



*We are 25 years old!!!*

# CAPTAIN'S LOG

*The Magazine for serious  
Airline Memorabilia Collectors*

Vol. 25 - No. 1 - 2000



## FLEET EVOLUTION OF THE REGIONALS

All American DC-3, Allegheny CV-580, USAir BAC 1-11/204AF, Piedmont 737-201



**WORLD AIRLINE HISTORICAL SOCIETY**

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

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

**Changes of address:**

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

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

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

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

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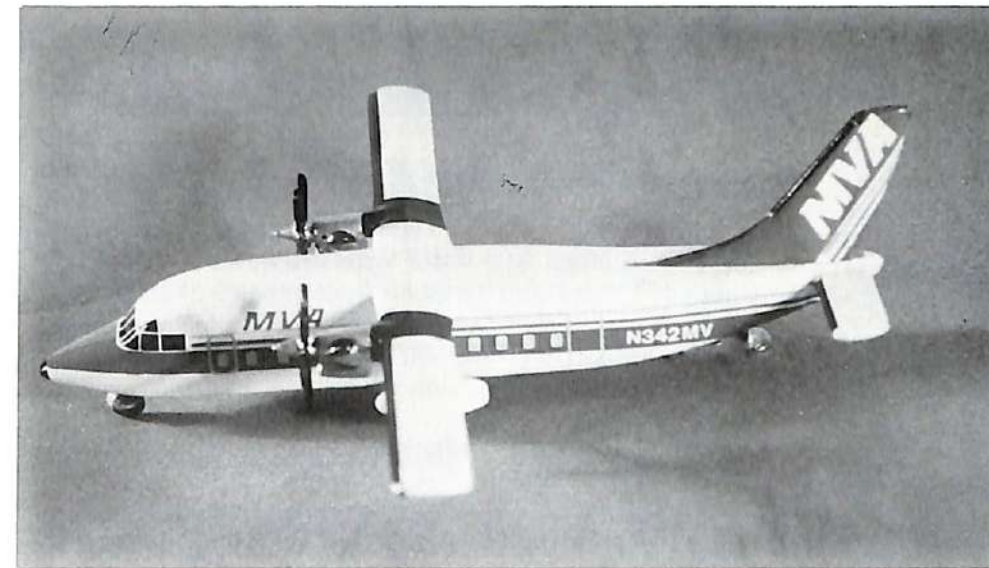
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 WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA



A history of CSA, the national airline of the Czech Republic (formerly Czechoslovakia) starts on p. 36.

Pleasing to the eye, this model of the Shorts 360 (sometimes also called the 'shed' or 'super shoebox') is finished with Flight Design decals in the colors of the now-defunct Mississippi Valley Airlines. See Peter Reed's column beginning on p. 32.

**CAPTAIN'S LOG**

WORLD AIRLINE HISTORICAL SOCIETY

Vol. 25 - No. 1 - Spring 2000

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ABOUT THIS ISSUE:

WE ARE 25!

Yes, folks, believe it or not, but this year really marks the 25th anniversary of the World Airline Historical Society and the publication of the CAPTAIN'S LOG.

It was in April 1975 that Paul Collins launched the World Airline Hobby Club and produced the first CAPTAIN'S LOG, at 20 pages a modest issue compared to today's production. It contained an article (with photos) about the Boeing 737 in service with Malaysian Airline System and three pages with the history of British Caledonian Airways, including a fleet list but without photographs. Both articles were provided by the public relations departments of the respective companies. Also included were a page showing six postcards, a page with three photos, a list of members and "prospective members", two pages with model news, including one page with sideviews of the Lockheed Tri Star, a two-page Flight Exchange and some other assorted notices and Wanted ads. All was produced on a regular typewriter and stapled together on the side.

As the years passed, our membership grew and the CAPTAIN'S LOG became slicker. Beginning with the Winter 1983 issue, we changed from a side-stapled magazine to one that is "saddle stapled," just like commercial magazines are. We also began printing on much better paper stock. 1986 saw a change in the name of the parent organization to World Airline Historical Society to better reflect our activities and our membership.

The first issue, back in April 1975, was produced by Paul alone, as were the next two. But when the fourth issue came around, he had started to gather a "staff" of 10 regular contributors. Of that original group, our schedule editor, George W. Cearley Jr. and yours truly are the only ones left. The others have gradually drifted away and have been succeeded by our present staff of capable and knowledgeable editors.

However, one thing hasn't changed over the 25 years. In his From the Left Hand Seat in the first issue, founder and first CAPTAIN'S LOG editor Paul Collins said, in part, "This is YOUR magazine. I can only (print) the material you, the members, are interested in."

Paul's words were true back then, in 1975, and they are true in 2000, now that we are 25 years old. We depend on YOUR support, YOUR input and YOUR contributions to keep the WAHS and the CAPTAIN'S LOG going and to bring you the material YOU want to see. Let us know, will you?

In the next three issues of this 25th anniversary year, we will take a look back at some of the more-memorable material published since 1975.

OUR SYMPATHY GOES OUT TO AL TASCA

On behalf of all our members and readers, I am expressing our heartfelt sympathy with 'Airline Happy Hour' editor Al Tasca. Too late for inclusion in the Vol. 24, No.4 issue came Al's letter with the news that his wife Gabrielle had passed away on September 9 of 1999 after a long illness during which much of his time was spent taking care of her. We wish you strength, Al, and be assured that we are grieving with you.

ANOTHER TWO-PARTER

Following on the heels of our two-issue coverage of the Vickers Viscount, we are embarking on another two-issue venture with coverage of the local service and regional airlines in the U.S. after the Second World War. Contributions have come from George Cearley, Allan Van Wickler, Ken Taylor, Charlie Dolan, Todd Helm, David Rowe and Peter Reed. Thank you, gentlemen.

There will be more in the next issue.

Also in this issue the long-awaited history of the Czech airline CSA by Lubos Sevcik, the president of the Aviation Fan Club of the Czech Republic.

A NEW HEADING

Sharp-eyed readers - that includes all of you, of course - will have noticed that starting with the previous issue, I changed the heading of this column from 'On Finals' to 'Pre-flight Briefing'. There is a reason for this. Some time ago I adopted the 'On Finals' heading because this page is traditionally the last page I do for each issue. However, a friend of mine pointed out that with that heading, the column should be the last page in each issue. If I want it to be the first one (after the 'Manifest' page) and tell something about the contents of the issue, 'Pre-flight Briefing' would be more appropriate. He is right! After all, it is the first page readers come to when they set out to travel through or read the issue from cover to cover. And that is why I changed the heading.

That's it for this time. I hope you enjoy the material your editorial team has put together for you and please let us know your suggestions for the contents of future issues.

A look back at the stickers of the U.S. regionals

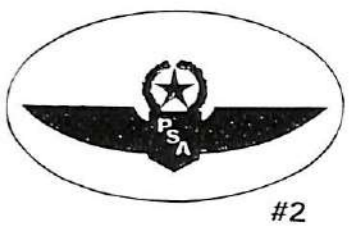
FIRST THE GOLDEN OLDIES

The Golden-not-so-Oldies this time are in keeping with the focus on the original local service airlines in the U.S.

#1. All American Airways is in green on yellow and shows the DC-3.



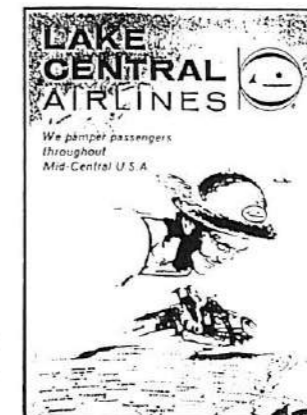
#1



#2

#2. Pacific Southwest Airlines - orange on white with white 'PSA.'

#3. Central Airlines, in white with white border, 'Fly' in black above the 'en' in Central (not visible in our reproduction process). The stylized wing is in silver and the DC-3 in red, blue, white and silver.



#4

#4. is from Lake Central Airlines and is basically in black, white and gray with the logo in red, white and gray.

#5. Trans-Texas Airways with blue airline titles. Other words in red, gray background, white border and blue & white DC-3.

#3



#3

#6. Trans-Texas became Texas International when routes to Mexico were added in 1966. Colors are black title on white, blue and red, which are the colors of the Texas flag.

#5



#7. Red, silver and gray against a green background shows the Martin 2-O-2 of Allegheny.



#6

#8. Piedmont Airlines label features the logo in red and blue, with white words.

#6

#9. Famous Indian Chief logo of Mohawk Airlines is in red on cream, with outlines in blue.



#7

#10. Pioneer Air Lines label shows its well-known Buffalo logo.



#8

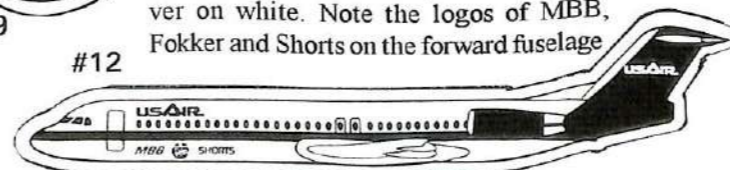
#11 is from Essair, their only label. The airline name is in blue, 'Flying the range' in red, as are the twin borders. Essair was renamed Pioneer Air Lines in November 1943.



#9

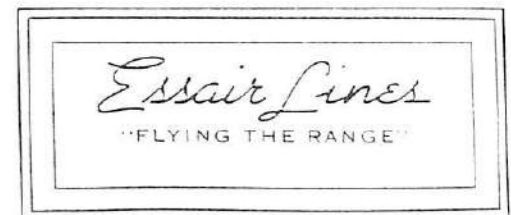
#12. U S Air's Fokker 100 is in the airline's house colors of red, brown and silver on white. Note the logos of MBB, Fokker and Shorts on the forward fuselage

#12



#10

#11



**CURRENT ISSUES**

Never a column goes by without 'Our Man in Las Vegas,' DAVE CHERKIS, finding something new. This time we have:

#13. from Saudia in the new house colors of purple and green (Or aquamarine?) on a cream background, exhorting us to save water. It shows two hands catching a drop of water leaking from a tap.

#14. Also from Dave comes this sticker of Rio-Sul of Brazil, featuring a 'funny face' Boeing 737-500. It comes in red white and several shades of blue (in the cheatlines and logo) against a sky-blue background.

#15. BOB TURNER from England provided this simple black-on-white sticker from Aviaexpress of Hungary.

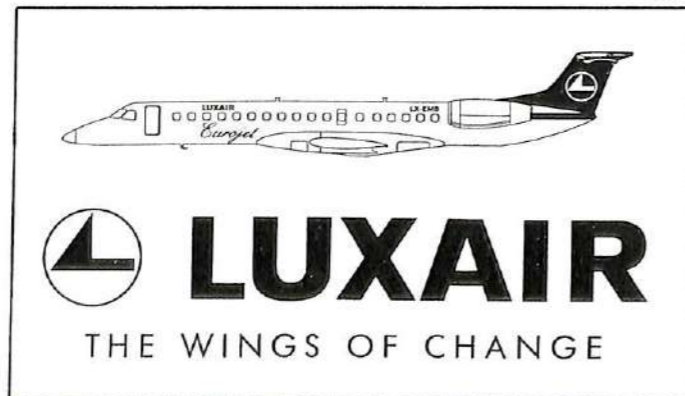
#16. The Air China office in Sharja, United Arab Emirates, must be publicity conscious as this sticker is the second one from there. It was supplied by KEN TAYLOR of Jersey. The colors are red (for the logo at the bottom left), blue and black.

#17. JERRY ELMAS of Texas is another regular and sent in this American Airlines tag promoting the NCAA Championships. I can't tell you the colors, as Jerry sent me a photocopy.

(To those contributors who send me photocopies of labels and stickers, please write the colors and sizes on the back of the copies you send me.)

#18. This Channel Express sticker comes from BARRIE JAMES of Switzerland. It features the A300-C4. The airline flies from Bournemouth, England. The colors are shades of green, with the text along the top and the bottom in black, and a red rose between the words 'your' and 'horizon,' all on white. There is a similar sticker with a side-view of the A300 and others showing their Heralds and Electras.

#19. Barrie also supplied this Luxair item in turquoise and black (bottom line, name Luxair on the fuselage and the aircraft's registration) on white. It shows the airline's new Embraer RJ-145LR twin jet.



#20. A very attractive Christmas offering from Lithuania Airlines was supplied by IAN CAMPBELL of England. The cheatline is in house colors of yellow, green and red, with red logo and red airline name on the fuselage, all against a green background with white snowflake and stars and 'Merry Christmas' along the bottom.

#21. From GERARD GANE of Paris, France, arrived this attractive blue and yellow plastic item from Cronus Airlines of Greece, who fly 737s.

HENK HEIDEN of The Netherlands has recently visited Boeing at Seattle and has sent in three new issues from the shop:

#22. White on blue for the 757,

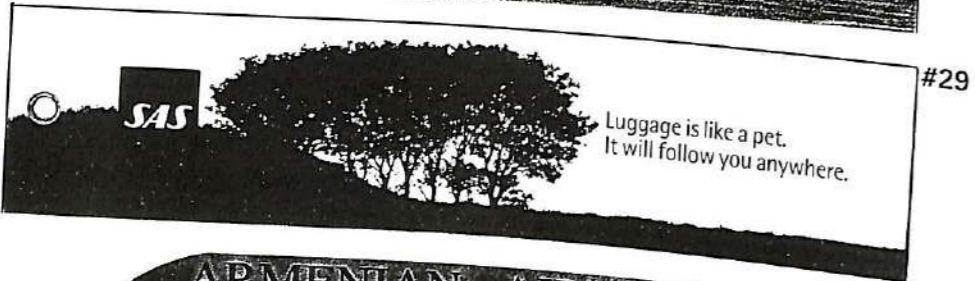
#23. Silver on beige for the 767,

#24. Red (777), blue and black (engines and aircraft outline) on white. I think Henk said each sticker comes in the various Boeing types from the 707 on, but he is not quite sure of that.

#25. ZBYMEK OTAHAL of Czechia sent in this German-language issue from Icelandair in blue with a black and red puffin. on white. The text says "We know Iceland best," while the puffin asks "Who else?"

#26. Another one from Lufthansa in yellow, white and dark blue for a new non-stop Hamburg - New York service.





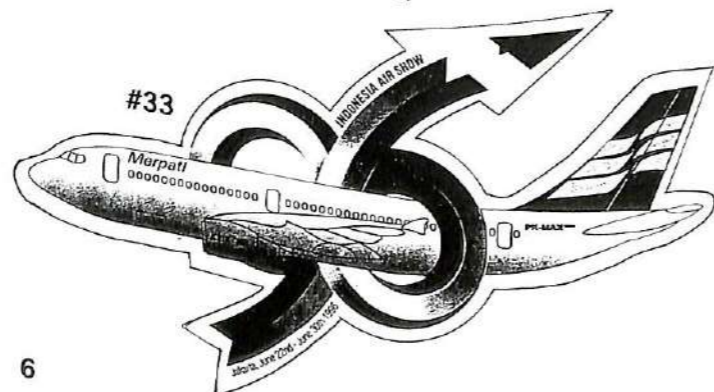
#27, 28 and 29 are new BILs from SAS with a different message on each one. One, in blue and black, says 'Luggage is like a poem. It's what's inside that counts,' another, in orange and black against a beige background, 'Luggage is like a shadow. It follows you everywhere,' and the third one, also black against a beige sky, 'Luggage is like a pet, it will follow you anywhere.' Different, to say the least.

#30. A new Airbus A310-200 sticker for a new airline flying the type, Armenian Airlines. The colors are a three-tone blue logo on a dark-blue tail and engine nacelles. 'AA' on the fuselage is in red and blue with an ochre-colored "whisk" through it. All is set against an ochre background. The border is silver, with black text.

#31 From the same area comes this Uzbekistan sticker showing the Boeing 767. Main colors are white, sky-blue and gold, on white. The aircraft colors are blue on top of the fuselage, and on the tail, and green on the bottom. The blue and green are separated from the white fuselage by narrow red cheatlines. The tail logo is in green on yellow.

#32. West Air Sweden issued this sticker, featuring an IAI Westwind biz jet. I doubt this type of aircraft has ever appeared on a sticker before. The airline flies two Westwinds from Karlstad. Colors are a black background with the shape of Sweden in very pale blue. Colors on the aircraft are in gold and black, as is the logo at the end of the name.

#33. Multi-colored offering by Merpati of Indonesia, advertising the Indonesia Air Show in 1996, with their Airbus A310-300. This type of sticker so often never comes to light, so keep your eyes peeled at all air shows.



#34 and 35 are from Sabena. One promotes the airline as the official carrier for the Belgian Olympic Team (probably 1996 in Atlanta) and is basically blue and black on white, with the Belgian national colors of black, yellow and red in the logo at top right.

The second sticker is a new one for the Boeing 737-300 and is in white, aluminum and black on blue.

#36. Cargo Lion of Luxembourg issued this sticker, showing their DC-8-62F. The colors are predominantly shades of blue.

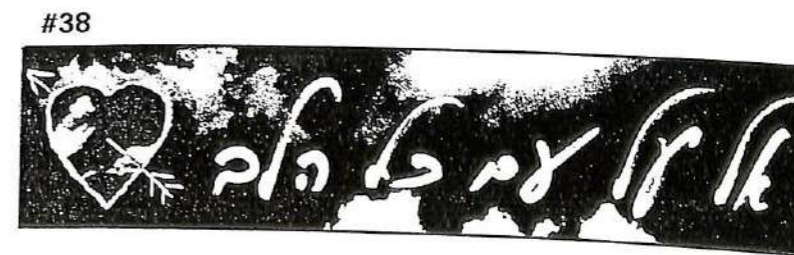
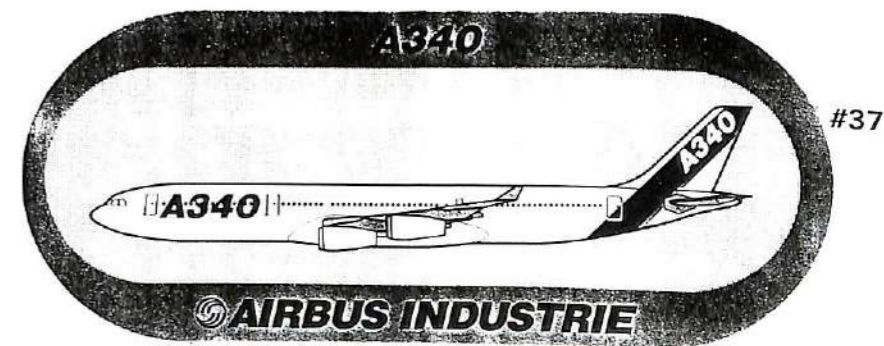
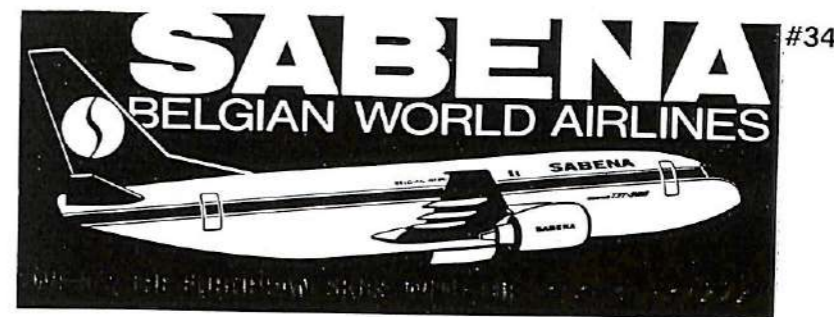
#37. Another Airbus label, this one for the prototype of the A340 in company colors. Border is silver, with pink for the background behind aircraft.

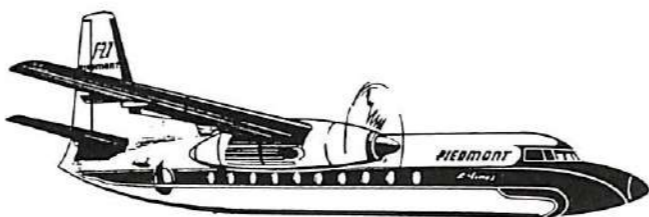
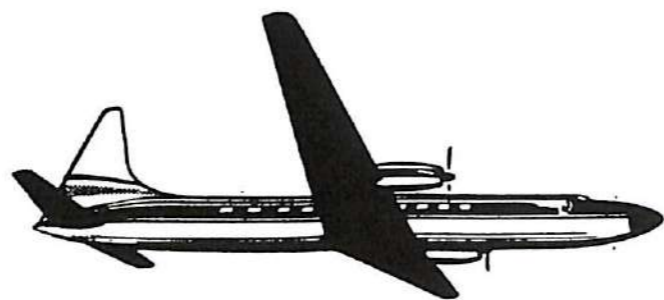
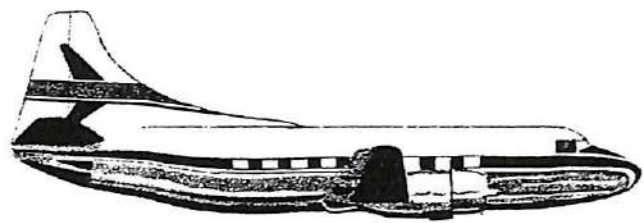
### WHAT AIRLINE IS THAT?

Here are two puzzles to solve:

#38. Can anyone translate the text on this label and put an airline name to it? It comes in blue with white clouds and 'skywriter' text also in white. The arrow through the heart is in yellow.

#39. Probably much easier to solve is what airline this is. The apple is in red with a white inner and green outer border. Can anyone identify it, please?





# AROUND THE WORLD

## of Airline Schedules

Copyright 1999  
George W. Cearley, Jr.

The schedule column in this issue of the Captain's Log covers the US Airways/US Air predecessors. These include All-American & Allegheny, Lake Central, Robinson & Mohawk, Piedmont & PSA.

Martin 202's joined the Allegheny system on June 1, 1955. In 1956, Allegheny received permanent certification by the CAB and that same year began serving Detroit. In 1959 Napier Eland jet powered Convair 540's were introduced. Christened "Leilani," the 540's commemorated the then new 50th state, Hawaii. Allegheny introduced a new "speed wedge" logo in 1960. In 1963 Allegheny relocated its maintenance facilities from Washington to Pittsburgh. Convair 580's powered by two Allison 501-D13 propjet engines joined Allegheny in June 1965 and initially served the Pittsburgh - Philadelphia - Boston market.

All-American Aviation was formed in 1937 and began flying mail over a 1,040-mile route in Pennsylvania & West Virginia over rugged terrain, in 1939. All-American provided mail service to smaller communities with inadequate airport facilities. A Stinson monoplane would descend to tree-top level, drop and pick up mail all in a single pass without landing. During World War II All-American helped establish the Army Air Corps glider program

Passenger service was inaugurated in March 1949 between Washington and Pittsburgh via Baltimore, Frederick, Hagerstown, Martinsburg, Cumberland and Connelsville/Uniontown; and Atlantic City and Pittsburgh via Philadelphia, Wilmington, Lancaster, Harrisburg, Altoona & Johnstown. The second timetable (from left) shows destinations served by All-American in 1950, one year after the inauguration of passenger service. In early 1953 All-American changed its name to Allegheny Airlines. The timetable over at far right shows destinations served by Allegheny as of 1954. Since 1949 all passenger flights had been operated with DC-3 equipment.

In December 1965, Fairchild F-27J "Vistaliners" were added to the fleet and first served Boston, Bridgeport, New London, New Haven, Hartford, Newark, Philadelphia, Harrisburg, Atlantic City & Pittsburgh. DC-9-14 "Vista Jet" service was inaugurated on September 1, 1966. The timetable at center shows DC-9 jet services at the end of 1966. Douglas DC-9-31's joined Allegheny in 1967. On July 1, 1968, Lake Central was merged into Allegheny. Allegheny took delivery of Boeing 727-2B7's in 1970. On October 28, 1979 Allegheny changed its name to US Air.



Turner inaugurated services in 1949 from Indianapolis to Chicago, Cincinnati, Grand Rapids & Louisville via intermediate points, using Beechcraft Bonanzas. DC-3's were soon added and in 1950, Turner changed its name to Lake Central. By 1953 service was extended to Cleveland and Pittsburgh. As of early 1957, Lake Central's route system included Detroit, Erie and Buffalo. Conqair 340's joined the fleet in Spring, 1961, with initial services to Washington, Baltimore, Elkins, Parkersburg/Marietta, Detroit, Toledo, Dayton, Cincinnati & Indianapolis.



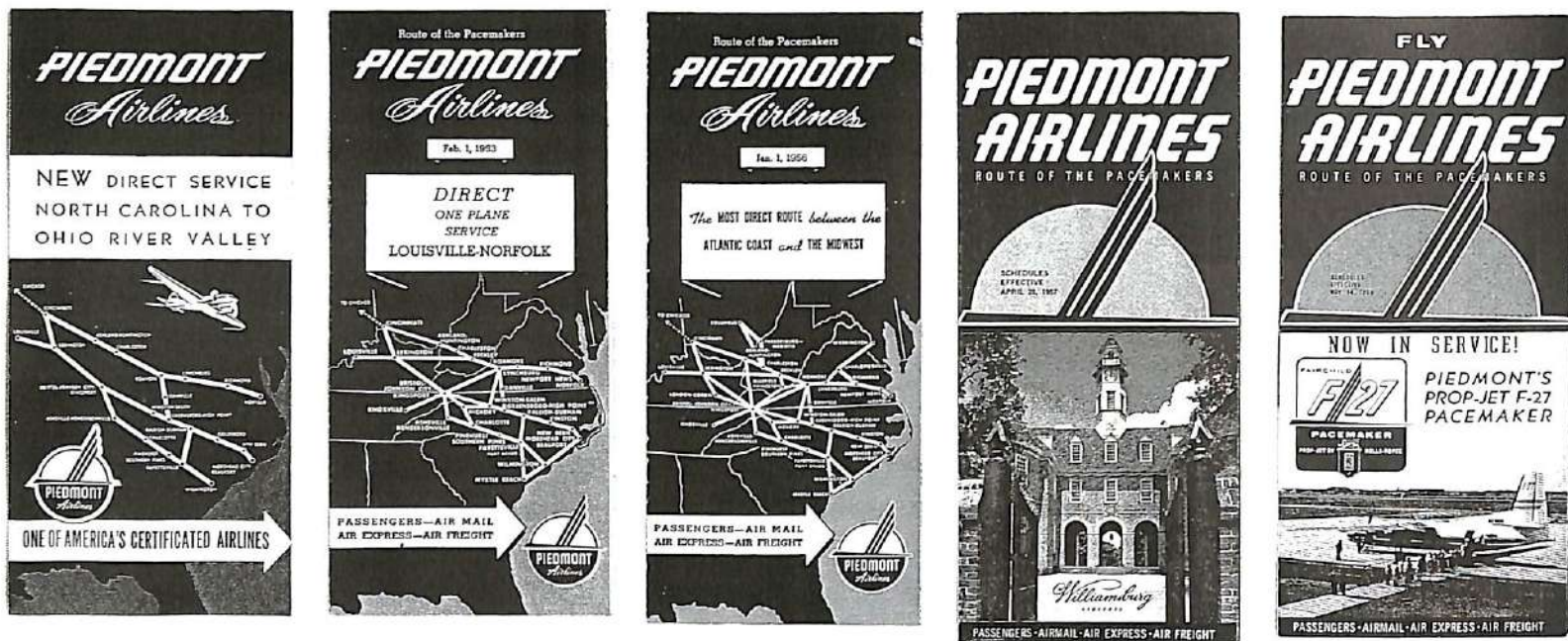
Mohawk inaugurated services as Robinson Airlines in April 1945 with two Fairchild F-24's and then twin-engine Cessnas added by year's end. Twin Beech aircraft joined the fleet in 1946. In February 1948, the CAB awarded Robinson a mail contract and DC-3's replaced earlier aircraft. In 1952 Robinson changed its name to Mohawk and in 1955 Conqair 240's joined the fleet. Conqair 440's were added in 1958-59 and in 1959 a new white, black and gold color scheme was unveiled. Men-only "Gas Light Service" flights were introduced in 1960 between Buffalo, Rochester, Syracuse, Utica, Albany, Hartford & Boston, offering beer, cheese and pretzels in flight.



At left, "pamper passengers" service mark from the early and mid 1960's. On October 31, 1965, Nord 262's joined the Lake Central system with first services at Bloomington; Chicago; Cincinnati; Columbus (Indiana); Danville, Grand Rapids; Indianapolis; Kalamazoo; Kokomo; Lafayette; Marion, Muncie; South Bend; and Terre Haute. In September 1966, Conqair 580 service was inaugurated. These aircraft were modified Lake Central Conqair 340's. First 580 flights served Chicago, Cincinnati, Columbus, Detroit, Indianapolis, Lafayette, Terre Haute & Toledo. The "Airline with a Heart" service mark and color scheme were introduced in 1967. On July 1, 1968 Lake Central merged into Allegheny. The last Lake Central timetable appears at right.



In 1961 new routes (formerly Colonial & Eastern) were added to upstate New York and Martin 404's joined the fleet. Mohawk became the first local service (regional) airline to offer pure jet service, when BAC-111-204AF flights were inaugurated in the Summer of 1965. Fairchild Hiller FH-227's were added in 1966 and in 1972 Mohawk merged into Allegheny.



Piedmont Aviation, Inc. was founded in 1940 as an aircraft sales and service organization. Piedmont Aviation (dba Piedmont Airlines) was formed January 1948, with the first flight on February 20 that year (time table at left). In 1948 the airline had 273 employees and operated six DC-3's. The timetables at the center show routes as of the mid-1950's. In 1956 Piedmont ordered Fairchild F-27 propjets and these first entered service on November 14, 1958.

**Look what Piedmont's up to now.**

Brand new Boeing 727 jet service. It's a fast new dimension in regional travel—the first jet service along the Route of the Pacemakers. Now, Piedmont Airlines passengers can fly one of the most popular jets in the sky. And enjoy big speed, big comfort, big new convenience. Because Piedmont jets you there in style. Quickly—with three fan jet engines, you cruise smoothly at 600 m.p.h. Quietly—it's easy to talk, to read and rest. And luxuriously—there's spacious seating for 92 passengers to enjoy. On Piedmont. An airline you can look up to.

**FLY PIEDMONT AIRLINES ROUTE OF THE PACEMAKERS**

**now new YS-11 prop-jets**

**COMING SOON—BOEING 737 FanJet SERVICE**

**FLY PIEDMONT AIRLINES ROUTE OF THE PACEMAKERS**

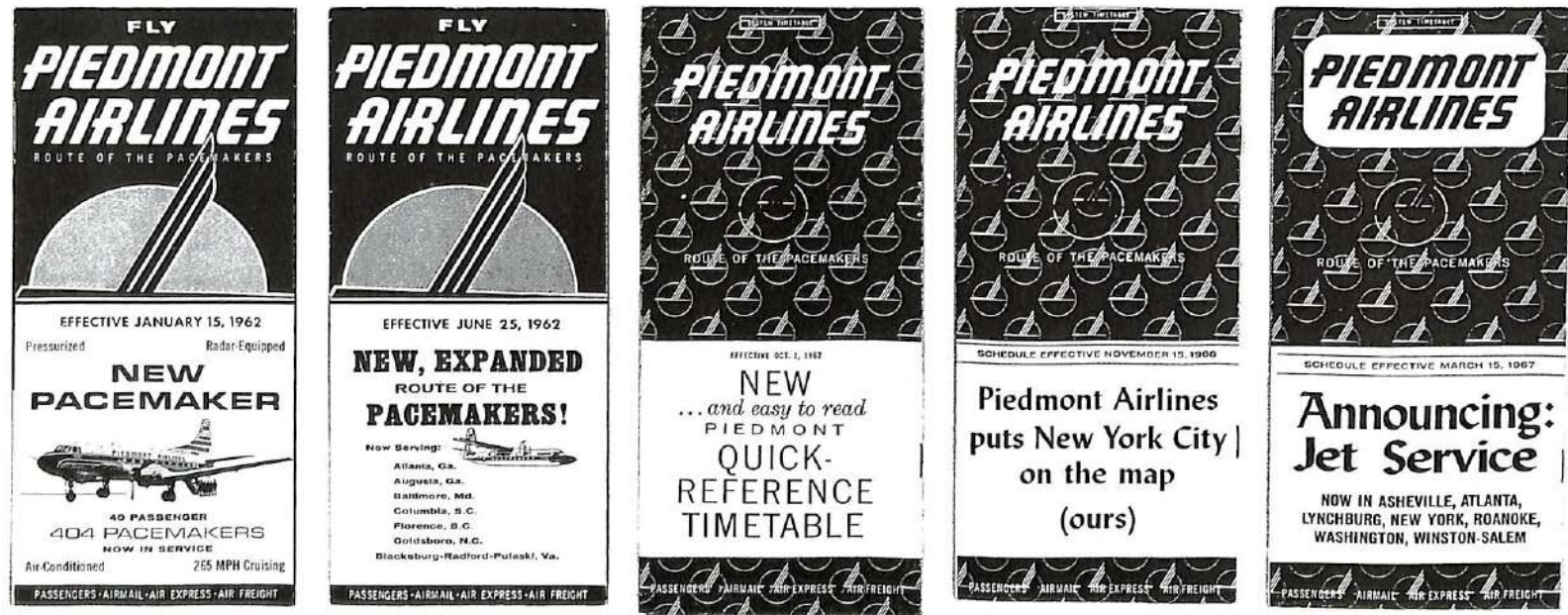
**new -737 fanjet**

**AMERICA'S MOST ADVANCED JETLINER**

**FLY PIEDMONT AIRLINES ROUTE OF THE PACEMAKERS**

**now—Piedmont serves Chicago via close-in Midway Airport.**

Piedmont's initial 727-100 jet service was in March 1967. In October 1967 Piedmont ordered 21 Nihon YS-11's and these entered service May 19, 1968. Piedmont's first 737 flights were inaugurated in July, 1968. The first six 737's had been ordered in 1966. In 1969 Chicago was added to the Piedmont system.



In 1961 Piedmont purchased 17 Martin 404 "Pacemakers," and sold 14 of its 17 DC-3's. In 1962 new service to Atlanta from Carolina points was added during Eastern's flight engineers strike. In Fall 1962 Piedmont introduced a new quick-reference schedule and on February 20, 1963 (the airline's 15th anniversary) the last DC-3 was retired. Service to New York City was added Fall 1966. First pure-jet services were inaugurated in March 1967, using two leased Boeing 727-100's. The first FH-227B's were also introduced in March 1967 and with their deliveries, the F-27's were traded in.



Piedmont became all-jet-powered February 15, 1970 when the last Martin 404's were phased out of service. In 1974 a new simplified logo and color scheme were introduced and in 1974-75, the FH-227B's were phased out of service. The timetable at center shows Piedmont's bicentennial symbol. In 1977 Boeing 727's rejoined the fleet. Service to DFW was added in 1979 and a number of other routes and destinations were added with deregulation.



**PIEDMONT AIRLINES**  
System Schedule Effective July 1, 1982.

**PIEDMONT AIRLINES**  
System Schedule Effective February 15, 1983.

**FLORIDA**  
TAMPA  
JACKSONVILLE  
ORLANDO  
DAYTONA BEACH  
MIAMI

**PIEDMONT AIRLINES**  
System Schedule Effective November 1, 1984.

**A Brand New Way To San Francisco Bay.**

**PIEDMONT AIRLINES**  
System Schedule Effective May 15, 1987.

**Starting June 15th, Piedmont Opens A New English Channel.**  
Daily 767 Service To London Gatwick Airport From Charlotte.

**PIEDMONT AIRLINES**  
A Subsidiary of US Air Group, Inc.  
System Schedule Effective June 1, 1989  
Includes Selected USAir Flights.

**Our New Service To Bermuda Gives Everyone A Seat On The Isle.**

Bermuda  
Bahamas  
Florida  
California

A new hub at Dayton, Ohio was established in 1982. New services to Los Angeles and San Francisco were added in the mid-1980's with flights from each to Dayton and Charlotte. On June 15, 1987 daily 767 service was inaugurated between Charlotte and London Gatwick. In 1989 Piedmont merged into US Air.

**PSA**  
FLIGHT SCHEDULES  
SCHEDULED AIRLINES

**Pacific Southwest Airlines**  
SAN FRANCISCO - LOS ANGELES - SAN DIEGO  
SAN DIEGO - LOS ANGELES - SAN FRANCISCO  
LOS ANGELES - SAN FRANCISCO - SAN DIEGO  
SAN FRANCISCO - SAN DIEGO - LOS ANGELES  
SAN FRANCISCO - LOS ANGELES - SAN DIEGO - LOS ANGELES - SAN FRANCISCO  
SAN FRANCISCO - LOS ANGELES - SAN DIEGO - LOS ANGELES - SAN FRANCISCO

**PSA PROUDLY PRESENTS**  
*Electra* **JET SERVICE**  
First Class care...at a reasonable fare

**PSA**  
FLIGHT SCHEDULES  
A SCHEDULED AIRLINE

**1726**  
**1181**  
**545**

**SAFETY • COMFORT • DEPENDABILITY**

**PSA**  
PACIFIC SOUTHWEST AIRLINES  
FLIGHT SCHEDULE

	Light Fare — A.M.		Bold Face — P.M.			
<b>Northbound</b>	703*	809†	123	239	539	633
Lv. San Diego	7:00	8:00	12:35	2:35	5:35	6:30
Ar. L.A. (Intl)		8:25		3:00	6:00	
Lv. L.A. (Intl)		8:40		3:15	6:15	
Ar. L.A. (Bar)	7:30		1:05			7:00
Lv. L.A. (Bar)	7:45		1:20			7:15
Ar. San Francisco	8:35	9:35	2:10	4:10	7:10	8:05
<b>Southbound</b>	734†	106	144	406	634	746
Lv. San Francisco	7:30	10:00	1:45	4:00	6:30	7:45
Ar. L.A. (Bar)		8:20		2:35	7:20	
Lv. L.A. (Bar)		8:35		2:50	7:35	
Ar. L.A. (Intl)		10:55		4:55		8:40
Lv. L.A. (Intl)		11:10		5:10		8:55
Ar. San Diego	9:05	11:35	3:20	5:35	8:05	9:20

**Pacific Southwest Airlines**  
DAILY — Monday thru Thursday and Saturday

	731	125	601
<b>Northbound</b>			
Lv. San Diego	7:30	12:35	6:00
Ar. Burbank	8:10	1:15	6:40
Lv. Burbank	8:30	1:35	7:00
Ar. San Francisco	10:10	3:15	8:40
<b>Southbound</b>	702	144	632
Lv. San Francisco	7:00	1:45	6:30
Ar. Burbank	8:40	3:25	8:10
Lv. Burbank	9:00	3:45	8:30
Ar. San Diego	9:40	4:25	9:10

PSA inaugurated its first service in 1949 with a DC-3 flight between San Diego and San Francisco. DC-4's were added in 1955 and 98-passenger Lockheed 188 propjet Electras joined the fleet in Fall 1959. In April 1965 Boeing 727 pure jets were added and in the late 1960's, 737's. In the early 1970's a short-lived L-1011 service was flown by PSA. On April 9, 1988 PSA merged into US Air.

**SAFETY CARDS ON BOARD**

Todd Helm

**The evolution of safety cards of the Regionals**

The first regional airlines are an excellent tool to illustrate how not only the design of the safety cards has changed within the airlines, but also how the cards changed as the aircraft grew from smaller propellor aircraft to large jet equipment and in some cases widebody aircraft.

**ALLEGHEY AIRLINES CONVAIR**

**EMERGENCY EXIT INFORMATION**  
The CONVAIR aircraft on which you are traveling is one of the safest aircraft in service today. Your safety is always our first concern but, nevertheless, emergencies sometimes arise. Our Pilots and Hostesses are thoroughly trained to cope with these emergencies. Should one arise and should it be necessary to evacuate the aircraft, there are a number of exits available for your use. These are described below and on the back of this card.

**FRONT**

**ENTRANCE**  
(May be used as exit if opened by crew.)

**WINDOW EXITS**  
Over the wing. Slide off rear edge of wing to ground.

**WINDOW EXIT**  
With rope to ground.

**EVACUATION BLADE**  
Through rear door.

**REAR**

**(OVER)**

**ALLEGHEY AIRLINES Vistacruiser**

**IMPORTANT INFORMATION**

**SEAT BELTS**  
Please keep your seat belt fastened when the seat belt sign is on. When the seat belt sign is turned off in flight, we suggest you keep your seat belt loosely fastened.

**PORTABLE ELECTRONIC EQUIPMENT**  
AM, FM, and TV receivers may not be used during the flight. These devices may disturb the navigational aids of the aircraft.

**BRACE POSITION**

1. Remove eyeglasses and sharp articles from pockets.
2. Fasten seat belt tight and low across hips.
3. Lean forward and down as far as possible.
4. Clasp hands firmly under legs.

**FLotation JACKETS**

Take out of seat pocket. Put over your head with jacket in front.

Pull waist straps around waist and snap.

Tighten by pulling straps. Tie neck straps if used by a child. Do not inflate until you leave the aircraft.

Inflate by jerking red knob. Jackets may be inflated by blowing in rubber tube.

**Just in case...®**

**ALLEGHEY AIRLINES, INC. DC-9**

FOR THE SAFETY OF OTHER PASSENGERS PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE

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#1. Allegheny Airlines, later to become U S Air / U S Airways, operated Convair 440 and 580 aircraft. The cards that show the Convair and the Vistacruiser, were both two-sided hard plastic cards. Vistacruiser was the name used for the CV-580 and it may have included some of the FH-227 and referred to them as Vistaliners. They were inherited in the merger with Mohawk Airlines. Special thanks to BRIAN BARRON for his information.

#2. As Allegheny continued their growth, the jet age became a reality for them, as did a change in color scheme to a multi-red tail and cheatline on white aircraft. The DC-9-30 card and the 727-100 card were both produced by Interaction Research Corporation. Both show the new style of cards adopted by Allegheny and carried into their name change to U S Air and the acquisition of PSA. All cards of the new U S Air were of the graphic IRC style.

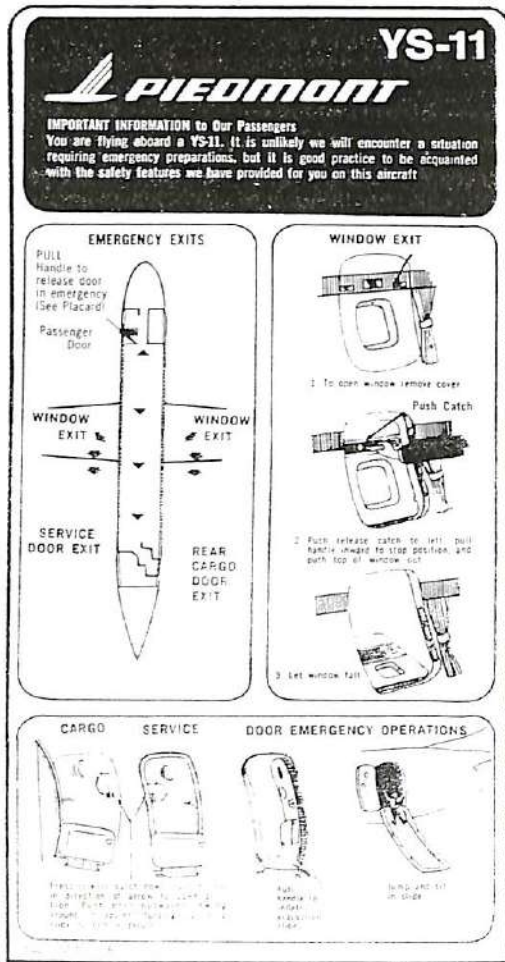
(These two cards have black text on a red background, which doesn't reproduce clearly in our production process. I have therefore "reconstructed" them to show back text and aircraft on a white background - JG)

**Just in case...®**

**ALLEGHEY AIRLINES, INC. 727-100**

FOR THE SAFETY OF OTHER PASSENGERS PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE

© Copyrighted by Interaction Research Corporation. Printed in U.S.A. 1011-153-25

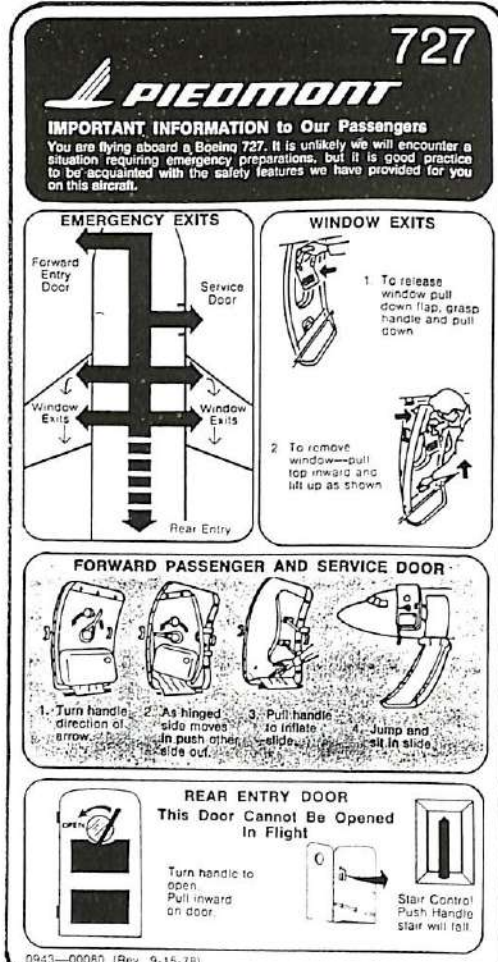


#3

#3. The east coast neighbors of Allegheny, Piedmont Airlines, also shared the title of a regional airline that we saw grow into an international carrier, when they added 767 service to London. Piedmont operated the Japanese-built YS-11 beginning in 1968. The safety card that I am showing here for these aircraft is a smaller two-sided paper card in green and white. Although this card shows a modern logo used by Piedmont, the cards were also issued in the older logo as illustrated on the Boeing 737 card (#6).

#4. Piedmont operated both versions of the 727, the 100 and the 200 series. The 100 series is shown and again is the smaller style card. It shows a revision date of 9-15-78 (15 SEP 78). This card is black and white.

#5. The 727-200 card is dated Original 8-1-81 (01 AUG 81) and is in brown and white.



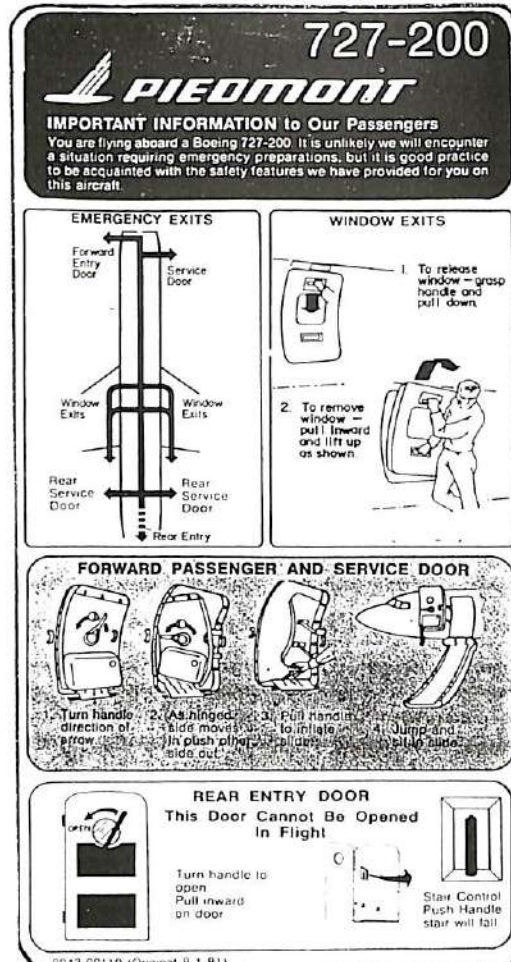
#4

#6. Piedmont grew, as did the diversity of their fleet. The Boeing 737 became the workhorse of the fleet and several versions were flying as "Pacemakers" prior to the merger with U S Air. Many of these aircraft still grace the skies.

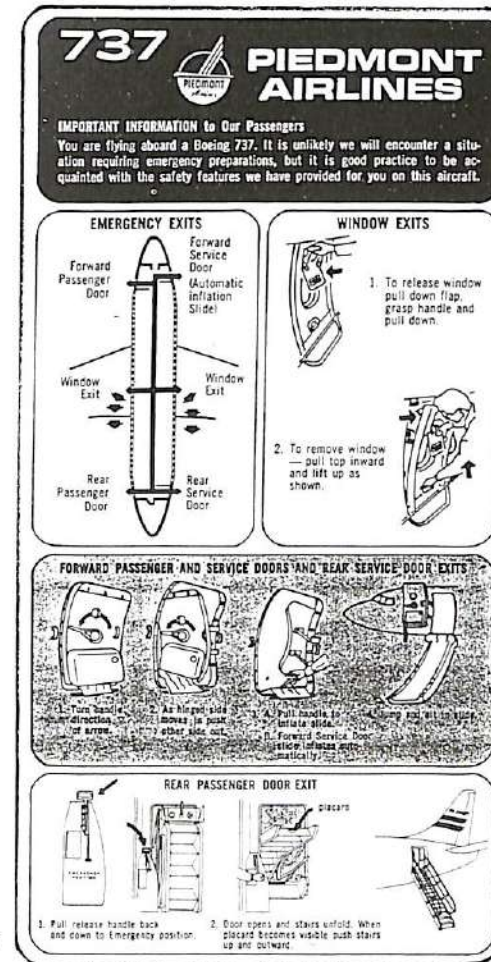
#7. Piedmont went to a larger, folder-style card with color illustrations for ease of passenger recall. I am showing the safety card used by Piedmont of their 767-200 aircraft. The covers all showed a captain's hat with various colors used on the top stripe of the card.

#8. This illustration shows the many top stripes of the cards, and a sampling of the various aircraft with their corresponding cards. These were the final cards used by Piedmont.

I am continuing the coverage of regional airlines in the next issue of the CAPTAIN'S LOG.

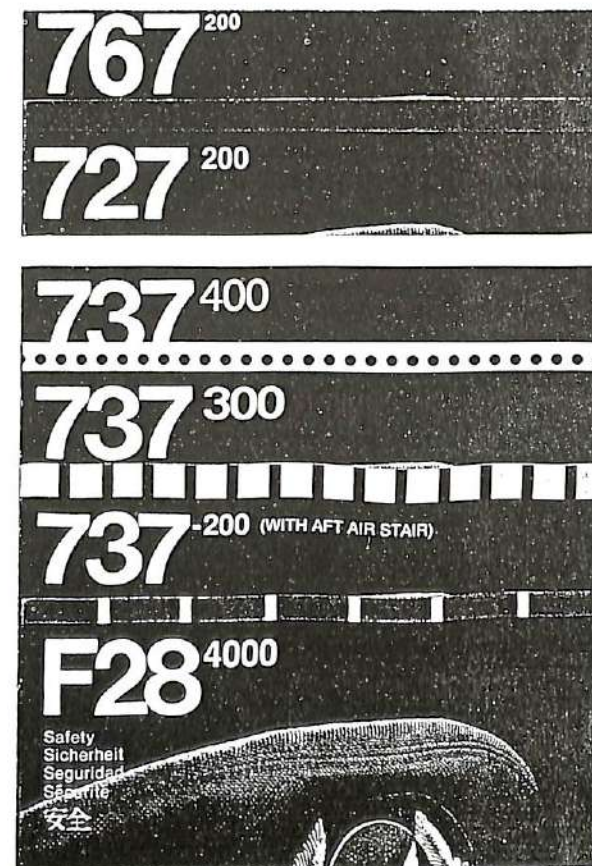


#5

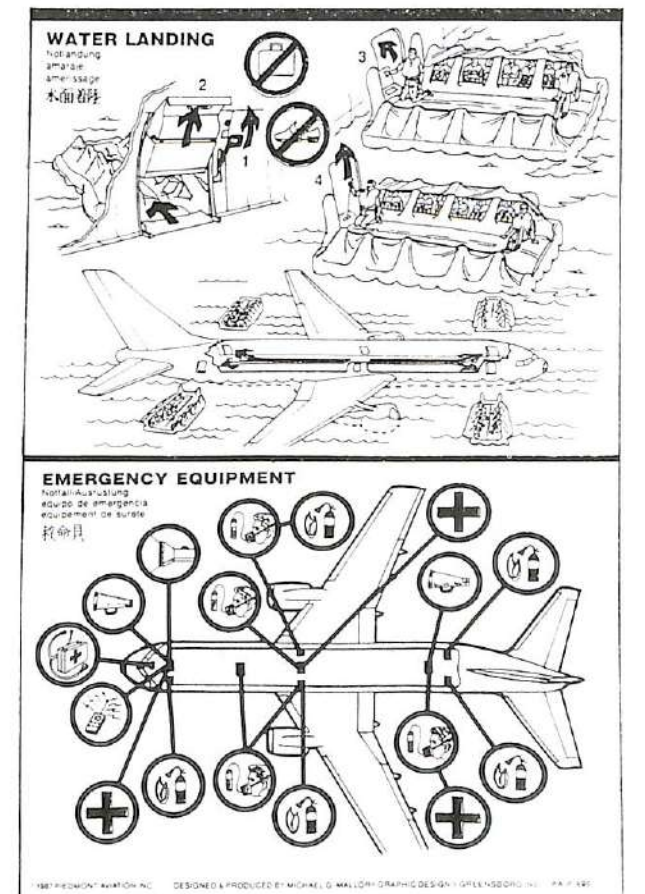


#6

#8



#7



#7

# DC-3s, Convairs and even the Nord 262



#8 Pictured is one of North Central's new Convair Super Northliners put in service this past summer. These twin-engine, radar-equipped ships have a seating capacity of 44 passengers in pressurized, air conditioned cabins, and the 2,400 h. p. Pratt & Whitney engines make possible cruising speeds up to 300 miles per hour.

After our St. Louis get-together I received a nice note from Doug Bastin in Chester, U.K. who makes presentations about our hobby and has been able to use my stewardess article in Vol. 24, No. 2 to good effect. He has also published an excellent 28-page DH Comet postcard catalogue in 4c for the Aviation Postcard Club Int'l, with contributions by many of our European confreres. It is a fitting companion to Bill Demarest's compilations, costs just 12 bucks (\$12) and is well-worth it.

I also received a delightful letter from Joe Weber out California-way with a couple of fine Viscount reminiscences such as his wife's reaction to the pax cabin filling up with smoke-like vapor from the A/C vents, a normal quirk as he recounts.

The thrust of this and the next issue has to do with the local service/regional carrier scene in the USA in days gone by.

#1. The only Turner Airlines post card I have ever seen was a diffused B/W DC-3 that was so awful, I didn't care to own it. But I have included a 1941 B/W real photo of Roscoe Turner's Aeronautical Corporation hangar at Indianapolis Municipal Airport because there is a fine AA "Flagship Minneapolis" DC-3 in the foreground. Card dimensions are 3 1/2 x 5 1/2.

#2 - 3. Staying in the Midwest, here are three cards from Lake Central Airlines with their venerable DC-3 in front of the Evansville (Dress Memorial) terminal in Indiana in 3 1/2 x 5 1/2 4c by Plastichrome, P51929, followed by their Nord 262, 3 1/2 x 5 1/2

by Plastichrome. I remember looking in one of these underpowered aircraft in the airline's purple Gay 90's livery one time. It looked just like a French bordello.

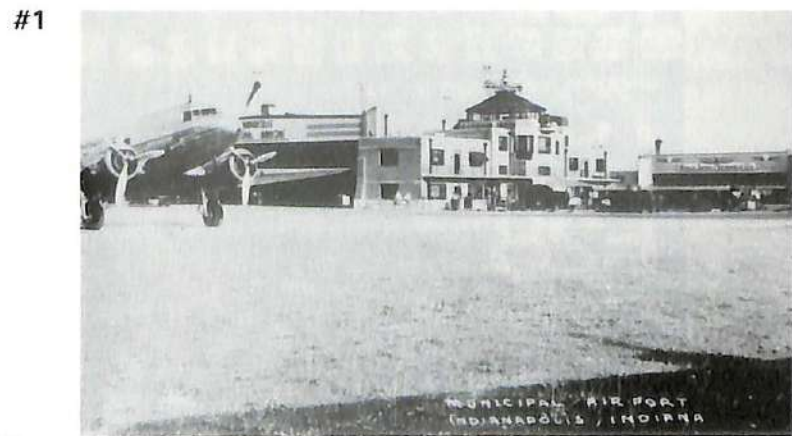
#4. One last Lake Central entry is a B/W co. card, 3 1/2 x 5 1/2 of Convair 340 (N73151). I recall flying in one into Indiana one day out of Ypsilanti (Detroit YIP) in 1964. The captain must have just gotten out of the USAF Tactical Air Command because that is how he flew that mother. Exciting.

#5. The one entry for Central (I have shown others before) is their great 3 1/2 x 5 1/2 4c CV-240 co. card 44,961F published by MWM in Aurora, MO. I received the card in trade with John Pinnow in 1985.

#6 - 7. Let's touch on Ozark and North Central as we remain in the Midwestern states with this beautiful White Photo Services S26341 4c chrome OZ (Ozark) DC-3, a Quincy, IL airport card evoking a traditional image, as does the L.L. Cook 3 1/2 x 5 1/2 4c chrome card of the NCA DC-3 in 1964, no. 71634 at Stevens Point, WI.

#8. The piece de resistance for this issue is this oversize 4c chrome 6 x 9 inches card of the NCA Convair 440 at Duluth, Minnesota. (At the top of the column.) The publisher is Gallagher's in Duluth. The card's number is S28399A-2. This card was given to me by a former NCA marketing executive in 1985, then employed by Mesaba. It is one of my top favorites.

#9 - 10 - 11. We might as well stick with NCA's Convair 340/440 fleet (remember that many were re-engined into the CV-580 for NCA) with the following three airport card examples, all of which



#1



#2

### DRESS MEMORIAL AIRPORT EVANSVILLE, INDIANA

As one of the nation's top "small hub" aviation centers, with some 150,000 passenger arrivals and departures annually, Evansville maintains its airport among the most modern with continuous improvements and a ten-year development program. Fine air service in all directions is provided by Eastern, Delta, and Lake Central Air Lines.



EVANSVILLE In the Valley of Opportunity

### CENTRAL AIRLINES...

currently serves 45 cities throughout the six-state area of Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas. Six Radar Convair 240's and 16 DC-3's comprise Central's fleet of 22 aircraft.



#5



#3

### The NORD 262

Prop-jet Airliner Built by Nord-Aviation  
Pressurized • Air conditioned • 230 mph cruising speed • Radar-equipped • Jet powered • 27-passenger configuration



#4

### LAKE CENTRAL AIRLINES

operates a fleet of 22 DC-3s and five Convair 340s in the eight states of Illinois, Indiana, Maryland, Michigan, New York, Ohio, Pennsylvania and West Virginia, as well as the District of Columbia.



#6

Ozark Airline Flight preparing for take-off. Passengers loading from Administration Bldg. Baldwin Field Quincy Municipal Airport. 3 round trips daily to Chicago. 2 round trips daily to St. Louis and 1 round trip daily to Kansas City.

are 3 1/2 x 5 1/2 4c chromes. Oshkosh (L.L. Cook 71631) and Green Bay (L.L. Cook 51557), and the Wyman Post Card of Wausau, Wisconsin, number S547411.

#12. I throw in the three similar NCA DC-3 cards for the fun of it, and not include the one shown in Vol. 21, no. 4. All are 3 1/2 x 5 1/2 4c chrome Duluth airport cards published by H.C. Wick (Dexter). All are 95353 or 95353A.

#13 - 14. A couple of Frontier cards to add as we head west a bit with an oversize co. card 3 1/2 x 7 in 4c chrome at DEN, with their DC-3 in front of a UAL DC-4 and a CAL Convair 240, with FL's route map. We follow with a gorgeous Jackson, Wyoming 4c chrome 3 1/2 x 5 1/2 airport card by Ad Industries, 13035, of their CV-340.

#15 - 16 - 17 - 18. We'll complete the scene with four Trans Texas cards (we'll defer to the chutzpah of the owner when he changed the name to Texas International and changed the livery again). The lovely DC-3, 3 1/2 x 5 1/2 4c chrome over the San Jacinto Monument, published by Plastichrome (Colorpicture) P1496 begins the series, followed by their CV-240. This card was mailed in 1962. Then comes their Convair 600 (Silver Cloud 600) co. card 11175-C published by The Stack Co. looking as if it were airbrushed. Next is the TXI DC-9 co. card.

I believe I have been successful in not including any cards previously shown in this column, or certainly dating back to Spring, 1995. I hope so, in any event. Please do enjoy and let me hear from you.

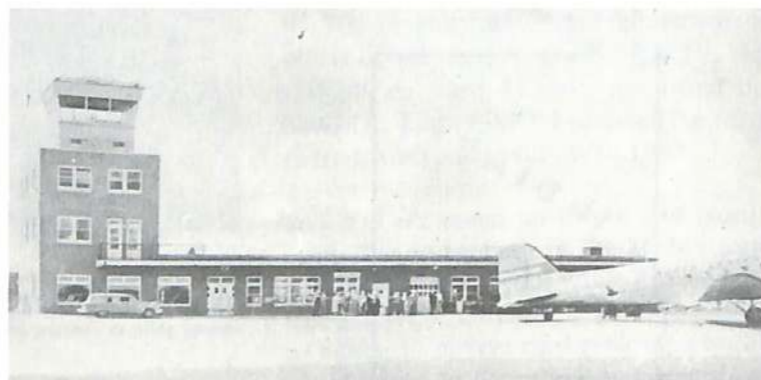


BROWN COUNTY AIRPORT #10  
Green Bay, Wis.

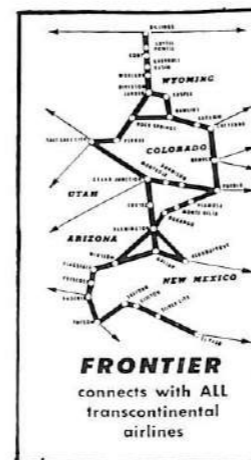


355X  
Austin Straubel Field, Brown County Airport,  
showing a North Central Convair, Green Bay,  
Wisconsin

#11

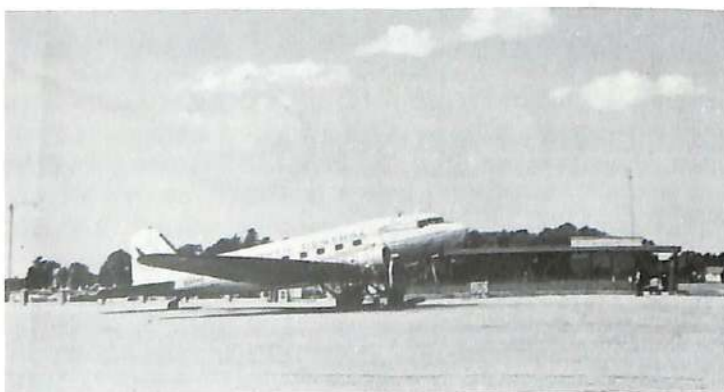


#12



**FRONTIER AIRLINES**  
Serving 34 cities in the Rocky Mountain Region

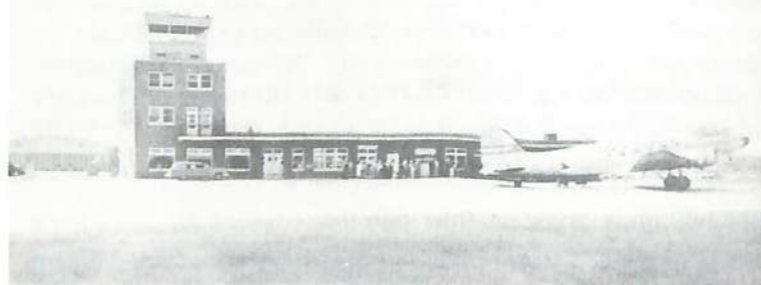
#13



504X  
Municipal Airport, Stevens Point, Wisconsin

#7

#9



D-9 View of Administration Building and North Central  
Airliner at Williamson-Johnson Municipal Airport, Duluth,  
Minn.

Ektochrome by Rod Peterson



GRAND TETON NATIONAL PARK  
JACKSON, WYOMING

Jackson Hole Airport is the only commercial air-  
line airport in a national park. Situated at the  
base of the majestic Grand Teton Mountains,  
elevation 13,666, this is the Frontier Airlines  
gateway to spectacular Grand Teton National Park  
and famous Yellowstone National Park.

#14

**Letter from Joe Weber,**  
**Trabuco Canyon, California:**

Enjoyed the coverage of the Viscount in your Postcard Corner (Vol. 24, no. 3). I thought I'd send you a couple of memories of my dealings with the Viscount that might be interesting to share with our readers.

Back in 1960 I'd just gotten out of the USAF/SAC and went to work briefly with American Airmotive in Miami. The company did contract work for carriers flying into MIA that had no maintenance facilities.

Anyway, a Cubana Airlines Viscount defected from Cuba and was brought over to our facility for an all-four engine change. (All four engines had frozen up due to the pilot - on purpose - not placing the props into fine pitch upon landing.)

This was the first time I'd been close to a Viscount and its Rolls Royce Dart engines. Myself and another technician were assigned to assist the maintenance crew that was sent over from Cubana in Havana to do the engine changes.

I recall that only Rolls Royce specialized tools and equipment were used in the engine changes, which were brought over by the Cuban crew.

They were telling me that I should come over to Havana and work for Cubana Airlines. All the things that were in the papers at that time about Cuba, were wrong and not true, according to them. They told me that Cubana was a good carrier to work for and that the pay was good!!! (I cordially declined the offer, thank you.)

My next encounter with the Viscount came when I moved to the Southern California area and joined Continental at LAX.

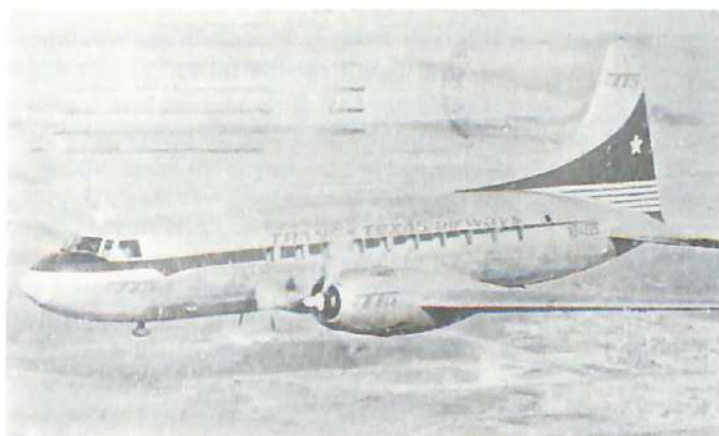
My wife and I were on a brief trip (Pass) to Tucson and upon return we had reached cruising altitude in one of CAL's Viscounts, when the A/C vents started to release smoke-like vapor (one of the quirks of the Viscount).

Anyway, this caught my wife's eye



A Trans-Texas Starliner flies over San Jacinto Monument . . . symbol of the Battle of San Jacinto . . . in which Texas won her independence from Mexico.

#15



#16

When traveling the Southwest Region  
**TIA SILVERLINER CONVAIRS** offer you these advantages:  
**AIR CONDITIONED** - for perfect flying comfort  
**PRESSURIZED** - gives you "low-level" atmosphere at smooth, high altitudes  
**WEATHER RADAR** - guides you along the smoothest, most est airways  
**BUILT-IN STAIRWAY** - for fast boarding and departure  
**SPECIAL BAGGAGE RACK** - permits you to carry on your luggage—speeds you on your way at destination  
**SILVERLINER BUFFET** - delicious food, temptingly served on all Convair flights operating at meal-time. Early morning passengers will also enjoy TIA's tasty Continental Breakfast.

FLY TIA

"SERVING THE GREAT SOUTHWEST REGION BEST"

**TRANS-TEXAS airways**

Houston International Airport  
 Houston 17, Texas



#17

**TIA Silver Cloud 600**

Brings Jet Powered Service to the Great Southwest



TEXAS INTERNATIONAL's 99-passenger Super DC-9 Pamper-jet serving Arkansas, California, Colorado, Louisiana, Mississippi, New Mexico, Tennessee, Texas, Utah and Mexico.

22

and even though I explained to her what was happening, she summoned the hostess (flight attendant) and pointed out what she thought to be smoke. When the hostess told her it was nothing, she felt better. (Never mind what I had told her!)

Flying in humid areas, the A/C system on the Viscount tended to expel heavy condensed air which resembled smoke.

Allan, just thought I'd pass along the above Viscount memories since they might be interesting to you and your readers.

# Commuters - you got to love them

A few years ago the media were having a field day criticizing "commuter" aircraft. It seemed that whenever there was an incident or accident involving an aircraft smaller than a wide-body jet, the pejorative label of "Commuter" was attached to that airplane or operator. It began to get tiresome.

I began commuting when I was still in high school, taking the Long Island Railroad (the good old LIRR) from the east-central part of Long Island, often changing at Jamaica, to Woodside, New York where I would board the IRT (Interborough Rapid Transit - Queensboro Line) to change to the BMT (Brooklyn Manhattan Transit) to cross under the East River to Manhattan at 59th Street to once again board the IRT on the Lexington Avenue Line. The trains were noisy, sometimes dirty and often crowded. Even with those pitfalls, I managed to get through high school with a perfect attendance record. So the commuter lines must have been good for something.

In 1963 I began my freshman year of college in Buffalo, New York and began some long-range commuting. It wasn't a daily grind, but each time Thanksgiving, Christmas, mid-term break and Easter rolled around, it was time to head back home for some 'R & R'. The first few years this meant at least eight hours on a Greyhound bus or on the New York Central into Manhattan and then the old standby LIRR out to the Island.

In 1965 I was in the advanced course of the Reserve Officer Training Corps (ROTC) and that brought an extra cheque into the coffers so that I could splurge and take the 'high road,' courtesy of American Airlines' BUF - LGA - BUF service, or Mohawk's BUF - IDL - BUF operation. This cut the time down by at least half and both airports (IDL and LGA) were on Long Island, thus avoiding the subway and LIRR. I rode both the Lockheed Electra II and the BAC 1-11 operated by American and the Convairs and Martins of Mohawk.

Most of the flights were uneventful, but there were two interesting incidents on Mohawk. The first took place on a north-bound trip when the captain began cycling the gear several times in succession. At first I suspected a missed approach, but when the cycling kept up, it was obvious that he did not like the way the lights were displaying on his instrument panel. Sure enough, several minutes later he advised that there was an indication that the nose landing gear was not locking into position and that "as a precaution" he would like us to assume the brace position as we landed. It seemed the logical thing to do. He held the nose off as long as the speed would permit and as it settled, the gear held. As we taxied to the gate, he said that some slush had probably been thrown up during the take-off roll and had fouled the contacts, which resulted in a false reading. It is funny how things stay with you, such as remembering that the aircraft was a Convair 240, N1014C, 'Air Chief Shawnee,' and those little plastic signs on the cockpit door, indentifying the captain as H.J. Gauvreau and the F/O as L.A. Tobin. They did a good job. We had a nice ride the rest of the way to Buffalo after a longer-than-normal stop at Ithaca.



## HENSON AVIATION

Silver bullion thread for both the wing and the cap badge. The center device is matt black metal, with brushed silver letters, line and aircraft silhouette. There are no labels or hallmarks. A single screwpost holds the device to the cap, with positioning pins at 3 & 9 o'clock. The wing is a clutch back.



## ALLEGHENY AIRLINES

Wing and cap badge are made of silver, the 'arrow' is in red enamel (upper portion) and dark blue enamel (lower portion). The silver of the wing is brushed on the low surfaces and polished on the high surfaces. The wing is clutchback and has no hallmark. The cap badge has a screwpost with two positioning pins. The cap hallmark says V.M.G. STERL.

23

The second 'adventure' took place on a spring trip, again northbound from IDL, now known as JFK. This one happened so quickly, I did not catch any of the names or numbers. As it happened, I was travelling with my classmate Peter, of whom I have spoken before. Peter, to be blunt, is blunt. Our country is fortunate that he did not pursue a career in the diplomatic service.

Getting back to the story at hand, we were sitting in the first two forward-facing seats on the port side and across from us were two young ladies who we assumed were coeds from either the University of Buffalo or the Buffalo State Teachers College. We thought they were underclassmen.

Things were busy at IDL that Sunday evening and after the engine run-up, prop cycling checks etc, we began the taxi to takeoff. I guess the skipper got the OK from the tower for an intersection take off, because we made a quick right turn to another taxiway to the active runway. From the port window I could see a Boeing 707 at the end of the active, which I was sure was getting ready to start a take-off roll. We were on the active runway and the power came up quickly, perhaps too quickly. There were two or three backfires and a slight drop in engine output. It did not last long, but it was enough. I planted both feet firmly on the deck, pulled the seatbelt a tad tighter and held the armrests tightly. One of the young ladies across from us asked, "Is this your first flight too?" And that is when their trip was ruined. Peter looked at them, pointed to me and said, "Heck no, he's a pilot." From the looks on their faces we knew they hadn't needed that much information. The take off went well, but needless to say, their trip, if it was indeed their first airplane ride, was not a good one. There is such a thing as being too honest.

Right after graduation in 1967 I had to attend my eight-week ROTC Summer training at Indiantown Gap Military Reservation, Annville, PA. A three-day weekend over July Fourth allowed me a chance to fly in the Nord 262 of Lake Central Airlines. It was a whirlwind (if such a trip can be attributed to a twin-engine turboprop) trip to Buffalo to see Karen and then a quick trip back to finish off training and be commissioned as a brand-new Transportation Corps second lieutenant.

The years in the Army and the first few years after separation left little extra cash for travel, so most trips with the children were done by surface transportation.

When I was assigned to Montreal (1978-1986), we were allowed 'home leave' after each two-year posting. I am sure this benefit was proposed for workers who were far from the U.S. to get reacclimated to the country after having been away for 24 months, but it was offered and we accepted. We rode Allegheny Airlines and later U S Air between Montreal and Buffalo and the return trip was made with the wonderful odors of *real* Buffalo Polish sausage and chicken wings wafting up into the cabin from the baggage hold. Once again, after a friend of many years passed away, Karen took a trip to Buffalo to attend the funeral. This was before she was really comfortable on 'small' airplanes. The trip to Buffalo was made on pure jets, but the return, through Syracuse, NY, connected with Empire Airlines which operated a Swearingen Metroliner on the SYR - YUL leg. I had not mentioned that before she left and upon her return I just barely missed several days of 'Housewife's Buffet,' also known as cold shoulder and hot tongue.

As soon as daughter Julia became eligible to share staff

passes with us after joining U S Airways Express, we both became super fans of 'commuters.' We would take umbrage at any and all disparaging remarks about Dash 8s, Shorts 'Belfast SSTs,' Beech 1900s ('don't trip over the main spar as you move to your seat') and other 'small' airplanes. Now that she has left the transportation field to pursue advance degrees, we miss them a lot.

A few years ago I had to travel to New York Int'l Airport for a refresher course on some X-ray equipment we use. I boarded a TWA Express Jetstream 41, N562HK, for the trip to JFK. We started, taxied, were given the safety briefing and waited . . . and waited . . . and waited. As we taxied back to the terminal, we were told the south shore of Long Island was being hit by heavy thunderstorms, but that the north shore was clear. All we had to do was go across the hall to the U S Airways gate and board one of their flights to LGA. I opted to stay because by the time I got from the north shore (LGA) to the south shore (JFK) either the TWA Express flight would have been there for ages, and/or the training would have been over. Sure enough, within an hour we reboarded (the crew and I) and pressed on to the runway. As we taxied out the second time, the flight attendant stood up, walked to the front of the cabin, took the p/a microphone in her hand, looked me straight in the eyes and said "DITTO." You just can't get away with that on a wide-body jumbo jet-town mover.

Commuters, you got to love them.

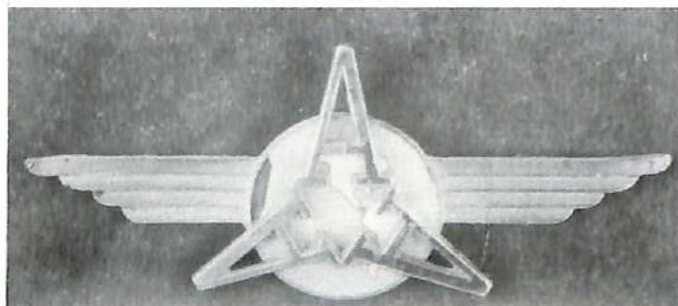


#### LAKE CENTRAL AIRLINES

This is a pin-back, silver-polished wing without a hallmark. The text on the horizontal bar, the outer circle and the 'aircraft' are in black; the inner oval and the sun are in red.

#### ALL AMERICAN AIRWAYS

This wing is made of two pieces. The metal is heavy brass with the center disc in light blue, almost turquoise and the land areas of North, Central and South America in white. The three As are mounted to the center disc by three posts on the right leg of each A, which are pressed into the main wing. The wing is held to the jacket by two screw posts.



#### U S AIR (First)

Silver wing and cap badge, with a brushed finish on the lower surfaces of the wing and the leaves. The high surfaces of the wing and the entire cap center disc are polished. The letters of the name on the the (captain's) wing and on the cap badge are pressed into the metal and are filled with red paint for 'U S' and light blue paint for 'Air'. The wing is a clutchback, the cap badge has a screw post and two positioning pins. Neither piece is hallmarked.



#### U S AIR (Second)

The wing and the cap badge are made of silver. The cap badge has a brushed finish in the center oval. The letters on the wing and the cap badge are pressed into the metal and have 'U S' in red and 'Air' in maroon enamel. The captain's wing has a star and a wreath on top. Both wings are clutchback and the cap badge has a screwpost with two positioning pins. All three pieces are hallmarked 'Balfour'.



#### < TRANS WORLD EXPRESS (TRANS STATE AIRLINES)

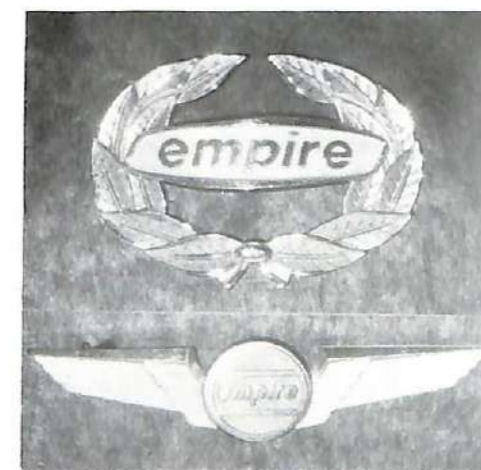
The cap badge is in gold-color metal with a brushed finish, except for the top 'feather', which is highly-polished. The letters TSA are filled in with red paint. It has a single screw post with three positioning pins. There is no hallmark.

The wings are of gold metal also in brushed finish, except for the highly-polished top feather. The center disc has a marbled finish with TWE in red. The pilot wing is plain, the captain's wing has a star and wreath. There are two screwposts on the wing, but no hallmarks.



#### PIEDMONT AIRLINES

This is the final Piedmont issue. It is made of silver bullion thread on both the wing and the cap badge. The center device has a matt black background and a brushed silver bird emblem. The wing is a clutchback and has no hallmark. The center device of the cap badge has a screwpost in the center with two positioning pins (at 3 & 9 o'clock) and is hallmarked with a hexagon and 'sterl'.

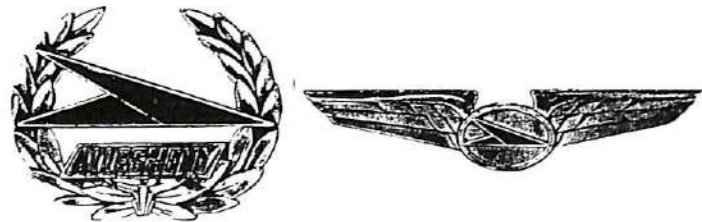


#### EMPIRE AIRLINES

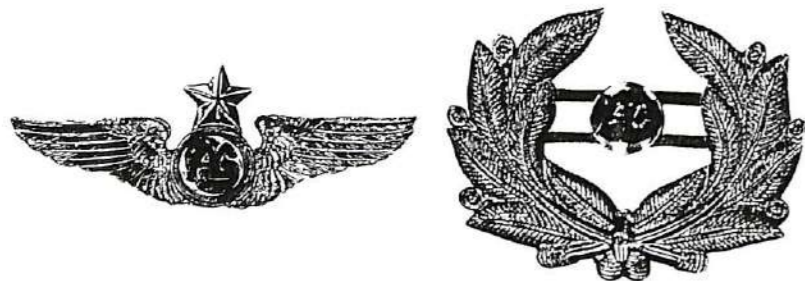
Both the wing and the cap device are in gold-color metal. The letters and high surfaces are highly polished. The wing is a clutchback, the cap device has a single screw post, without positioning pins. There are no hallmarks on either piece.

# Regionals, and more Roy Thompson questions

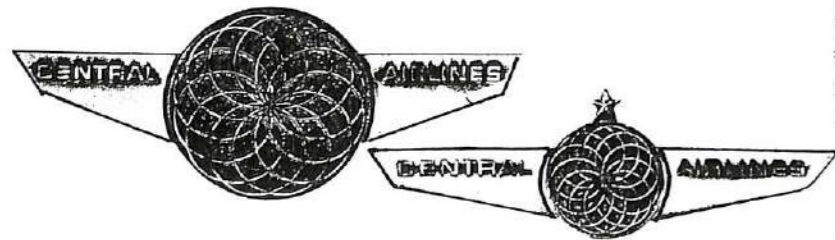
There are no answers this time, therefore I would like to feature some of the cap badges and wings of some of the regional airlines in the U.S.



#1. Allegheeny Airlines: these badges were collected in 1965. They are of sterling silver with red and blue enamel.



#2. Allegheeny Commuter. While these are not in the same time frame as the badges shown in #1, they are still of interest. They are made of a silver-tone metal.



#3. Central Airlines used these badges, which were collected in the mid-1960s. They are made of sterling silver. Central operated various routes mainly in Oklahoma.



#4. Pacific Southwest Airlines of California began operations in 1949 with one DC-3. These badges are of a more-recent date. The cap badge is made of a gold-tone metal and the wings are gold wire on black cloth.



#5A



#5B



#5C



#5. Piedmont Airlines of Winston-Salem provided first flight service in 1945.

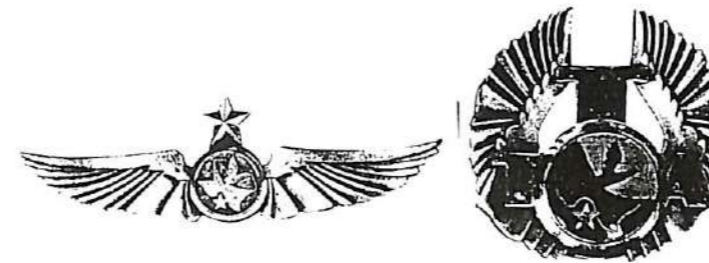
#5A is an early version of the Piedmont cap badge of a silver-tone metal and two colors of blue, white and a red enamel bird. I am not sure of the vintage.

#5B. This cap badge and wing were collected in the mid-1960s. They are of silver-tone metal with blue and red enamel in the cap badge, and a red enamel bird on the wing.

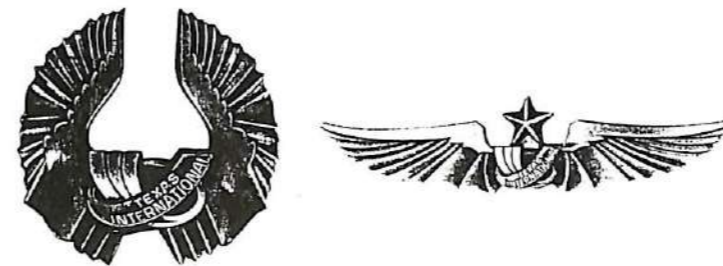
#5C. These are the more-recent Piedmont wing and cap badge. They are of silver wire, with a silver metal bird, all on black cloth. Piedmont became part of U S Air in 1988.



#6. Mohawk Airlines of New York began life in 1945 as Robinson Airlines. The name was changed in August 1952. These badges are of silver wire on black cloth. I am not sure when they were in use, but they were collected in 1966.



#7. Trans Texas Airlines was founded as Aviation Enterprises and changed its name in July 1947, with services beginning in October of that year. These badges, collected in 1966, are of sterling silver with two shades of blue enamel in the cap badge. The wing is entirely of sterling silver.



#8. These Texas International badges are of sterling silver.



#9. U S Air was born of Allegheeny in 1979. The badges are of silver-tone metal and were used from 1979 to 1989. The letters 'U S' in the wing are in red.



#10. U S Air introduced these badges following the merger with Piedmont Airlines in August 1989. They, too, are of silver-tone metal and have the airline's name in red (U S) and blue (Air) in the center.



#11. U S Airways introduced this cap badge and wings in April 1989.

## QUESTIONS:



This gold-colored wing has a globe in the center, but there are no name, or even initials, indicating where it may come from. Therefore: who, what, when and where?

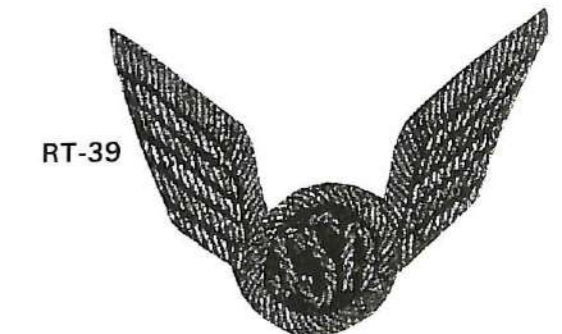
Again I show you some pictures sent to me by Roy Thompson. Can anyone identify these? Your help will be greatly appreciated. Please write me at RR 7, Calgary, Alberta, Canada, T2P 2G7, or call 1-403-936-5454. Thank you!



RT-37



RT-38



RT-39



RT-40



RT-41

# Caribbean and Latin-American carriers in Florida



AEROLINEAS ARGENTINAS, Boeing 747-287B, LV-MLR, msn 217271/404

In response to my asking for contributions, I have received a number of photos to publish. The photos in this issue come from MARK FIDLER of Pembroke Pines, Florida. They bring us to Miami and Fort Lauderdale.

Mark enjoys shooting in the Miami area. These are photos of Caribbean and Latin American airlines, including two Air Jamaica Airbus, an Air Jamaica Express Twin Otter, a Copa Airlines 737 in "Continental-style" livery, and a number of freighters from Columbia, Brazil and Chile, as well as a couple of passenger aircraft from the region. >



^ TAMPA (Colombia), Boeing 707-321C, HK-3333X, msn 18714/362

v TAMPA, McDonnell Douglas DC-8-71F, N3785X, msn 46066/462



COPA AIRLINES  
Boeing 737-700,  
HP-136x (full  
identity illegible)

Also note the Panagra 727 in basic (Canadian) Greyhound Airlines colors and registered in Canada.

Mark has his own web site at <http://members.xoom.com/b747mf/> Please feel free to visit and look around.

I have received photos from others as well, and will publish those in future issues



AIR JAMAICA,  
Airbus A300B-203,  
6Y-JMR, msn 109,  
'Spirit of Ocho Rios'



AIR JAMAICA  
EXPRESS,  
DeHavilland Canada  
DHC-6, N26KH

AIR JAMAICA,  
Airbus A320-214,  
N626AJ, msn 626







PANAGRA (Still in Greyhound Air colors), Boeing 727-227 Adv., C-GKKF, msn 21043/1113



TACA, Airbus A300B4-203(F), N59107, msn 107



LAN CHILE (Cargo), Boeing 767-316F (ER), CC-CZZ, msn 25756/712

LAN CHILE (Cargo) McDonnell Douglas DC-8/71F, CC-CDS, msn 45996/397



LES AILES D'HAITI, Boeing 727-251, N260US, msn 19979/697



ABSA McDonnell Douglas DC-8/71F PP-ABS, msn 45810/253



VASP, Boeing (Douglas) MD-11 "Luis Eduardo Magalhaes" (Photo Eddy Gaul)

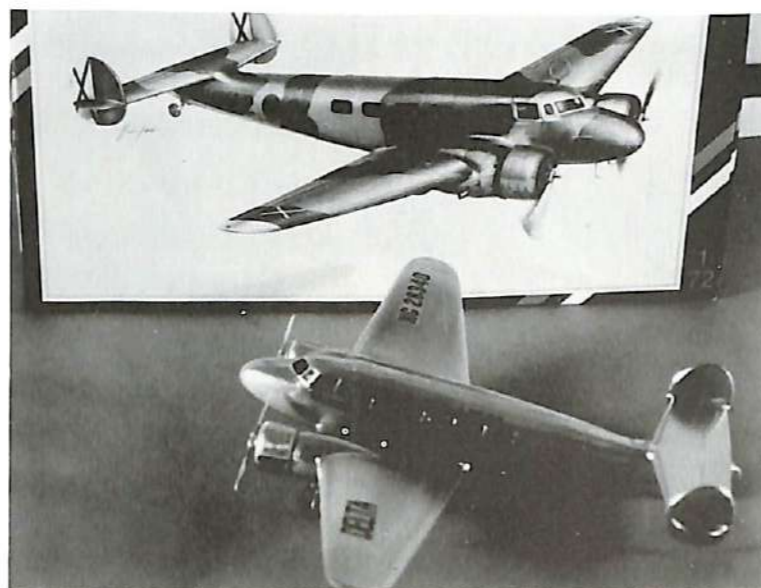
ECUATORIANA (Boeing) McDonnell Douglas DC-10, PP-SFB, msn 46575/57 (Photo Eddy Gaul)



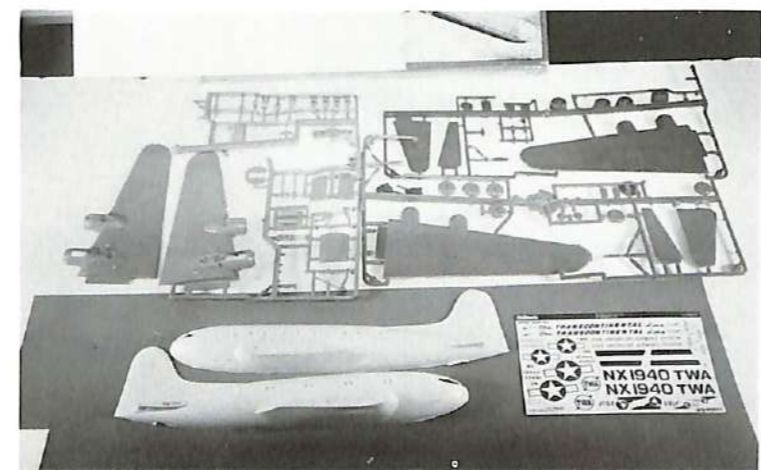
# The Electra (the Model 10, that is) is a classic

Only a couple of my recent models could qualify for the CAPTAIN'S LOG'S present focus on feederliners and feederlines, or commuters, regionals or whatever one prefers to call them. The first is a model of a classic, the Lockheed Model 10 Electra. In its day this was a fast mainliner with several American carriers, including Northwest, Eastern and Delta, as well as with operators around the globe. Long ago a former colleague in the Flight Information Service branch of air traffic control, Captain "Ted" Palmer, showed me clippings relating to his adventures in the Electra while flying for the original pre-WW2 British Airways. He lost an engine over the Channel coming back from Paris with a full load of passengers. Unable to maintain altitude on one engine, he made a safe emergency landing on the beach. The press and his passengers made a hero of him, but the management insisted he should have been able to maintain altitude on one engine. Eventually the airline's chief pilot demonstrated that while this may have been true for the rest of the Model 10 fleet, on the aircraft involved, which had come second-hand from an American carrier, it was not possible.

The kit is in 1/72 scale, from Special Hobby, made in the Czech Republic. The kit itself is quite good, though my results were not, as the photo shows. The quite large cabin windows need to be masked before insertion and the joining of the fuselage halves. It needs care to remove the masking without pushing the windows into the fuselage. An alternative would be to use Kristal Kleer. The cockpit is a separate transparency, which again needs to be carefully masked to come out with accurate windows. I did not



(Above) Special Hobby 1/72 scale Lockheed L-10  
(Below and left bottom) Maquette (Russia) 1/72 scale Boeing 307 Stratoliner in TWA livery



Nostalgiar 1/200 scale Super-G Constellation of TWA



well there, or in maintaining the straight roof line from the cabin over the cockpit roof. I prefer the old-fashioned way of making the flight deck part of the fuselage molding.

Other minor problems are that there is no DF loop aerial in the kit, though the box art and most photographs reveal one. The props have very short shafts, so that holding them in front of the engines requires something sticky. The decals are for two Spanish Air Force schemes, the Romanian Air Force, or the Earhart Model 10E. Wanting an airliner, I have used a Delta scheme. While I know Delta flew Electras, I had no photo of one to guide my decalling.

More pleasing to the eye is the Shorts 360 ('Shed' or 'Super Shoebox,' as you prefer), from the 1/144 scale Sasquatch kit. (See photo on p.1) It is finished in the attractive colors of the now-defunct Mississippi Valley Airlines with Flight Design decals. There is enough detailed decalling to do along the fuselage sides that I judged it best to add the wing strut afterward. It is important to cut all the trim from the decals as stripes have to be laid close to each other. The model needs generous weight in the nose. The props are extremely fragile, but also rough. Getting them trimmed and sanded without breaking off blades was, for me, impossible, and I did some compromising. But the 'Shed' has character and with clean lines over an all-white finish this makes a crisp-looking model.

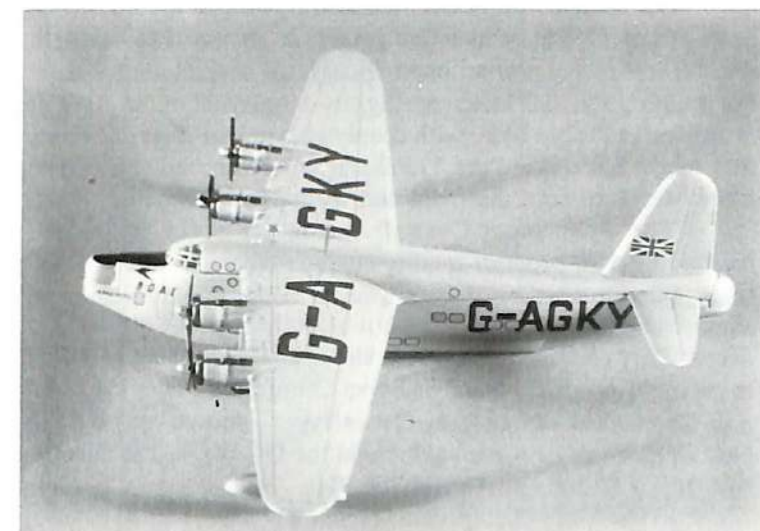
Now for the 1/72 scale Maquette model of the magnificent Boeing 307 Stratoliner. This is a superb kit for those who relish insomnia, male-pattern baldness, acid reflux and premature aging. Much of the kit is from the old Frog B-17E, hence the bewildering plethora of bombs, machine guns and other unnecessary bits that make hunting for the parts you *do* need an intricate parlor game. The new Russian contribution is the two fuselage halves. These are built in characteristic Russian robustness, being in places more than a quarter of an inch (6 mm) thick and made of a white substance retrieved from the manufacture of armor-piercing shells. The slots for wing and tailplane tenons are shallow and too small. Opening them up costs several drills and blades. The cabin windows are recessed. The directions naively suggest cutting them out. I broke another drill, then resorted to my trusty Black & Decker. Hacking a rectangular opening from the drill hole would have been the work of a century. I left the round hole, painted the window recess black, and filled in with several layers of Kristal Kleer. (The kit supplies twenty-odd little brittle transparencies.)

The flight deck windows of unstepped noses like on the 307, 377 and C-46 always seem to give people problems. The window opening in the Maquette kit is not bad, although getting a good fit with the provided transparency is tough.

There are other traps with this kit, like the provision of turbochargers, which the 307 did not have, and the fact that TWA flew this type in two guises, pre- and post-WW2, while Pan Am's was different yet. The TWA decals, however, are a mix of three distinct aircraft! By that point I didn't care, I felt I had done enough to demonstrate the tenacity of the Western alliance. I like the look of the early TWA decals against a polished metal finish, and the model was enough of a fiction already that inauthentic decals could do no harm. One thing I do like about the kit is that the engines are molded in one piece with the complete cowling, so that you don't get those hard-to-hide inner joins in the cowlings.



Monogram 1/126 scale TWA Super-G Constellation



Corgi Classic 1/144 scale Short "Hythe class Sunderland of BOAC

Corgi Classics 1/144 scale Comet 4 of Dan-Air London



Looking for something that might turn out reasonably well Straight Out Of The Box, I turned to the Minicraft 1/144 scale Super Constellation. The kit appears to resemble a scaled down version of the Heller 1/72 scale kit. It has the same business of a separate cockpit transparency as the Heller. I intended to mask this, as I prefer transparent windows, at least for the cockpit, but opted for greater ease by fairing it into the fuselage and painting it over. I used ATP decals for the cockpit windows. My only modification was to build up the sides of the nose just behind the radome. The kit has a narrow, concave form there that makes it look more like an IL-18, another flaw inherited from the Heller. Dana Kopher makes an excellent resin nose section that corrects the flaws, as well as engines that are more accurate to those used by TWA. These arrived too late to incorporate into this model, so eventually I'll do another one for contrast. I did not measure it, but I think the aft fuselage is a little too deep and the central fin has too much dorsal, but these are hardly noticeable to normal human beings who don't spend their days surrounded by Constellation models. This Minicraft kit is a worthy edition to their welcome airliner series. It comes with TWA and Iberia decals.

For comparison I have included a photo of an old Monogram Super G. This comes out larger, at about 1/126 scale. In general it is nicely proportioned, though the cockpit windows are not quite right and it lacks the slightly-raised roof of the 1049. It is molded in the old style, with deeply-etched join-lines and rivets that might have saved the Titanic. It is still around and can be found with Lufthansa, Aerovias and Varig decals, as well as TWA.

The other Super Constellation is the Nostalgar model. Nostalgar does superior quality snap-together models in 1/200 scale. Though smaller, these are of far better quality than most snap-togethers, with barely discernible joins and fine attention to detail. They are more expensive - the L-1049G is about \$50 - but to my mind are good value. The Super Connie also comes in Qantas and Trans Canada colors. Other types, shown in color in Nostalgar's ads in *Airways*, include the DC-6B, L-188 Electra, 727-200, 737-200, YS-11 and 767-300.

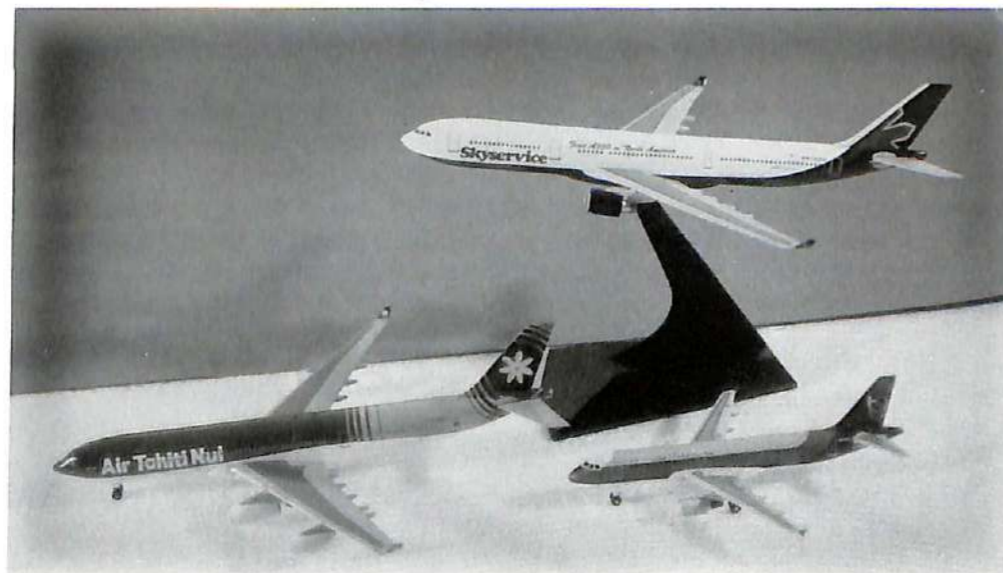
Corgi continues to add to its 1/144 scale die-cast Classic airliners range, and to improve the quality. The various pre-publication time lapses mean that my samples are not the latest available, but they give an indication of the types now included. The BOAC 'Hythe' class civilianized Sunderland flying boat comes with stand or beaching gear and is nicely done. Like the Lancastrian and York, it has a transparent cockpit canopy, which adds to its appeal. The big Stratocruiser in BOAC blue and the Comet 4C in Dan Air red are both pleasing models. The slightly-disappointing one in this range is the Constellation. There are some inaccuracies in the Connie's profile, though the handling of the cockpit windows is somewhat improved in the newer Pan American version. Corgi's range now includes the Monarch and BOAC Britannia 310, Laker Britannia 102, BOAC Comet 4, BEA Comet 4B and British Eagle Viscount 700. Their range of military aircraft has grown, too, including the C-121 and C-97G transports.

Hard to beat among all the finished model airliners are the Dragon Wing series. These have die-cast metal fuselages and plastic flying surfaces. Despite the small 1/400 scale, the detail is remarkable. Their reproductions of some of the special promotional color schemes, like the Qantas 'Wanula Dreaming,' is astonishing for so small a model. My latest additions are Air Tahiti Nui A340-200, the equally colorful Air Jamaica A320 and the Skyservice of Canada A330-300. The inaccuracies of the A320's nose, also observed on their A321, are disappointing. This is especially true when the Dragon Wings equally-small 737s are just excellent. But these are fine models that don't take up a lot of space. They have push-in landing gear, or plugs so they can be mounted on their stands in flying attitudes.

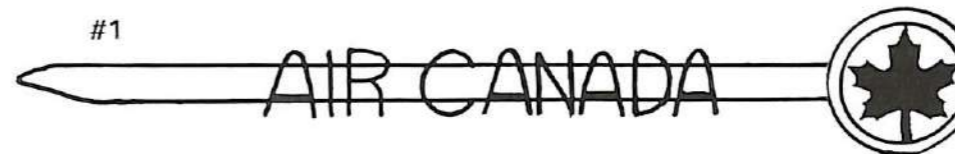
Corgi Classics 1/144 scale Stratocruiser of BOAC



Airbus selection. Skyservice A330-300 (top), Air Tahiti Nui A340-200 (left) and Air Jamaica A320 (right). All by Dragon Wings, 1/400 scale.



## More Air Canada stick variations - 95 all told



As I mentioned in my previous column (Vol. 24 No. 2), the most-common Air Canada sticks are the ones with the raised offset name on the shank and the round maple leaf cutout that sits in the horizontal position to the right when the shank is on its side, rather than in the horizontal position on top of the shank when the stick is held vertically.

#1. This is the basic Air Canada, one-sided stick. It is about 4<sup>3</sup>/<sub>4</sub> inch (12 cm) long. It comes in both the rounded and pointed end. All are made by the Empire Crockery Co. of Montreal and come in many, many colors and shade varieties. I have 96 different color and shade varieties of these sticks, some with even only slight shade varieties:

Round-bottom shank:

Green - 1 pale, 2 light, 3 dark, 1 translucent, 1 od; Blue - 1 medium (Royal blue?); Red - 3 translucent; Yellow - 3 light; White - 1 shade; Violet - 1 shade; Beige - 1 shade; Brown - 1 light, 4 shades of dark; Gray - 2 shades; Black - 1 shade, for a total of 26 sticks.

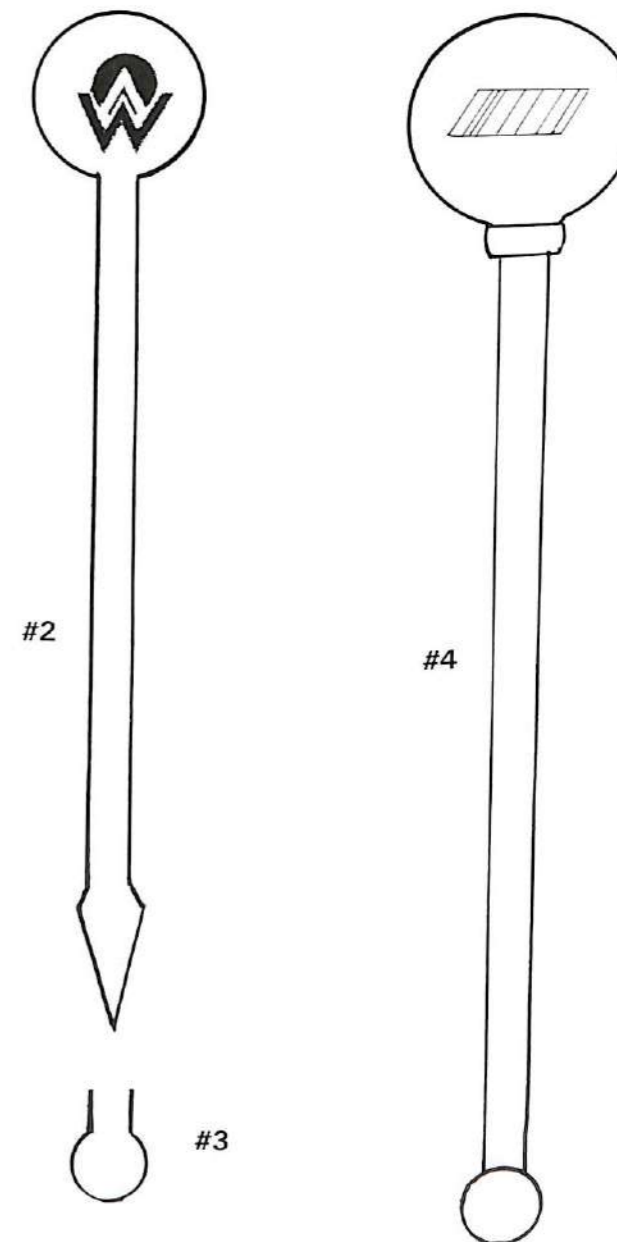
Pointed-bottom shank:

Green - 1 chartreuse, 3 medium, 3 dark, 1 dark green-gray; Blue - 2 pale, 1 light, 1 aqua, 1 blue-green, 1 medium, 1 light translucent, 4 medium translucent, 2 dark, 1 milky; Pink - 2 shades; Orange - 1 shade; Coral - 1 shade; Red - 1 translucent, 3 dark, 1 wine, 1 blood; Yellow - 3 light, 2 yellow-gold; Gold - 1 shade; Bronze - 1 shade; Clear transparent - 1 shade; White - 1 milky, 1 milky translucent, 1 white, 1 eggshell, 1 white with pinkish tinge; Beige - 2 shades; Brown - 1 light translucent, 5 medium, 5 chocolate; Gray - 3 light, 2 medium, 3 dark; Black - 3 shades, for a total of 69 sticks.

Many thanks to DAVE CHERKIS of Las Vegas and JAY PRALL of Oregon who both sent me the same America West stick, #2. Dave also sent me the Air France stick shown in #4.

#2. This America West stick measures 5 inches (12.7 cm) long and is flat white, one-sided and with a pointed end. The logo on the top is raised and is light red. I already had a stick that is identical, except for having a round end and burgundy colored raised logo. Both sticks were made by "Spir-it USA."

#3. This America West stick also measures 5 inches (12.7 cm) long, is white and has a burgundy logo, but the top is slightly smaller and the logo is not raised. Also made by "Spir-it USA."



#4. This Air France stick is 6<sup>1</sup>/<sub>4</sub> inches (16 cm) long and has a flat, one-sided, raised logo, round shank and a bubble bottom. The stick is clear so the raised logo at the top can be seen from both sides. It doesn't show a manufacturer's name.

# CSA, an airline renewed and ready for the future

By LUBOS SEVCIK

It is impossible to think of air transport in the Czech Republic without thinking of Czech Airlines, the national air carrier. As one of the five oldest airlines in the world, Czech Airlines, with Czech civil air transport, celebrate its 75th anniversary in 1998.

Czech Airlines, at that time bearing the name Czechoslovak State Airlines (Ceskoslovenske Statni Aerolinie - CSA), was founded on 06 OCT 23 by the Ministry of Public Works of the Czechoslovak Republic. The first flight of the new airline took place on 29 OCT of that same year. An Aero A-14/Brandenburg, a military biplane converted for civil use, was flown by Karel Brabenec from Kbely Airport, near the Czech capital of Prague, to the Slovak capital of Bratislava, 204 miles (329 km) to the southeast. There were 1.67 pounds (760 grams) of mail on board, and one passenger, Vaclav Koning, the editor of the newspaper Lidove Noviny.<sup>1)</sup>

In the nineteen twenties CSA was primarily developing domestic air transport with domestically-built Aero, Avia and Letov aircraft. In the thirties these were supplemented and replaced by Fokkers and several British, German and Italian aircraft. At one time the fleet even included a Ford Tri-Motor. However, the industrial Czechoslovakia of the thirties progressively needed more and more air connections with other European states and in 1929 CSA became one of the first air carriers to become a member of IATA - the International Air Traffic Association - founded at The Hague, The Netherlands in 1919.

Until that time, the airlines' aircraft were registered with the prefix "L". This was changed to the present "OK-" with the opening of the airline's first international air service, from Prague to Zagreb in Yugoslavia, in 1930. The rapid development of Czechoslovak air transport (there also was a second national and international airline, CLS) required the opening of a new airport, Prague - Ruzyně, in 1937. It was one of the most-modern airports and its construction was awarded a gold medal by the International Exhibition of Art and Technology in Paris.

At the end of the thirties the country's civil aviation was at its peak. The CSA network alone was more than 6,200 miles (10,000 km) long. However, the Nazi occupation and the Second World War broke this upward trend and all civil aviation came to a standstill.

1) Ron Davies in his book "A History of the World's Airlines (Oxford University Press, London, 1964) gives a somewhat different account of the beginning and first services of CSA. He writes: "In Czechoslovakia, Ceskoslovenske Statni Aerolinie (C.S.A.) made its first experimental flight on 28 October 1923 on the difficult Prague-Bratislava-Kosice-Uzhorod route, with D.H.50 and Farman Aircraft. Regular traffic began in 1924."



Aero A-14/Brandenburg (CSA)



De Havilland D.H.50, L-BAHG, built by Aero (CSA)



Ford 5-AT-50, OK-FOR (CSA)

Aero A-38-1, L-BACB (CSA)



After the war, CSA recouped its international reputation fairly quickly by opening services to many European cities. (CLS did not restart operations). It also opened services to the Middle East. The Douglas DC-3 and its Russian license version, the Li-2, with seats for 21 passengers, were the predominant types of aircraft in the CSA fleet.

When the country fell into the Soviet sphere of influence in 1948, CSA acquired Soviet aircraft, but the DC-3 remained in service until 1958.

In DEC 57, CSA became one of the first airlines in the world to enter the jet era when it introduced Tupolev TU-104A jetliners in regular operation on the Prague - Moscow route. From 1958 they were also gradually introduced on the services to Paris, Brussels and Cairo. In the sixties and seventies CSA concentrated mainly on developing intercontinental services, such as to Havana (in FEB 62), Montreal, Singapore, and New York. Since the TU-104A did not have sufficient range for these, CSA leased a Bristol Britannia from Cubana.

Besides the continuous expansion of the scheduled network, CSA also introduced some changes which directly affected passenger comfort.

At the end of the 1970s it completed the introduction of the Gabriel automated reservation system and in 1983 business class was introduced, with a higher standard of service than had been offered thus far, joining other airlines from around the world.

After 1989 the airline went through a period of enormous change, following the country's political upheavals. The most-dramatic change was the radical renewal of its fleet. In 1990 the fleet included exclusively Soviet aircraft of three makes: Tupolev, Yakovlev and Ilyushin. The first Western airliner was introduced in 1991, the Airbus A310-300. In the following year four ATR 72-200 and five Boeing 737-500 were added. In the second half of 1992, Czechoslovak Airlines became a joint stock company and concluded a strategic co-operation agreement with Air France. The European Bank for Reconstruction and Development (EBRD) also became a CSA shareholder. The co-operation with Air France, however, came to an abrupt end in 1994, when the French airline sold its shares in CSA to Konsolidacni banka s.p.u. The EBRD share was sold to the same company in 1998.

In March 1995 the name Czechoslovak Airlines s.a. was changed to Czech Airlines s.a. after the majority of shares had come into the hands of Czech subjects and firms. However, the short form CSA remained.

Currently Czech Airlines offers connections to more than 50 destinations in Europe, North America, the Middle East, Asia and North Africa. The network of scheduled services is continuously being expanded, especially through increasing frequencies of existing services. Through an agreement with Continental Airlines in the U.S., passengers may also travel in comfort across North America. CSA carries passengers on its service to New York, where they may trans-



Lisunov Li-2 (DC-3), OK-GAG, msn 23442804 (CSA)



Avia 14 (Ilyushin IL-14), OK-MCK, msn 81806104  
(Photo by Guido Buhlmann, BUCHair card 6618)



Yakovlev Yak-40, OK-EED, msn 9440937 (CSA postcard)

Let L-410 Turbolet, OK-ADN, msn 710004 (CSA postcard)



fer to connecting Continental services to another 24 destinations in the U.S. An undisputable advantage is that they may reach these destinations from Prague in one day.

Besides its widespread network of scheduled services, CSA also takes pride in its very young feet. After phasing out the TU 134A in December of 1998, the average age of the fleet is just over five years.

CSA uses a total of five different types on its services. On most domestic and European routes, most passengers will fly on the Boeing 737-400 and -500. On long-distance flights, such as to the U.S., Canada and East Asia, the airline uses the Airbus A310-300, ATR 42-200 and ATR 72-200 are operated on short and regional routes. The TU-154M remains in service for charter flights. Two more 737-400 and one -500 joined the fleet in 1998.

In addition to the modern fleet, passengers will find so-called "convertible seats" in the business class of the 737-500. These are seats which enable the configuration to be changed according to the number of passengers. If business class is not full, the seats can be configured in a 2 + 2 arrangement instead of the more-usual 3 + 3. This certainly allows for more comfort.

*Lubos Sevcik is a member of the WAHS and has been the chairman of the Aviation Fan Club of Czechoslovakia and the Czech Republic for some 24 years. The club has more than 60 members.*

**\*\*\* LATE NEWS \*\*\***

Just as this issue was being readied for printing, it was learned that CSA withdrew its last TU-154M from service on 20 JAN 2000 following a charter flight from Prague to Istanbul and return. The type entered service with the airline from 1988 and by 1990 it had seven. Three were sold in 1992 and the other four were withdrawn from scheduled service in March, 1998. The CSA fleet now includes only Western types: two A310-304, three 737-45S, ten 737-55S, two 737-4Y0, two ATR 42-320, two ATR 42-400 and four ATR 72-202.



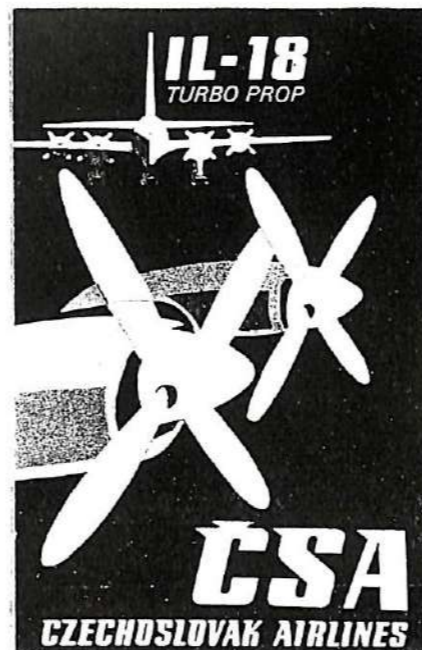
Tupolev TU-1154 87A765 (CSA postcard)



Boeing 737-55S, OK-XGE, msn 26543/2339 (CSA postcard)



ATR 72-202, OK-XFC, msn 299 (CSA postcard)



We will publish more CSA stickers, a collection of wings and cap badges, and one or two more photos in the next issue of the CAPTAIN'S LOG.



Československé státní aerolinie

Czechoslovak State Airlines



Československé aerolinie

Czechoslovak Airlines



Československé aerolinie

Czechoslovak Airlines



Československé státní aerolinie

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Czechoslovak Airlines



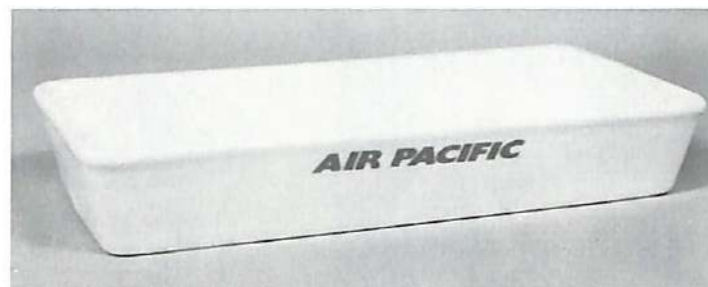
České aerolinie

Czech Airlines

## Two new patterns from ABCO International



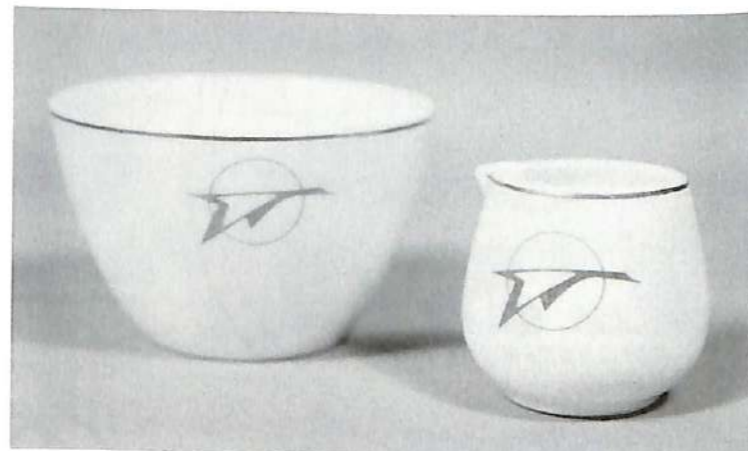
ABCO International does it again - with two new patterns. The first one was produced for Air Pacific's first class service. The design features dark blue and red. Five items were supplied to the > airline.



For coach passengers on Air Pacific, a plainer design with only the name of the airline was selected. The lettering is dark blue.



National Airlines offers a number of flights to Las Vegas and first class passengers are served their meals on this attractive china featuring the airline's multi-colored logo. All pieces are backstamped with the airline's name.



Going back a few years is this Canadian Pacific Airlines creamer made by Noritake of Japan. Because this pattern uses gold decoration, one would place the date of use before the on-board micro wave ovens in 1970. Today Noritake is still a major supplier of china to airlines located along the Pacific Rim and in South America.

*(The ware shows the highly controversial stylized Canada Goose logo of Canadian Pacific Airlines, introduced in the early 1960s. It drew the ire of many, who called it the 'ruptured duck' and it was replaced by the 'multimark' in 1968 - JG)*

(Left) The new National Airlines uses this plainer pattern for coach passengers. How many airlines offering domestic service even have china for coach class? Hats off to National and ABCO for offering china dinnerware on both sides of the curtain.



Going back to the second World War, the German air force (Luftwaffe) used this piece of china made by Rosenthal of Germany. All other Luftwaffe china I have seen has the logo on the back of plain white china. It would be my belief that this piece may have been used in an officers' mess. If anyone knows when and where this pattern was used, please drop me a note and I'll publish the information.



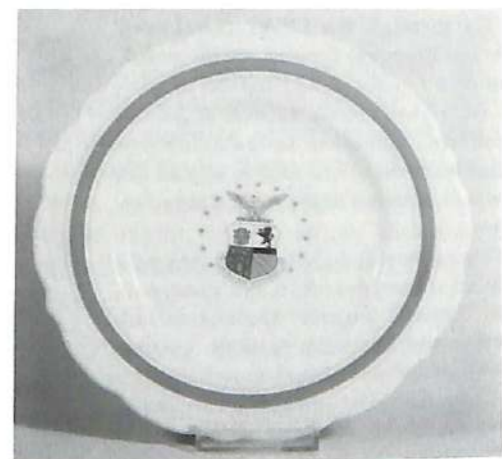
Also supplied by ABCO is a fairly new Delta Airlines pattern in the first class section. Delta ordered nine different items with this elegant blue and silver trim.



Wembyl Ware of Australia supplied this Royal Australian Air Force china several years ago. The color of the logo is dark blue.



An English maker, Dudson, produced this Royal Air Force cup and saucer set decorated in gold.



And, last of all, in 1956 the Syracuse China Company produced an 801st Air Division pattern, using a multi-colored decoration.



Well, that's it for this time. If you have any china in your collection that we could share in this column, send me a photo. I'd be happy to include it in the next CAPTAIN'S LOG.

**NEW ON THE BOOKSHELF**

**LOCKHEED L-188**

**ELECTRA**

**Airliner Tech, Vol. 5**

**By Jim Upton**

Published by: Specialty Press  
11605 Kost Dam Road  
NORTH BRANCH, MN 55056, USA  
Softcover, 100 pages, 8 1/2 x 11 inches, 12 color and 100+ B&W photographs, 25 technical drawings. \$16.95 (in U.S., more for overseas). Year of publication: 1999. ISBN 1-58007-025-6.

WAHS member Jim Upton has written this thoroughly enjoyable book about everybody's favorite propliner, the incomparable Lockheed L-188 Electra. Even though this is the third major book about this aircraft in three years, the author has managed to come up with a fresh look on the subject and with much "new" material. The author, who worked for 35 years as a Flight Test Engineer at Lockheed, speaks from a lot of personal experience on the Electra, and it shows. He begins with the development of the aircraft and looks at its technical aspects, using drawings from the maintenance manual and close-up photographs to illustrate his points. Drawings that, for instance, show the propeller assembly in detail, the function details of the Electra's Allison propjet engine, the hydraulic service center of the aircraft, the radiant cabin heating system, and much more.

Of course the infamous "whid mode" that destroyed two aircraft, killing 97 people, and the fix through the LEAP (Lockheed Electra Action Program) process, are discussed. A fix that cost Lockheed \$35 million to reinforce the wings and engine nacelles of aircraft already delivered and those on the production line at that moment. This cost is one of the reasons why Lockheed never made money on the Electra.

The military P-3 Orion and other military applications are described and illustrated, as are the "special purpose" Electras, including weather and hurricane research variants for the National Center for Atmospheric Research and the U.S. Department of Commerce, an Airborne Early Warning and Control (AWACS) version for the U.S. Customs Service to find and chase drug smugglers on the high seas, and the cargo and fire-bomber conversions in the type's later years. The author flew on the Electras of Reeve Aleutian Airways to get a close-up look at its operations, and he also gives short profiles of all other current Electra operators. Appendices present aircraft specifications, a production list with delivery details to the original purchasers, significant dates in the development and history of the

**From our reading room**



Electra, of which 30 are still flying of the 170 built, nearly 45 years after the first flight.

A book that deserves a place on your bookshelf. (JG)

**DOUGAS DC-6 AND DC-7**

**Airliner Tech, Vol. 4**

**By Harry Gann**

Published by: Specialty Press  
11605 Kost Dam Road  
NORTH BRANCH, MN 55056, USA  
Softcover, 100 pages, 8 1/2 x 11 inches, 11 color and 100+ B&W photographs, 15 technical drawings. \$16.95 (in U.S., more for overseas). Year of publication: 1999. ISBN 1-58007-017-5.

This book by the former top public relations official at Douglas presents a detailed technical description of two of the most-significant post WW2 reciprocating propliners.

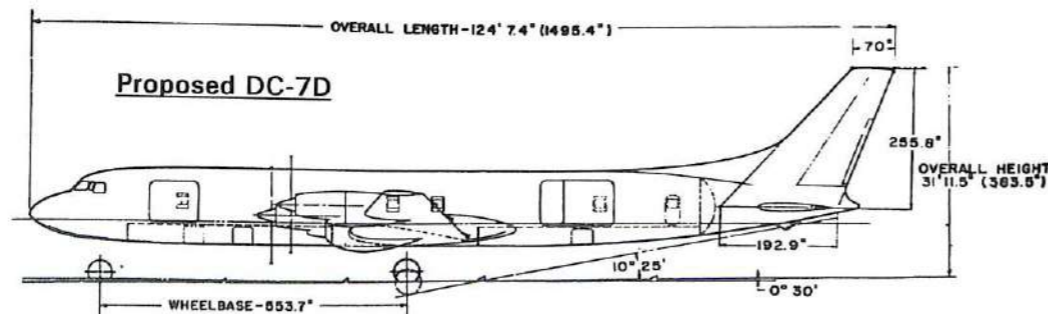
After a just about obligatory review of the Douglas airliners from the Cloudster of 1921 to the DC-5 and Super DC-3, the author presents in seven chapters and five appendices the technical development and background of

the DC-6 and DC-7. He describes even some of the smallest details, for instance how the mechanism of the cabin seats works and that of the undercarriage, the location of the wing tanks and the emergency exits of the DC-7, the operation of the troublesome Wright turbo-compound engine and more. He also discusses the first DC-7 proposal, a civil version of the C-74 Globemaster I transport for the USAF, which was ordered (but later cancelled) by Pan American and would have carried 108 passengers and a crew of 13, both exceptionally large numbers for that time, when the original Constellation (the Model 049) carried 60 passengers and a crew of six or seven. The DC-7D was a variant of the DC-7C with Rolls Royce RB 109 propjets, but it was never built, although American Airlines and BOAC expressed an interest. This aircraft would have had a swept-back vertical tail. Gann shows it with an artist's impression and a detailed three-view drawing of a proposed convertible and an all-cargo version respectively.

As the title of the series, Airliner Tech, implies, these books concentrate on the technical aspects of their subject aircraft. But the large number of excellent photographs from the Boeing Historical Archive, showing the DC-6 and DC-7 in the liveries of many original and later operators, give a good and wide-ranging overview of the many operators that flew these two types. The majority of these photographs are printed over the full width of the page. One photograph shows an on-board lounge (p.45). If anything, it gives this reviewer a nostalgic reminder of how much fun flying as a passenger used to be, before the airlines began to see aircraft as being sardine cans with wings and engines.

This is a "do not miss it" book for the true propliner enthusiast. I guarantee you will enjoy it. (JG)

These books and other Specialty Press titles may be ordered direct from the publishers at the address listed, or by calling 1-800-895-4585 or 651-583-3239. Price is \$16.95 per book, plus \$4.50 shipping and handling per order (not per book).



**CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS**

## FLIGHT EXCHANGE CONT.

TAPLO TEKKALA, Slilitie ILA B20, 00800 Helsinki, Finland (358+9+7276710) or FAX (358+9+7554880), is an enthusiastic collector of aviation items, especially civil aviation aircraft models. He has displayed his collection at the Finland Aviation Museum at Helsinki International Airport. He would like to exchange, buy, or sell any kind of aviation collectibles and get to know other civil aviation collectors. He is looking forward to hearing from fellow WAHS members.

## SHOW TIME!

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

June 24, 2000 LOS ANGELES Hacienda Hotel, LAX Airport Contact Airline Expo/Phil Martin, P.O. Box 91051, Long Beach, CA 90809 (562-434-6701) or Dave Cherkis (702-360-3615) E-Mail: wingman4u@earthlink.net

**JULY 19-22, 2000 AIRLINERS INTERNATIONAL PHOENIX** Marriott Camelback Inn Contact Alan Merkle, AI 2000, 16807 N. 3rd Avenue, Phoenix, AZ 85023 (602-564-1666) E-Mail: ab-mjnm@aol.com

August 19, 2000 ATLANTA GA Int'l Convention Center, Adjacent to Sheraton Gateway/Airport Contact Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119 (941-352-0216) or John Joiner (770-502-9565) E-Mail: propjoiner@mindspring.com

August 19-20, 2000 SAN FRANCISCO BAY AREA SHOW, Cow Palace Contact Craig Morris, 105 Silver Willow Court, Galt, CA 95632 (209-745-4539)

September 9, 2000 NEWARK Sheraton Hotel, Newark Airport Contact Bill Gawchik, 88 Clarendon, Yonkers, NY 10701 (914-965-3010) FAX (914-966-1055) E-Mail: panam314@aol.com

October 7, 2000 HOUSTON Holiday Inn, International Airport Contact Teresa or Duane Young, P.O. Box 101,

Covington, LA 70434 (504-892-3297)

October 14, 2000 SEATTLE Museum of Flight, Boeing Field Contact Greg Mattocks, P.O. Box 1455, Bothell, WA 98041 (425-485-8780)

October 28, 2000 MIAMI Radisson Mart Plaza Hotel, Miami Airport Contact Linda or Don Levine, 2210 Hayes Street, Hollywood, FL 33020 (305-935-2922) FAX (954-929-3736)

November 5, 2000 GAITHERSBURG, MD\* Montgomery County Fairgrounds Contact Golden Spike Ent., 3106 N. Rochester, Arlington, VA 22213 or Charles Miller (703-536-2954)

\* Baltimore, St. Charles, and Gaithersburg Shows are Transportation Shows typically 85% railroad, 10% ship, and 5% airline.

Looking Forward...

**JUNE 28-JULY 1, 2001 AIRLINERS INTERNATIONAL 2001 MIAMI**

## AI 2000 UPDATE

Alan Merkle hopes you have made your AI 2000 hotel reservations at the Camelback Inn. Rates are \$95.00 per night single/double 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 to make reservations.

The display hall will be open for three days—July 20, 21, and 22. The awards banquet will take place Saturday, July 22.

Convention activities include daily trips to Tucson to visit Marana Air Park, Tucson/Pema Air Museum, and Davis Monthan AFB Boneyard. Local trips will go to Goodyear, Luke AFB, Sky Harbor to see Southwestern and America West Maintenance, Champlin Air Museum, Boeing, Confederate Air Force and Memorial Airport. Rides will be available on a Martin 404 to the Grand Canyon, as well as local flights. Daily trips will be offered on Farwest Airlines and Grand Canyon Railways to the Grand Canyon.

July 19 and 20 will be AI 2000 nights at the Arizona Diamondbacks games when they will play St. Louis.

Southwest Airlines is offering a 10% discount for booking your ticket to Phoenix. Call 1-800-433-5368 and ask for ID Code 3590. This must be done no later than five days prior to your travel.

See you in Phoenix!

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

by Paul F. Collins



Welcome to the 25th year of the WAHS and the **CAPTAIN'S LOG**. We've come a long way since that first issue came out—all 20 pages featuring the Boeing 737 of Malaysian Airlines. The membership list contained about 30 names—some of which are in the current roster. Milton Seibert, Donnie Head, Ron Kluk, Jerry Soltis, Herb Lineberger, Bob Trader, Tom Kalina, and Fred Erdman are just a few who are still members. A couple of advertisers were Victor 66 and the Kit Collector's Clearing House. Some great memories!

Tom Kalina came on board with the second issue of the **LOG** as staff artist. For a number of years Tom's art work graced the cover of many issues of the **LOG**. The first aircraft Tom did was the old DC-3 of North Central, N21728, now located at the Ford Museum in Dearborn, Michigan.

Many members contributed articles to those early issues until I was able to build a staff who would be able to have material for each issue. It was the work of these early contributors that really made the **LOG** successful. Most of the current staff has been with us for 10 to 15 years with a few changes. They are a great bunch to work with, as has been the editor of the **LOG**, Joop Gerritsma. He has taken on a big job and has just been super.

Over the next several issues, we will look back at some of the history of the Society and talk about a few of the people who have played a part in keeping us around for 25 years.

Over the last several issues of the **LOG**, in this column there has been talk about the way future AI conventions will be organized. When my wife Pat and I decided to have the first AI show 24 years ago, we had no idea that it would grow to the size that it has today. The first show, looking back, was a "piece of cake" compared to what it now takes to have a convention. I still have the paperwork from the Americana at CVG. Then total cost of hosting the show was \$690.00. There was no charge for having the Air Indiana DC-3 on Saturday. The owner wrote it off as a "training session" for his crews.

To maintain continuity and to obtain the best deals possible on room rates and hotel amenities for future convention sites, it has been determined that the best solution would be to obtain the services of a professional convention organizer. As individuals, we really do not have the clout to obtain the best deals businesses can obtain who work with professional convention planners.

After talking with some close Society associates whose opinions I respect, I have determined that we should abandon the current system of having local groups bid on future conventions. Instead, a professional company, Protocol Services, Inc., owned and operated by Society member Roy Thompson will be given the responsibility to negotiate and organize future conventions.

Mr. Thompson's company will be given a three year period in which to prove the new concept. He will be assisted by a committee of former convention chairpeople headed by Paul Collins who will advise and produce *Airliners International*.

A copy of Mr. Thompson's proposal will be available for those attending AI 2000. This proposal will contain the names of three possible sites for AI 2002. Those attending the annual AI business meeting will have the opportunity to vote on the future site. A copy of the proposal will be available by mail for those members not attending AI 2000. Send a large SASE with 65 cents postage for a copy.

I feel it is time we made a commitment to this type of arrangement for hosting future conventions. Over the past several years we have had few "local" groups wishing to host the AI affair. Cities that would make good sites that have never been bid can now be considered by the professional operator. Cities, such as, Chicago, Houston, San Diego, Pittsburgh, Memphis, Louisville, and New Orleans will be available for consideration. More on this at AI 2000.

For the last several years our membership/subscribers have been declining. Some 180 members did not renew at the end of Volume 23. So far, a like number has not renewed for Volume 25. While we have signed up new members, we have not regained the numbers we have lost.

The subscription fee is our only source of revenue except for the few dollars received from advertising in the **LOG**. It costs "X" dollars to print a 44 page issue of the publication and mail it out. The revenue received so far will not allow us to print 44 page issues. We may have to reduce the size of the next three issues to 32 pages to compensate for lost revenue. I really don't know what else to do. Anyone having any ideas, contact Society headquarters at (904) 221-1446.

Several of you have volunteered in the past to set up a web site for the Society. If you are still interested in doing so, call me or see me at AI 2000. Perhaps this is



### ...left-hand...continued

where we are missing out on attracting new members and holding on to current members. Please drop me a line and give your thoughts on this. Also, send in your ideas for getting new members.

I'm looking forward to seeing all of you in July at the Camelback. Until then, happy collecting!

Paul

### FOR THE GOOD OF THE SOCIETY

It is my sad duty to report that long time member of the Society Bob Bullers passed away on April 23 after a long bout with various health problems. Bob was a life member and attended many of the mini-conventions held around the country. Bob and his wife would get into their car and drive just about anywhere to attend a show. Over the years Bob made many friends at the various shows he attended. If you could not find something for your collection at Bob's tables, you weren't looking because he seemed to have a little of everything. His wheeling and dealing will be missed at AI this year and all the other shows.

To help cover some of the medical bills which arose from his illness, some of Bob's friends are going to hold a memorabilia auction at AI 2000. Should you wish to donate an item or two to this auction, contact John Joiner when you arrive at the Camelback. All items will be appreciated.

Society headquarters has also been informed that former Society member Chris English passed away in early April. Chris was a member for a number of years but had not renewed his membership for the past several years. We have no other details on his passing at this time.

A number of our foreign members are concerned about Society HQ receiving their renewal money/forms. If you wish to receive a note from HQ that your renewal has arrived safely, please send a self-addressed envelope with your renewal, and HQ will be happy to let you know that you are signed up for another year.

The Society will be holding down two tables at the AI 2000 show this year. We will be located at tables 215/216 (second row on the right side of the floor). We will be happy to meet you, and we will also be accepting renewal forms. I am planning on bringing a number of "older" paper labels to sell this year. I went through a number of boxes and found that I have a lot of older domestic and foreign labels. If you're a label collector, make sure you stop by and see what I have to offer.

To pick up on what is going to be happening at AI 2001, catch all the latest by visiting the Levines/

Demarest at their website AI2001.com. This committee is planning a great show for our 25th anniversary. Start making plans to attend now.

### AI 2000 MODEL CONTEST

The following model contest information was omitted from the AI 2000 registration form.

Category	Scale	Awards
Large Prop and Jet	1/99 and larger	1st - 3rd
Small Prop	1/100 and smaller	1st - 3rd
Med. Jet	1/126 to 1/149	1st - 3rd
Small Jet	1/150 or smaller	1st - 3rd
Major Conversion	any	1st only
Vacuform and Scratchbuilt	any	1st only
Diorama or Collection	any	1st only
Flights of Fancy	any	1st - 3rd

#### Major Awards

Most Popular - awarded to any entry in the contest, based on popular vote

Judges' Best in Show - awarded by the judges to any class winner in the contest

Registration will take place on Friday (both a.m. and p.m.) and again early Saturday morning. The exact times are yet to be determined.

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194 PAGES  
651 AIRLINES  
109 AIR TRAVEL CLUBS

365 AIRLINER PHOTOS, MOSTLY PROPLINERS  
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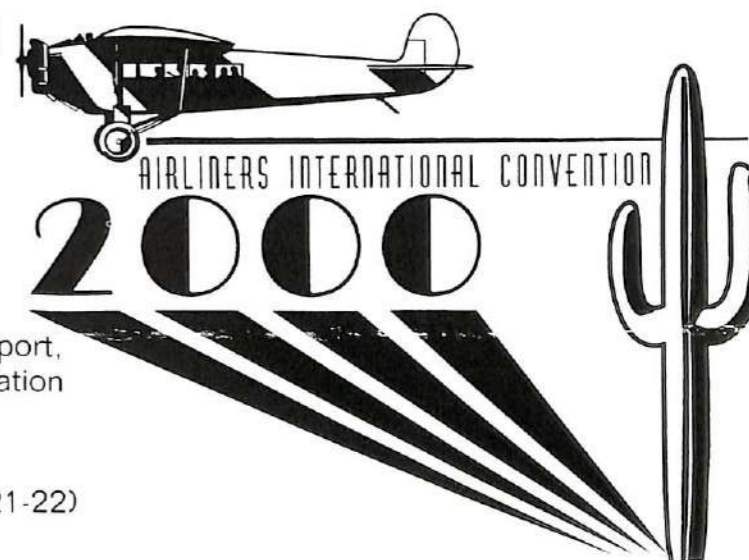
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