the baggage was claimed and the car was rented. But there was just too much happening and the windows were too big for an 11, 12 or 13-year old to even think about sleep. From engine start to taxi to magneto check and prop cycling, the sights, sounds and motion were captivating. You knew that power was developing.

The trip along the east coast was beautiful at night. If it was clear, you could see the towns come and go under the wings. Between towns you'd see the odd car or two casting its headlight beams in front as it moved along down the road. The world below seemed quieter in those days. I can remember seeing ships in the harbor at Baltimore one year as we began a descent into Washington, D.C. The sights over South Carolina and Georgia were amazing at night as the moon reflected off those meandering creeks and rivers. On cloudy nights the moonlight on top of the clouds disclosed a dreamlike "landscape". There was something mesmerizing about the blue exhaust flames that spewed from the stacks at the rear of the cowl flaps and followed the rear of the engine nacelle to the leading edge of the wing. I cannot recall wondering in those days just what was happening to the molecular structure of the duraluminium. Is ignorance bliss??

The nights generally ended at Imeson Airport in Jacksonville as we watched from the observation deck as the sun rose. It was great - no top coats, spanish moss hanging from the trees and butterflies flitting about while the folks back home were shovelling snow.

It must have been the VR (Visiting Friends and Relatives) factor of the early trips, but I always associated flying with good



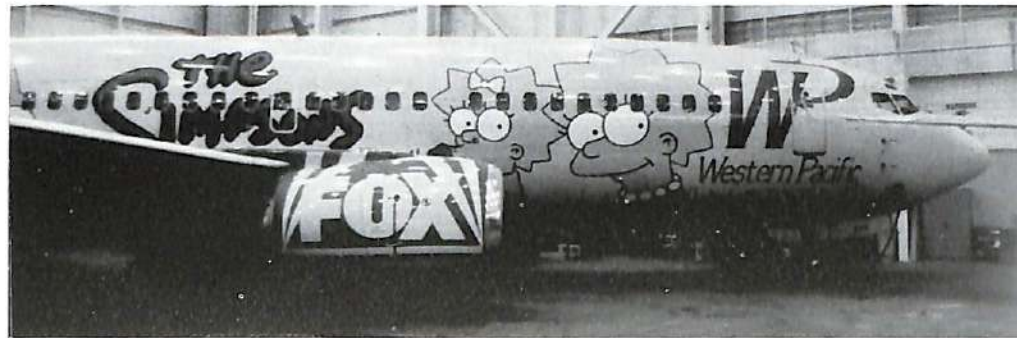
One of the Piper J-3 Cubs of the Amityville, NY, Flying School on which your's truly learned to fly at Zahn's Airport.

times and I decided I wanted to become involved in the industry. I guess I could be called a flight school "drop-in" because I did not pursue the necessary certifications with the single-mindedness that is required to make a career of flying airplanes. I enjoyed flying and found it terrible interesting, but perhaps I lacked the passion of which Rick Drury writes so well.

I started my lessons at Zahn's Airport in Amityville, NY. My first lesson was on 11 JUL 64 in N70581, a venerable Piper Cub. The Amityville Flying Service / School had a collection of Piper J-3 Cubs and a Tri-Pacer which spent many hours in the pattern giving folks like me their first tastes of being in control of an airplane. The Cubs were basic, forgiving air transportation and, brothers and sisters, I needed lots of forgiveness. I'd save a few bucks, take a few hours of instruction and then go back to school. In school, I would forget what I had learned about flying and the "feel" of the airplane so that when I had a few more bucks for flying, it was back to square one to re-learn the basics. If there hadn't been high winds one day, I might still be waiting for my first solo. I think my instructor took pity on me and figured that with the winds as high as they were, my ground speed at touchdown would be only 20 miles an hour, so how much damage could I do? He signed me off and gave my "self esteem" (today's buzz phrase) a needed and literal uplifting. That was on 03 AUG 65 in Piper J-3 N2038M and I had logged 18:50 hours to that point.

I kept pattering around the patterns for months that stretched into years until my second year of active duty in the U.S. Army. That is when I discovered the Fort Gordon Flying Club and its reasonable rates. Sit down children, you'll faint when you hear this: \$8 an hour (wet) and \$3 an hour for an instructor. I was in heaven, even on a First Lieutenant's pay. I could just barely afford to fly. To top it off, our Brigade Commander was a fitness fan who mandated three hours "p t" per week for all staff officers. My C O at the time, Major Phil Lee, was an Army aviator with both fixed and rotary wing ratings. He and I reached an understanding that my "p t" would take the form of "pilot training", so I spent my Wednesday afternoons in the skies of Georgia, getting my cross-country work out of the way and passing my written and flight tests to secure the coveted Private Pilot's Licence on 22 DEC 69. The flight test was taken in Cessna 150, N22475.

N948WP "Security Service Federal Credit Union"



N949WP "The Simpsons"



So, where did this lead? As you remember, on one of our first dates, my wife, Karen, told me her father did not want her flying in a small airplane. She waited on the ground while another guy and I flew over Niagara Falls to get some photographs. Well, not long after getting my ticket, we went to Bush Field, the larger airport in Augusta, Georgia, to get set for her first ride in a Cessna 150. Number one son was all of six months old and we left him with my instructor, Gordon Lewis, while we were off on a 15-20 minute sightseeing flight. I did the pre-flight, engine run-up, got a clearance from the tower for a straight out departure and was feeling pretty proud of myself because I was explaining everything that was going on so that Karen wouldn't worry. The one thing I forgot to mention was the effect of heat convection and that threw a monkey wrench into the excursion. Our departure took us over U.S. 1, the highway not far from the end of the runway. So, we went from over a concrete runway, to grass, to two lanes of highway, to median strip, to two lanes of highway and then back to vegetation. The heat was rising from the pavement but not from the natural ground cover. Of course, the Cessna did a "little" bouncing just after breaking away from the ground. Of course, "little" is relative. I was used to it, Karen was not and her reaction was normal, but not what one wants to happen - she grabbed my arm, the one that was attached to the hand that was on the throttle. The power came off a tad, which is not recommended at that phase of a takeoff and departure. I think I twisted my arm away or might even have slapped her hand and warned her that if she ever did that again, she'd be out of my will. Then I got the power back on to continue the climb. Within seconds Karen advised me that she had her fill of flying for the day and wanted to get back to terra firma (and the more firma the less terror). I called the tower to request to remain in the pattern for a full-stop landing. After reassuring them there was nothing wrong with the aircraft I made the circuit and at least made one of the best "grease job" landings I have ever pulled off.

So, I did take my wife flying but I was too anxious to have her see how much fun it was and didn't take the time to consider her lack of experience in the air and explain just how much that two seater was going to be kicked around.

Over the years she's gotten to really enjoy flying as a way to get from point A to point B in LARGE airplanes. Karen has even enjoyed trips in a Beech 1900, but no more of the two seaters.

I have managed to accumulate 150 - 200 hours over the years, just enough to be really dangerous at the controls of an aircraft. That is why I have pretty much relegated myself to the role of passenger who will "take it for a bit" if the pilot-in-command is willing

So, now that the true confessions are over, let's look at some wings and cap badges used by non-U.S. operators of the Vickers Viscount.



BRITISH EUROPEAN AIRWAYS

This BEA wing is gold bullion thread with red thread around "BEA". The cap badge is sewn on and is made of a gold-color metal on padded black felt. BEA was the first operator of the Viscount, starting an experimental service service on the London-Paris route on 29 JUL 50 with the Viscount V.630, the prototype. Regular service with the production Viscount V.701 started on 02 APR 53.



BWIA INTERNATIONAL AIRWAYS Trinidad and Tobago Airways

The original name of this airline when it was founded in 1940, was British West Indies Airways. The insignia are sewn on and have gold bullion thread on a black felt background. The center of the design represents the top of a steel drum. On the wing insignia the area in the center is dark blue-black.



TRANS AUSTRALIA AIRLINES

TAA began using Viscounts in December 1954. The wing in this photo was given to me by Capt. Larry Lorretto of Air Canada early in my collecting days. He had flown for them during periods of low traffic and low seniority in his early days with Air Canada. The wing has a gold color finish with a red center disc and TAA in the blue triangle. The wing has two eye hooks on the back and a split pin is used to fasten it to the tunic. It is hallmarked STOKES.

Two more recent versions of the TAA / Australian Airlines insignia. Gold bullion thread on the cap badges with red accents behind the crown and a blue background behind the kangaroo. The metal wings also have red in the crown and blue behind the kangaroo. The cap badges are sewn on, the wings are screw posts. The wings with squared center are hallmarked STOKES.



ANSETT

Ansett's history dates back to February 1936. Between 1957 and 1969 it was known as Ansett-ANA after the purchase of Australian National Airways. The cap badge is sewn on and has red accents behind the crown and the bird. The leaves are gold bullion thread on black felt. The wings are gold color metal with a dark blue, smooth



AUSTRIAN AIRLINES

Austrian Airlines began service in March 1958 with leased Viscounts, operating between Vienna and London. The wings and cap badge are sewn on the uniform jacket. Gold bullion wings and leaves surround the design of red thread.

center disc having "Ansett" in gold. The lower wing is worn by flight engineers, the upper wings by pilots. These wings are pin back and are hallmarked K CLUKE MELBOURNE.



PLUNA (Primera Lineas Uruguayas de Navegacion Aerea)

Formed by private interests in 1936, PLUNA is now government-operated. The carrier began Viscount service in 1958. The cap badge is made of a gold-color metal with a white oval center behind the dark blue stylized bird. The wings are gold-color metal with a silver arch supporting the rating stars. The center device of the wing is in blue and white. The figures in this device are not easy to make out. The upper left is a set of scales, the upper right seems to



INDIAN AIRLINES

This government-owned carrier was formed in June 1953. They operate primarily within India, allowing Air India to handle the lion's share of international operations. The insignia is sewn on the uniform and is in gold bullion on a dark-blue background

represent a mountain. The lower parts of the seal look like animals, a horse on the left and a steer on the right. These wings are clutch back. The cap badge has a screw post. There are no hallmarks.

A trip around the world by way of airline china

I'll start this column with a little Mayasian demi set (#1). No manufacturer is indicated on the back of either piece. The airline logo is in a bright gold and so is the pinstripe along the rim of the cup and the saucer.



#2. This second item is from the famous DICK WALLIN Collection. It is a demi in the Air America pattern and was made by Noritake of Japan. Air America was the CIA-operated airline in Southeast Asia during the Vietnam War.



#3. Royal Air Maroc purchased this pattern from Rosenthal of Germany for their first-class service. The design colors include a wide red band and a gold logo on the cup. While the saucer does not have a top logo, the backside does have the airline's logo.



#4. Here is another piece from the Wallin Collection. It is a cup from Austrian Airlines with the logo molded into the ware.



#5 & 6. Air New Zealand used this china by Noritake several years ago. The decoration color is green and, as #6 shows, it is backstamped with the airline's name.



#7. Moving on to a much-smaller cup is this Kuwait Airways piece. It has a bright orange-red decoration. No maker is indicated on this piece.



#8. To serve a hot beverage, ABCO International supplied this teapot to American Airlines. While there is no decoration on this ware, it is backmarked "AAL" with raised letters.



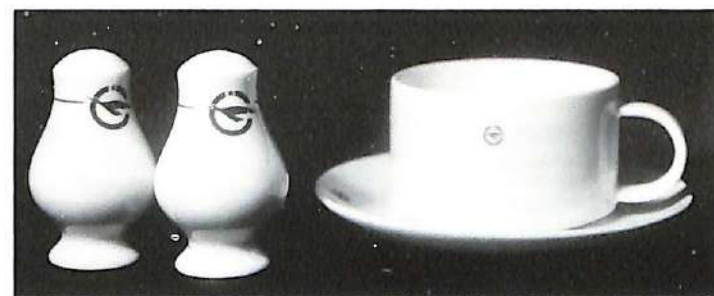
#9. For a creamer Saudi Arabian Airlines uses this green and gold-decorated piece of china. It was supplied by Noritake.



#10. ABCO International does it again with this new pattern for Singapore Airlines. The colors are an attractive two-tone blue with light-pink trim. All pieces are backstamped with the airline's name.



#11. Selfmann of Germany designed this new pattern for Air Zimbabwe's first-class service. The colors of the culture of the country were chosen for this china decoration. (Zimbabwe's national colors are green, gold, red and black - JG)

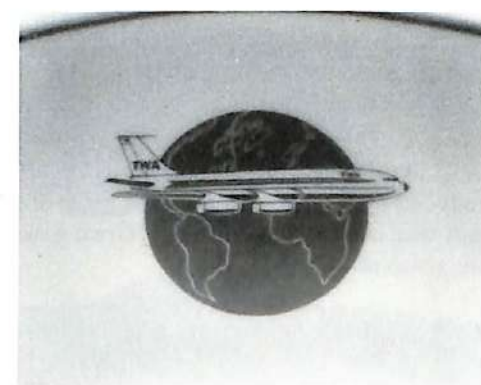


#12. This pattern is currently used on Cameroon Airlines. The cup and saucer were made by Royal Doulton of England. The salt and pepper shakers come from Bernardaud of France.

#13. While on the subject of salt and pepper shakers, these plastic ones were used by United Airlines during the 1940s. They are blue-gray in color.



#14. Here is another Dick Wallin piece, a TWA pattern.



#15. I recently picked up this Braniff piece with a gold logo.



#16. Take a look at the backstamp of this piece. It leaves no doubt who this china belonged to.

Well, that's it for now. I would appreciate any news you china collectors have to share. I promise I'll print it here.

No answers, but Roy Thompson has lots of 'Who, What, Where and When' questions

Airliners International '99 in St. Louis was in my mind a very enjoyable gathering. Meeting with old friends, finding a few new ones, swapping a few pictures and the collecting was great.

The range of airline collectibles was amazing. I could almost get involved in some of those avenues. But I gave myself a stern talking to and a reminder that badges and wings are my interest, but the models, stickers, key chains, postcards, photos, books etcetera sure looked inviting.

My thanks to the AI 99 committee. You did a fine job.

Aside trip to Terre Haute, Indiana, after the convention produced a cap badge and jacket wing of Great Lakes Aviation, from one of the last flights by Great Lakes out of Terre Haute International Airport.

I did not receive any answers to previous questions this time, but Roy Thompson "saved the day" with a thick folder of pictures of wings he can't identify, so, as usual, I am asking you, "Who, what, where and when?"



RT-1



RT-2



RT-3



RT-4



RT-5



RT-6



RT-7



RT-8



RT-10



RT-11



RT-12



RT-13



RT-14



RT-15



RT-16



RT-17



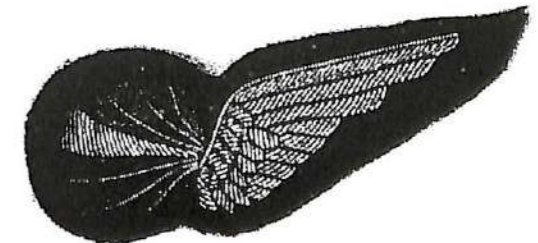
RT-18



RT-19



RT-20



RT-21

It's a real shame how wings in New Zealand museum of transport are mounted

In February of 1999 I went on vacation to New Zealand and Fiji. Aside from picking up some new wings for my collection, I went to a museum in Auckland, New Zealand that I would surely recommend to anyone who happens to be in the area. It is called MOTAT, which stands for Museum of Transport, Technology and Social History. It has a really neat aviation section, including the only remaining Solent aircraft in the world. This flying boat originally belonged to Tasman Empire Airlines (TEAL) and is fully restored, but not flyable.

In addition, there is a really nice exhibit of TEAL artifacts as well as a large collection of crew wings of the world. These were put together by a Mr. Skinner (since deceased) and though very large and including many early wings of the United States, one thing broke my heart. Mr. Skinner, who was certainly a very early collector of wings, mounted them using screws and rivets, right through the wing itself. A real shame, but back in those days who was there to talk about how to mount a collection?

#1. While in New Zealand, I was able to find this Flightdeck Captain's Kit. I had seen it before, but I wasn't sure that it would fit in the junior wing category. However, after receiving assurances that it truly is a junior item, I will include it in the next edition of my book. It is a paper stick-on type and is in the same style as the wings the pilots of Ansett New Zealand wear. The colors are gold and blue, with red in the top parts of the crown. This is an older issue as I have also acquired the current real pilot's wing. It is quite a bit different in style than this one.

#2. Don't ask me where and how I got this because I do not remember, but recently I went through one of my junk boxes and found this British Caledonian Lion Club badge. It is similar to the type of badge given out by British Airways when a young person joins their junior flying club. The

badge is enameled and is made of metal and is fairly heavy.

My illustrator for the Junior Wings book is HERMAN VAN DYK. Unfortunately, Herman has not been feeling too well lately and he has advised me he will be unable to continue doing the illustrations. I hate to see Herman leave, but more important, I hope he will get well soon. All of us in the hobby gain something by knowing people like Herman. I know I did. God bless, Herman.



RT-22



RT-29



RT-23



RT-30



RT-31



RT-24



RT-32



RT-25



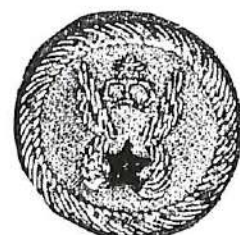
RT-33



RT-34



RT-26



RT-35



RT-27



RT-28



RT-36



#1



#2



#3



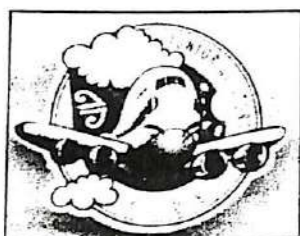
#3

#3. PEDRO MUNIZ of Little Haven, near Miami, was kind enough to share with me these advertising flyers for the "Jr. Flight Captain" caps. The picture shows there were at least 11 airlines authorizing this company to make the pins. In the flyer it looks like the airline insignia was sewn on to the hat, but I know them as pins. My guess, because of the logos, is that the time of issue would be 1955 (give or take a few years)

#4. In April I was checking Ebay as I frequently do and I found a wing offered for sale. It was a previously-unknown (to me) issue of Seaboard Western Airlines. This wing I had to have. SWA started flying on 10 MAY 47 and did charter work mostly to Europe as an Irregular Air Carrier. It changed its name to Seaboard World Airlines in 1961 to better reflect its world-wide operations. As far as junior wings go, this is the only known issue of Seaboard Western. There also was one issue by Seaboard World, both of which are now listed in my junior wings book. The wing is approximately 2 1/4" across (57 mm). It is made of silver-colored metal, with a white border around the red center. The words "Future"

Pilot" are on a black background. It is a pin back.

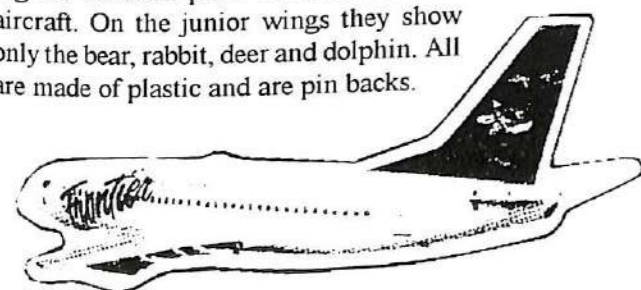
#5. This issue of Air New Zealand showed up on Ebay. The pin is approximately 1 inch (25.4 mm) in diameter and is a pin



#5

back. The colors are dark and light blue, gray, orange and white. It is a very attractive junior wing in de Air New Zealand collection. I understand that the airline, unfortunately, no longer gives out junior wings.

#6. At the AI 99 convention in St. Louis in June, a vendor was selling the new junior wings of Frontier Airlines. The airline issued a series of 10 postcards showing the different paint schemes on their aircraft. On the junior wings they show only the bear, rabbit, deer and dolphin. All are made of plastic and are pin backs.



#6



#7

#7. At AI 99 I also picked up a new wing from Falcon Air. The airline flies charters out of Miami. They were in the newspapers lately for an improper scene, but I can't remember what happened. Anyway, one of the vendors from the Miami area has a contact and acquired some of these wings. I asked the airline for some, but nobody there knew anything about them. But I have it on the best of sources that the wings did come from the airline and were some prototypes they had made. It is not known at this time whether they will go in production with these or not, but there were quite a few that got out and collectors at the St. Louis convention obtained most of them.



#8

#8. The final good item I acquired at St. Louis was this VASP junior wing. It is listed in my book as the first issue and is certainly very difficult to find. In fact, I did not have it in my collection until now. It was in someone's catch-all box and mislabeled as a service pin. Naturally I bought it and I told the vendor what it is, but it was okay by him and I was more than happy.



#9

#9. Another really good find on the Internet is quite unusual. It is a Pennsylvania Central Airlines Honorary Hostess badge given out in 1941 on the inaugural service between Pittsburgh and Birmingham. Junior wings were not in vogue at that time and so perhaps this was an attempt to do something about it. I took this badge to the convention and showed it to several of the more serious wing collectors. One wasn't sure, but all others seemed to agree it should indeed fit in the junior wing category. The thinking was that we have lots of gift shop items that are sought after and this was actually given away on a flight. The badge measures 1 3/4 inch by 5 inches (44.5 mm by 127 mm). The cloth is silk and the bar above it is bronze. Really amazing is the wonderful condition this is still in... almost new, after 58 years. It will be listed in the next edition of my book.

One last thing. Normally I update my junior wing book the first of the year, but one of my neighbors convinced me he could help me with the formatting and the presentation, so many hours and many dollars later, we now have a new book. The problem is that I had always used Pagemaker and he likes Word. I now also use Word, but as old as I am, I am a bit behind the power curve. The book is now done and the format really looks much better. The pictures are still being improved and that will take some time. When you read this



34

STICKER CHATTER

More and more airlines no longer issue stickers

In our previous issue I already said that there are fewer and fewer new stickers available at the annual Travel Market in London in November. More and more airlines no longer bother, but there were a few gems available.

#1. We start with a newish Egyptian airline, Orca Air, who fly a Dash-8 and Metros within Egypt and to a number of Mediterranean destinations. This sticker is basically in shades of blue and yellow.

#2. From NECON Air of Nepal comes this blue and white piece. The airline flies BAe 748s from the capital of Kathmandu.

#3. This very attractive item in brown, gold, red and blue on white comes from Bangkok Airways. It advertises their service to Ankor Wat with Dash-8 and ATR-72 aircraft.

#4 is in green, silver, blue and red from Uzbekistan Airways and says they are 'Bringing the Continents Closer.' It sounds a bit optimistic with A310 aircraft.

#5. The flying antelope of Tunis Air is a very infrequent visitor to this column, but they have done us proud with this issue in red, gold and white for the airline's 50 anniversary in 1998.

#6. FRANK LICHTANSKI never lets me down with new BILs and we are featuring them from Allegro Air in green and red on white. They fly DC-9-14, MD-83 and 727s from Monterey;

#7 comes from Ryan International Airlines in black on white. The airline flies mainly 727s from Wichita. Also sent in by Frank.

#8 is a Sunjet International BIL in blue on white. Their DC-9-51 and MD-81 aircraft operate from St. Petersburg.

All these were new airlines in my collection. Well done, Frank!



#1



#2



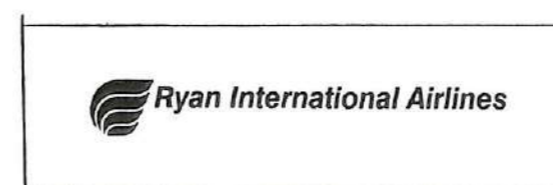
#3



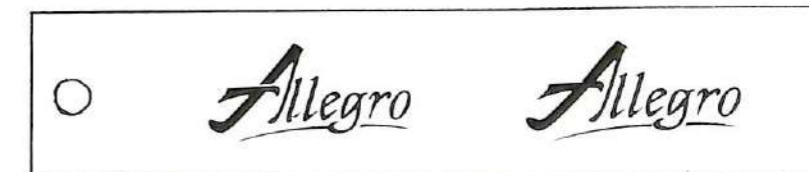
#5



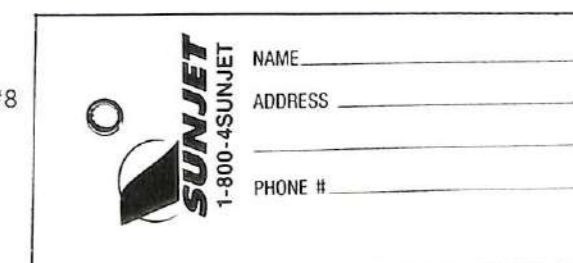
#4



#7



#6



#8

35

#9. A real gem arrived before last Christmas from HENK HEIDEN in The Netherlands. It is in red titles, blue and a white globe, a yellow diamond and oval, white 'Rio' and border, and the aircraft in red on a dark-green background. RAS was Rutas Aereas de Colombia, formed in 1955 by the all-cargo airline SAM to operate passenger services from Bogota to Rio. It acted as a feeder line for KLM in 1960 to connect with their long-haul flights.

#10. Henk also contributed this smart BIL for Regional Airlines of France. Details are printed on the reverse and the BIL is then folded up. It is basically in blue and white.

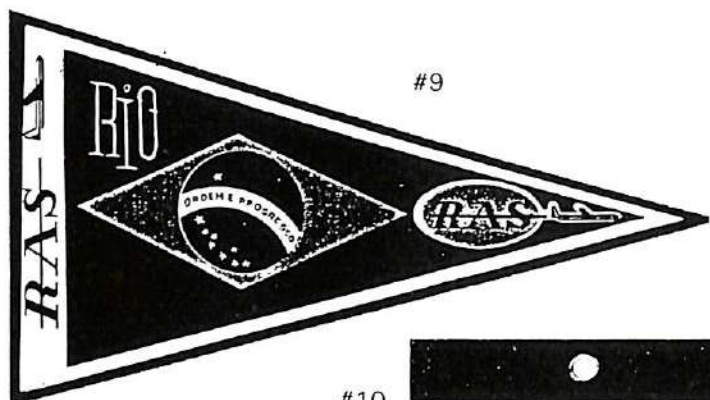
#11. BOB TURNER of England provided this item from Shanghai Airlines in green and orange on white. I was issued for their new Boeing 757 in 1990. Yet another new airline for me.

#12. SAS have issued a very smart series of stickers for their flight academy. They are in dark blue, gold and white with the SAS house colors shown ahead of the name 'SAS.' So far I have obtained this one for the MD80 and also those for the 737, 767, DC-8 and DC-10.

#13. BARRY JAMES via FRED HEMS produced a nice offering from Helibernia in yellow, blue, black and red.

#14. Barry also came up with a Crossair offering for Eurocross, saying "just the best jumps," whatever that means. Very smart in red, white, blue and yellow.

#15. JERRY ELMAS of Texas has sent me another goodie for Orient Thai Airlines in black, red and white on yellow. It was probably issued by GAMCO, the Gulf Aircraft Maintenance Company, as their logo is on the label. Jerry also sent in a similar item for the Royal Air Force.



#9



#11



#12



#13



#14



#15



#10



#11



#12



#13



#14



#15

#16. ROGER MAY from England provided this sticker for the South African Airways Historic Flight, showing its restored DC-4. It comes in black and silver on white.

#17. This Finnair "UM" sticker also comes from Roger. UM stands for unaccompanied minor. It is in red and blue on white.

#18 shows a British Airways Airbus A320 in the current (but not for long anymore - JG) colors. This is, I think, the first Airbus sticker that doesn't show a side view. It also has a photo image, rather than a line drawing. It also came from Roger May.

#19. A very colorful arrival from MIKE DOHERTY of England is this ANA item from Japan. I don't know what the Nintendo connection is.

#20 is the first French-language Lufthansa sticker I have seen. It comes in dark blue on gold. Also from Mike Doherty.

#21 shows a sticker for the Lufthansa balloon team, also with thanks to Mike. It is in dark blue on gold and is a postcard.

#22. A consortium of Cargolux and Swisscargo has issued this sticker. It is in red and blue on white, with the airline names in black. It was contributed by GRAHAM ALLIANCE of Bethesda.

#23. Dark blue, black and gold on white make this Fokker 100 sticker from Compagnie Corse Mediterranee ("The Wings of Corsica") an attractive item. The airline also operates ATR-72s.



#16



#19



#17



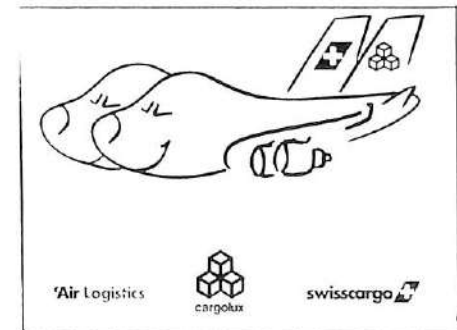
#20



#18



#21



#22



#23

#24. The Sticker Chatter column would not be complete without a contribution by DAVE CHARKIS of Las Vegas. This is a plastic sticker from Air Greece in blue and white. It is 207 mm (8") long. Dave had previously sent me an Air Greece sticker that is 900 mm (35") long, but I don't think we can fit that on a CAPTAIN'S LOG page, unless we reduce it so much in size that you can't make out any details.

#25 is from Croatia Airlines and shows its 737. Fortunately the words 'Dobro Dosli' have been translated for us as "Welcome to." (I would have cheated otherwise and pretend I could translate it myself as I already have it on an earlier JAT DC-10 sticker).

GOLDEN OLDIES

The "Golden Oldies" this time are American labels, gummed of course.

#26 shows an early Eastern Airlines label with the outline of a DC-2 (in white) over an orange map of the United States. Yellow and blue are also used in this label.

#27. This Delta label was probably issued in 1934 when Airmail Route 34 was awarded, from Fort Worth to Atlanta and Charleston. The colors are red and blue on silver and it is the second Delta label known.

#28 is the earliest TWA (Transcontinental & Western Air) label known. It comes in black and white on yellow and shows a Ford Tri-Motor flying along the coast-to-coast, transcontinental route. Charles Lindbergh flew the first leg of the eastbound inaugural, thus "The Lindbergh Line."

#29 and #30 are the two earliest Braniff labels and both depict the Lockheed Vega. The Vega was the fastest aircraft in airline service in the early 1930s. No. 31 is overall silver with Airways and aircraft trim in red. The other words are in black. No. 32 has an orange border and center, Braniff Airways and the Vega in white, top and bottom segments in buff and the remainder is black.

#31. Finally, the third Braniff label is from much later, around 1950, for the airline's 'Conquistador' services between the U.S. and Latin America, hence "Linking the Americas." It comes in blue, yellow, red and white and is one of my very favorite American labels.



38



RARELINER PROFILE

CASA-liners from Spain

Right after the end of World War 2, everybody "knew" there would be a major air travel boom and many aircraft manufacturers around the world went to work to meet the anticipated need for the large fleets of new aircraft that would be required by the airlines.

One such company was Construcciones Aeronauticas S.A. (CASA) of Spain. Since 1923 a licence builder of French and German military aircraft for the Spanish Army and Air Force, the company developed a small (2 crew, 10 pass.) "feederliner" as they were then called, the CASA 201 "Alcotan" (Falcon). It was the first twin-engine aircraft of original Spanish design and construction. The first flight was on 11 FEB 49. But CASA was an unknown entity in the airliner construction business and not one airline ordered the aircraft. To keep the company open (it was also a major aircraft overhaul facility for the air force), the Spanish Air Force bought 112 Alcotans as general purpose transports and as trainers for navigators, bombardiers and photographers.

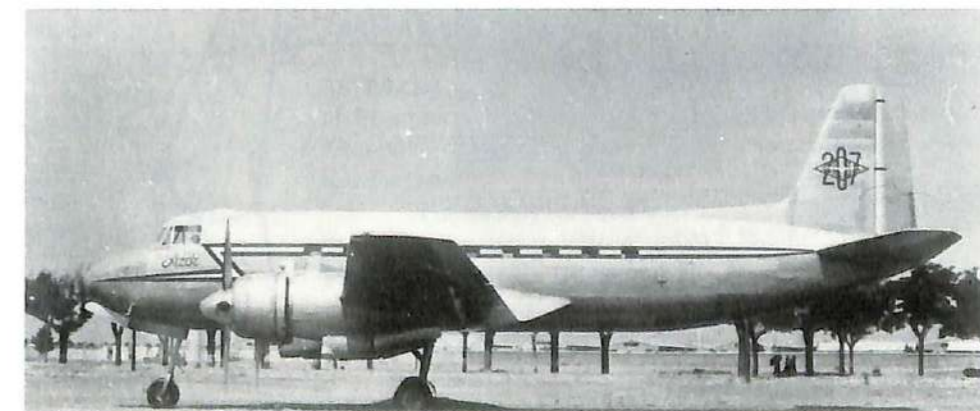
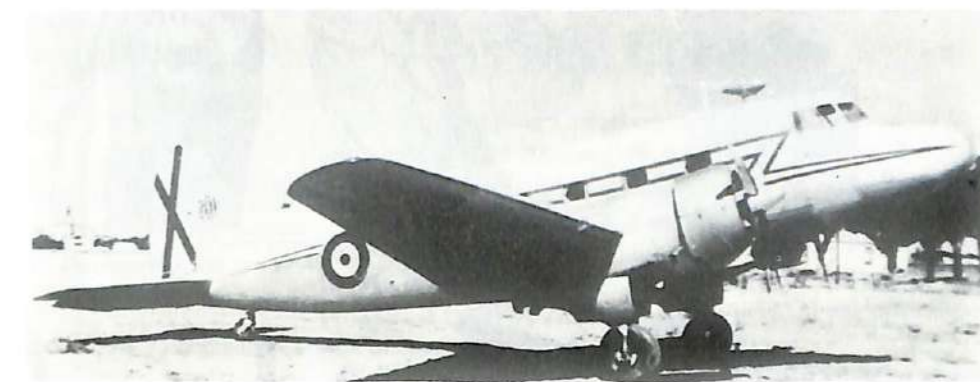
A slightly larger aircraft, the CASA 202 "Halcon" (Falcon) (3 crew, 14 passengers), made its maiden flight in MAY 52, but again, there were no airline buyers and 10 years later (!), the Spanish Air Force ordered 20 as a follow-on to Alcotan production. In 1956 CASA had flown another prototype, the Model 202B. This was a major redesign of the original prototype with more-powerful engines, a lengthened fuselage and reduced wing span and wing area. It came with an executive-style cabin for eight passengers and a modified window arrangement. Development was abandoned when there were no buyers.

CASA tried again with the Model 207 "Azor" (Hawk) for 4 crew and 30-40 passengers. It was intended as a Dakota replacement. First flight was on 28 SEP 55. Again, the Spanish Air Force was the only customer, ordering 20 as personnel

Top to bottom: CASA 201, 202, 207

Joop Gerritsma

Dimensions: *Alcotan:* Span 60' 4" (18.40 m), Length 45' 8" (19.94 m), tail height 12' (3.95 m), wing area 450 sq.ft. (41.8 m²); *Halcon:* Span 70' 9" (21.85 m), Length 52' 6" (16.0 m), tail height 19' 9" (6.06 m), wing area 617.6 sq.ft. (57.40 m²); *Azor:* Span 91' 2 1/2" (27.80 m), Length 68' 5" (20.85 m), tail height 12' 5" (7.75 m), wing area 923.2 sq.ft. (85.77 m²). **Performances:** *Alcotan:* Max sp. 219 mph, Cruising 193 mph; *Halcon:* Max sp. 212 mph (340 km/h), Cruising 208 mph (335 km/h); *Azor:* Max sp. 285 mph (485 km/h), Cruising 266 mph (427 km/h). **Range:** *Alcotan:* 1,120 m (1,800 km); *Halcon:* 1,535 miles (2,470 km), *Azor:* 1,535 miles (2,470 km). **Max. t/o weight:** *Alcotan:* 12,125 lb (5,500 kg), *Halcon:* 17,088 lb (7,750 kg), *Azor:* 34,502 lb (15,650 kg).



39



Scarlet geraniums grow huge within sight of snow-capped peaks. Colorful old cities have spring-like weather the year 'round. You don't know South America 'til you've seen its West Coast.

... FASTEST ...

Go Now!

to South America

El InterAmericano—only daily DC-6 service to Balboa, 4½ hours; Guayaquil, 8½ hours; Lima, 11 hours; Santiago, 17½ hours; Buenos Aires, 19 hours

• Aboard El InterAmericano, you fly in a *straight line* from Miami down South America's West Coast to Santiago, then East to Buenos Aires—the *shortest way* from the U. S. A.

You enjoy "Red Carpet" service throughout a flight that you'll remember for the rest of your life. Altitude-conditioned, soundproofed plane. Gourmet Galley meals, complimentary cocktails and wines. Luxurious Fiesta Lounge. Attendants speak both English and Spanish. Personalized attention in the air and on the ground by Pan American and Panagra, 22-year leaders in air transportation in South America.

For reservations, call your Travel Agent or the nearest Pan American office.



From Miami to Lima, sleep in a real bed-sized berth for a nominal extra charge. You can breakfast in bed on El InterAmericano.

Fly **PANAGRA** and **PAN AMERICAN**
PAN AMERICAN-GRACE AIRWAYS PAN AMERICAN WORLD AIRWAYS

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

by Paul F. Collins



To start, I must apologize for the delay in getting this issue of the LOG to you. Joop had surgery, and I am having problems with my eyes due to my diabetes. So between the two of us, we got a little behind. Baring any additional health problems, future issues should be on schedule.

This next volume will be our 25th anniversary issue. We are planning some nice articles which will include some material from our 24 years of publication. We will also remember some folks who have contributed to the history of the WAHS over the years.

With this issue you should be receiving convention information for AI 2000 to be held at the Camelback Inn in Scottsdale, Arizona, July 19-22. The committee has planned a number of tours similar to those taken the last time we were there. Be sure to sign up early so that you do not get left out.

With regard to my recent remarks in the last issue concerning the operation of future AI conventions, I have received three letters. One was from someone volunteering to be on the committee, one stated he was against any changes in the current operations of the convention, and one from a member who referred me to someone who operates trade shows. Not much interest has been shown in a change at this time. Unless someone brings the subject up at the AI business meeting, we will continue to operate as in the past. The exception will be a screening process to ensure people bidding on a convention are willing to abide by the AI format.

AI 2001 will be held in Miami and will be our 25th anniversary show. The committee is planning a number of special events to mark the occasion. A special display is planned of memorabilia from the past 24 conventions. If anyone has photographs, badges, or souvenir items, he/she would be willing to loan for display purposes, please contact the Miami convention committee. Check the Miami AI 2001 website for future updates.

I would like to remind you that the 1999-2000 Roster is available for \$10.00 US/CANADA members and \$15.00 for all others. An update will be sent to all Roster holders in August. For your copy, send check, cash, or money order to Society HQ.

Happy Collecting.

AI 2000 UPDATE

Convention Chairman Alan Merkle is pleased to announce that AI 2000 will be held at the Camelback Inn, 5641 E. Lincoln Drive, Scottsdale, AZ from July 19-22.

The Camelback Inn rates are \$95.00 per night, single/double occupancy which includes breakfast for two for the dates of the convention. Call (480-948-1700) or (1-800-24CAMEL) or FAX (480-951-5452) for information or reservations.

The display hall will be open for three days, July 20, 21, and 22. The banquet will be held the evening of Saturday, July 22.

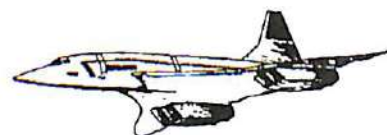
The convention committee has planned daily trips to Tucson to see Marana, Pima Air Museum, Davis Monthan, Avra Valley, and Hamilton Aviation. Local trips will be offered to Goodyear, Luke AFB, Sky Harbor, Southwest and America West Maintenance facilities, Champlin Air Museum, Boeing, Confederate Air Force, and Chandler Airport. Airplane rides will be offered in a Martin 404 to the Grand Canyon, as well as local flights. July 19 and 20 will be AI 2000 nights at the Arizona Diamondbacks when they play St. Louis. Also, daily flights will be available on Farwest Airlines and Grand Canyon Trips to the Grand Canyon.

There is a special offer from Southwest Airlines for buying your ticket to Phoenix. Call (1-800-453-5368) and ask for ID Code 3590, and you will receive a 10% discount. This must be done no later than five days prior to your travel.

For further information call Alan Merkle at (602-564-1666) or write him at 16807 North 3rd Avenue, Phoenix, AZ 85023, USA.

Come celebrate the 24th annual Airliners International show with us in Phoenix.

Airliner Kits and Decals!



Now Discounting kits 20% off our catalog prices every day!

Come visit our 7000 square foot Airline Hobby Super Store smack dab in the middle of nowhere! Take I-5 to CA140 and go 6 miles East. We have a huge assortment of construction kits and aftermarket decals. Our Kit & Decal Catalog is FREE by snail mail anywhere on The Planet Earth.

Soon our website www.airlinersamerica.com will be up and running



Visa, MasterCard, Discover, American Express Cards and checks and money orders in US\$ accepted.



352 5th Street, Gustine, CA 95322-1125

Orders Phone 1 (800) 321-1026

Questions 1 (209) 854-9264 / FAX 1(209) 854-9265

Store Hours Monday-Friday 9:00AM-5:00PM

Saturday 10:00AM-4:00PM Pacific Time

Aviation Collectibles

On-Line

Free to browse and bid
List your stuff today!

On-Line Auction

All types of aviation collectibles

Books, models, slides,
postcards, pins, stickers,
wings, prints, photos, E-
cards, timetables, silverware

www.aviation-show.com

FOOTSTEPS IN THE SKY

By Helen E. McLaughlin



Over six decades of stories of individual men & women of United States Airlines' inflight service/420 photos.

\$24.95/plus \$2.50 Postage

Mail check or money order to: Helen McLaughlin
P.O. Box 233, Coal Valley, IL 61240

309-787-8381



NEW LOCATION!



THE ONLY WAY TO FLY

SO CAL AIRLINE & AVIATION EXPO

AT LOS ANGELES AIRPORT (LAX)

SATURDAY, JUNE 24, 2000 - 9 AM to 3 PM

TRADING / BUYING / SELLING OF AIRLINE AND AVIATION MEMORABILIA & COLLECTIBLES

- Wings
- Uniforms
- Jr. Wings
- Photos / Slides
- Models
- Playing Cards
- China / Silverware
- Aviation Art
- Books / Post Cards
- Posters
- Advertisements
- Door Prizes

For Additional Information: Phil Martin, 562-434-6701, M-F, 9AM-5PM or
Dave Cherkis, 702-360-3615, M-F, 9AM-3PM (Pacific Time)

TO BE HELD AT THE: **HACIENDA HOTEL**

525 N. SEPULVEDA BLVD, EL SEGUNDO, CA 90245 • FOR ROOM RESERVATIONS CALL (800) 421-5900
MENTION SO CAL AIRLINE & AVIATION EXPO FOR SPECIAL \$65/71 SINGLE/DOUBLE RATE
SHUTTLE TO AND FROM LAX AIRPORT PROVIDED BY HACIENDA HOTEL

ADMISSION: \$5.00

DISCOUNT ADMISSION FOR AIRLINE/AIRCRAFT EMPLOYEES WITH CURRENT ID BADGE

FOR TABLE RESERVATIONS, Fill in the information requested below and
send with full payment (required) to:

BEACH CITIES ENTERPRISES, P.O. Box 91051, Long Beach, CA 90809-1051

PLEASE PRINT CLEARLY OR TYPE

DISPLAY TABLE: \$42 each (6' x 30") up to 46 days before Expo / \$45 each within 45 days of Expo.
Add \$5 per table for wall space. Includes a maximum of 2 adult admissions

NUMBER OF DISPLAY TABLES REQUESTED: _____ @ \$ _____ EA = \$ _____

NAME _____ COMPANY _____

ADDRESS _____ CITY _____

STATE _____ ZIP + 4 _____ PHONE # _____

CALIF. RESALE # _____ PREVIOUSLY ON FILE OCCASIONAL SALES DECLARATION

ITEMS TRADING / SELLING _____

By my signature I agree to a release of liability and to hold harmless the Promoters, Beach Cities Enterprises, and the Hacienda Hotel for any loss of any kind based upon my participation at the above event.

SIGNATURE _____ DATE _____

NO TABLE REFUNDS WITHIN 30 DAYS OF EXPO

AIRLINE FLIGHT INSIGNIA

BY
THE CHAMBERS GROUP, INC.



FOR AIRLINES

WINGS • MINIATURE WINGS • CAP BADGES • LAPEL PINS
Premium Quality Insignia • US Made • Custom or Stock Designs
Small or Large Quantities

LET US QUOTE YOUR NEW OR EXISTING INSIGNIA

Send Us Your Logo For An Artist Sketch & Quote At No Cost

FOR COLLECTORS

WINGS • CAP BADGES • SEND FOR FREE CATALOG

P.O. BOX 10536, TAMPA, FLORIDA 33679 • 813/837-3990 • FAX 813/837-3862

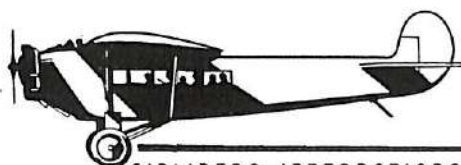
MARK YOUR CALENDAR!

Airliners International 2000
July 19-23, 2000
Phoenix, Arizona

Camelback Inn/Scottsdale

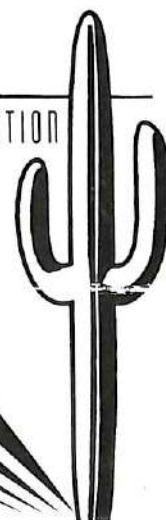
Come and enjoy:

- Organized tours to Phoenix Sky Harbor Airport, Marana, Davis Monthan AFB and other aviation facilities
- Flightseeing trips
- Three days of Display Hall hours (July 20-21-22)
- Photo & Model Competition
- Awards Banquet (July 22)



AIRLINERS INTERNATIONAL CONVENTION

2000



For further information, contact:

AI 2000
16807 N. 3rd Ave.
Phoenix, AZ 85023

abmjnm@aol.com
Voice: 602 564 1666
Fax/Voice Mail: 602 532 7168