

# Our Quarter Century Year



Vol. 25 - No. 2 - 2000

The Magazine for serious  
Airline Memorabilia Collectors

## CAPTAIN'S LOG

*AI 2000 report and contest results*

*CLE as it was in the Sixties*

*A tribute to Dick Koran*

*Southwestern USA local service  
schedules*



(Jason Meyer, Brooklyn Park, MI)



**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.

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 WHEN IN DOUBT, PLEASE SEND IT TO JOOP GERRITSMA

This terrific shot of a Delta Airlines L-1011 TriStar letting down for the landing, with all wing flaps and the undercarriage hanging down, was the unanimous choice for top color slide in the photo contest at the Airliners International 2000 convention in Phoenix in July. The aircraft is an L-1011-385-3 SLC, N753DA, msn 193W-1189. It was taken by WALTER WILSON of Alexandria, VA, in March of 1998.



**FRONT COVER PHOTO:** This superb photograph of two Northwest Boeing 747s was taken by JASON MEYER of Brooklyn Park, MI. It won first place in the Color Enlargement category of the photo contest at the Airliners International 2000 convention in Phoenix in July. Note the (yellow) ramp lines in the foreground that naturally draw your eyes into the picture and toward toward the two aircraft.

**CAPTAIN'S LOG**

WORLD AIRLINE HISTORICAL SOCIETY

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**OUR CONVENTION IN PHOENIX**

Another Airliners International convention has come and gone. This year we were back in Phoenix, Arizona, for a repeat visit after the 1995 event. AI 2000 was organized by the same committee headed by Alan Merkle and as five years ago, they did an outstanding job and deserve our heartfelt congratulations. Thank you, Alan and flight crew. Those of us who attended, had a great time. Those who did not, missed a good show in the Camel Back Inn, a top-notch resort hotel.

I spent much of the time in the convention hall where I ran into many friends from previous conventions. I greatly enjoyed seeing all of you and talking with you again. I also picked up more than a dozen books and a couple of hundred photographs and postcards for my collection. I heard several good comments about the tours that the committee had organized and from those I know they were successful.

At the WAHS business meeting Paul Collins, who has operated the society since he started it 25 years ago, formally announced he is resigning at the end of the current volume of the CAPTAIN'S LOG, Vol. 25, No.4. In a voice that sometimes trembled with emotion, he told members and others of the health problems that are forcing him to quit. He received two well-deserved standing ovations, one after he was introduced by Bill Demarest and one after he finished talking.

Bill Demarest and Linda Levine presented details about AI 2001 in the Radison Mart Plaza Hotel in Miami, June 27 - 30 at \$99 a night and those present accepted a bid by Duane Young to host AI 2002 in the Sheraton North Houston in Houston, Texas, June 19 to 23. Details with the hotel are still to be firmed up, but Duane said room rates will be \$69 per night and the hotel will provide a free shuttle from and to the airport. The convention hall can hold 260 tables.

Bill Demarest presented plans for continuing the WAHS as a legal, non-profit association after Paul's retirement and was given support by the members to work out his proposal. Details will be announced early in the new year and members will be sent a ballot on which to nominate officers for the society. I urge everyone to take part in this process by returning the forms to the address that will be indicated. Included in the proposal is for the WAHS to take control of organizing the annual AI conventions with the help of local volunteers, rather than leaving it entirely up to an individual local group each year.

Roy Thompson, who organized AI 97 in Colorado Springs, made a presentation about planning and running future conventions. The gist of it was that in order to get the best deals and the space required, conventions should be planned and negotiated with hotels more than the two years in advance as is the case now, and that written contracts in clear language must be drawn up and signed so we don't have to rely on verbal promises that hotels can and often do break, he said. Roy also cautioned that the AI conventions have become so big, they involve "big money" for hotels in terms of hall space and room nights (the Camel Back in Phoenix was sold out) and that local groups will find themselves increasingly unable to guarantee the tens of thousands of dollars involved, not to mention the large sums that some hotels are demanding up front. To receive the best deals, contracts should be negotiated by a convention professional who knows how to work with the hotels, Roy said.

During the closing banquet on Saturday evening, we heard an interesting and often light-hearted talk by Bob Bogash about his 30-year career with Boeing as a technical service rep with airlines operating Boeing aircraft, and as Director of Quality Assurance. Now retired, Mr. Bogash is the chairman of the aircraft acquisition committee at the Museum of Flight in Seattle, Washington and is organizing the restoration and maintenance of 727 N7001U ("E1" in Boeing parlance), the first 727 off the production line. After flight testing, it was operated by United Air Lines for 27 years before being donated to the museum.

**FEWER PAGES REDUCES CONTENTS**

Paul has reduced the number of editorial pages in this issue to 31 from the usual 42. He had to do so because many members did not renew their memberships in time and the money that is in the bank now is not enough to print another three issues with 42 editorial pages each for the remainder of Volume 25. We hope these members will still renew before the year is over. We have no cash reserve, nor a line of credit with a bank, as commercial publishers do, and the money to print and mail four issues a year, must be in the bank ahead of time so Paul can budget it over those issues. If you do know a member who has let membership lapse, please urge them to renew now.

Because of this reduction in the number of pages, I have had to leave out three columns: Richard Luckin on Airline China, Ken Taylor on What Is It? and Stan Baumwald on Junior Crew Wings. Sorry, gentlemen. They will be used in Vol. 25, No.3. I also had to leave out one page of postcards from Allan Van Wickler's column, one page by Wings & Things editor Charlie Dolan, a page of book reviews, a page with CSA stickers which I promised you in the previous issue and some of the photos of the photo contest winners at AI 2000.

**DICK KORAN HAS SLIPPED THE SURLY BONDS OF EARTH**

I am sorry I have to announce the sad news that our former Wing & Things editor, Dick Koran, has died (see p.9). His good friend and successor as editor of the column, Charlie Dolan, also remembers him in his column in this issue (see p.7).

Dick was much loved by all who knew him and the will be missed by wings collectors around the world.

**TOM DRAGGES RESIGNS, FRED CHAN TAKES OVER**

Playing card editor Tom Dragges has resigned from the editorial line-up. Because of changing circumstances in his day job and the resulting loss of contacts, he already had not contributed the the CAPTAIN'S LOG for several years.

Tom joined the staff with the Summer 1981 issue. At that time he was employed by Japan Airlines at SFA. He contributed regularly at first and then slipped into intermittent contributions. After he changed jobs and went to work for FedEx, he has had fewer opportunities to acquire new decks of cards.

On behalf of all members, I thank Tom for his contributions over the years, and I wish him well with his collection. That it may continue to grow as time goes by.

Fred Chan, a very well-known playing card collector with world-wide contacts, has offered to continue the postcard column and I welcome him to the fold. His first column will appear in the next issue.

See you again in the next issue.


**Memories of CLE as it was in the Sixties**

By **NELSON HOFFMAN**

In 1966, Cleveland Hopkins Airport was the first major metropolitan airport to get direct rail connections to its downtown business district. In the week this historic event took place, The Cleveland Press, one of the city's two local newspapers, published a special insert about the new service. It described both the new "Airporter" rapid transit cars that had been specifically ordered for the service, as well as information about the airport itself.

Since I had already been traveling about the city by bus and downtown by rapid transit, it seemed the next logical mission would be to take the train to its western terminus - the airport.

Less than two minutes walking from the house where I grew up was the bus stop. From there a 20-minute ride would take me to the Cedar Rapid station which was the transfer point to the airport. The train ride was approximately thirty-five minutes and took me to a location that has captured my attention ever since - Hopkins International Airport. The relative ease of getting there via public transportation no doubt fostered my interest. At the age of 13 it was great to be able to get to the airport on weekends to watch airplanes.

Soon I found myself going to the airport more and more often and absorbed by this new-found interest, it was not long before I would borrow a camera to capture some of the sights. As I review the slides from that time, it becomes painfully apparent that I did not take nearly enough of them. I also purchased a tunable airband radio (yes, there was radio before today's digital scanners) from Radio Shack for \$14.95. It was called the "Jetstream;" an appropriate name for the device, I thought. This radio was with me for years and served me well, until it, along with a friend's car, was stolen from a hotel parking lot in Detroit in 1983 while we were on a spotting mission. Between the camera, the radio and a collection of books that began with Len Morgan's "Airliners of the World" for a mere \$1.95, I was to spend many great hours observing aircraft, unaware that there was anyone else in the world who was interested in such an obscure activity.

When I started visiting the airport, the new south concourse was about to be opened. It boasted a length of a quarter mile (400 m), which at that time was impressive but certainly nothing spectacular when compared to today's airports. For a period of time,

automated wire-guide vehicles were used to transport travelers the length of the structure. These golf cart-like devices were used for a relatively brief period and the grooves cut into the floor for the wires were evident long after the service had ended.

Prior to the south concourse, the airport consisted of two one-story structures which did not provide jet bridge service. One



Cleveland Hopkins International Airport as the author remembers it in this postcard published in the mid to late-Fifties. It shows the west concourse, newly constructed as part of an \$8-million expansion program. The airport at that time handled five million passengers and visitors a year. At the gates are two United CV-340s and a DC-6 (right) and an Eastern Martin 404 and Capital Constellation on the other side. The roof of the concourse is an observation deck with park benches from where to watch the aircraft.

Curteich color by Art-Creation (6C-K1879)

stretched to the north and the other to the west. These are today known as the A and B concourses respectively. The newer south concourse is the C concourse. The north concourse served Allegheny Commuter, Mohawk, American and some of United. For some time it also served TWA, although this carrier occupied the west concourse, together with North Central, Air Canada, Eastern and the rest of United. When the new south concourse opened, it was primarily for United, which was expanding in the Cleveland market at that time and was about to make CLE a regional hub. It was not uncommon to see nearly every gate on the west side of this concourse occupied by the stately blue stripe and black block letters of the airline offering the "friendly skies." The other major tenant sharing the new concourse was Northwest (Northwest Orient back then).

Hopkins was and remains a traditional airport in the sense that all three wings are connected in the shape of a "Y". The main waiting room is where they join. During my years it had a huge





Another view of the new west concourse, seen toward the administration building and air traffic control tower. Parked are an Eastern DC-7B and a United CV-340 and DC-6. Look at the people at the railing. "Those were the days, my friend. We thought they'd never end." Alas, were wrong!  
Curteich color by Art-Creation (6C-K1881)

flight information board stretching nearly to the ceiling. Across from this central information desk were numerous chairs as well as a new automobile perched atop a slowly-revolving platform. This new car was always an attraction for passengers waiting for their flights. Cleveland was and remains a very strong automobile manufacturing region. From the airport entrance you can clearly see the Ford Motor Company engine facility, and Chevrolet is just a bit beyond. Stout Airlines provided service between CLE and DTW in the days preceding the Ford Tri-Motors.

Lobby at the CLE terminal. It shows the master flight board on the wall on the right, announcing all arriving and departing flights.  
Nelson Jones postcard (K-20685)



Another focal point of the airport as I knew it, was the Sky Chef Restaurant. This was before various fast-food kiosks were strategically positioned down the concourses and as far as dining facilities were concerned, Sky Chefs was it. There were actually two halves to this eatery - the restaurant/lounge with table seating and a nice view of half of the north and west concourses, and the counter service for those of us who were more cost-conscious. It was in this latter part of the establishment that I would have lunch during my rest from watching, listening and absorbing the activities on the outside. The counter area actually consisted of two horseshoe-shaped counters, each with seating for about 16 people. The burgers were great, the chocolate malts even better. I clearly remember the warning sign above the cigarette machine - "Flight Announcements Are Not Made In The Restaurant," it said. The counters have long since been replaced with a self-service line in which none of the food is made to your order. It is made awaiting your decision. The seating now consists of various tables and booths which lack character. The staff doesn't seem as friendly and the prices certainly have increased.

Both Concourse A and B were built at ground level before the introduction of jetways. The small waiting areas of the era consisted of brightly-colored molded plastic seats that were assembled in sections of four. There was no carpeting and the large, non-tinted windows provided excellent views of the aircraft that were parked relatively close to the terminal. These windows were constructed with a small bottom section which opened inward for ventilation. There was no air conditioning in these terminals and opening the windows was a fairly standard procedure in the summer.

During this era before security, it was not unusual for the gate agent to unlock and fully open the door to the ramp during warm weather while waiting for an inbound aircraft. Nor was it frowned upon when, while waiting for the inbound aircraft, to walk outside the terminal and stand within a few feet of the door until the aircraft arrived, particularly when you carried a camera. It was fairly easy to get a few minutes in the cockpit by asking a gate agent or flight crew member. Schedules were not as tight back then as they

are today, security was less of an issue and people generally were more trusting and compassionate.

Concourse B, which extended to the west, had an outside observation deck that reached nearly the full length of the concourse. It was built on the roof and was accessed through turnstiles beside the hallway that led down a slight incline to the gates of the concourse below. For a mere ten cents you could get on the observation deck and get unobstructed views of the airfield's activities, exposure to the elements, whining turbines, staccato props and all the jet fumes you could inhale. Green benches were provided to sit down on, and although bolted back to back, they were easily moved close to the four-foot black railing that made a convenient foot rest. An additional ten cents would buy you a few minutes of listening to various air traffic communications through one of the many silver and yellow boxes that were strategically located along the deck, provided the noise was not overwhelming.

The deck became a favorite spot of mine at the airport to



Midway DC-9-31 N8922E, formerly with Eastern, turns off 5R after landing, sometime in the summer of fall of 1991.  
(Photo by Eric Kolesar)

idle away hours, regardless of the season. Sometimes I would have to drag one of "my" benches into just the right position, depending on which side the action was taking place. Photography was easy because the railing that separated the deck from the "restricted area" beyond was not very high. I recall that during some summers, the concession stand was sometimes manned and you could buy hot dogs and soft drinks without leaving the area. However, this all changed when airport security as we know it today, went into effect. For a long time the deck was closed and spotting was limited to areas within the terminal. More than for the photographic opportunities, I longed for a whiff of JP4 and the whining of fan jets. Sometime later it was decided to open the area once again. However, a new chain-link fence approximately eight feet (two and a half metres) high was installed, limiting the photographic opportunities considerably. An accessible area ran no longer the full length of the previous area. It was reduced by approximately half. Still, it was better than having it completely closed, as was the case at O'Hare, which at one time had excellent outside observation decks.

CLE underwent a major renovation in the early 1980s. Both the north and west concourses were rebuilt to accommodate jet bridges leading from wide new gate areas on what was previously the roof of the former structure. The terrazzo floors, plastic seats and large windows gave way to carpet, more-comfortable black vinyl seats and fewer, tinted windows in an environmentally-controlled structure. One storey below, the floors I frequently walked



Looking at the south concourse behind a Chicago-bound United DC-10 from the current observation deck. (Photo by Eric Kolesar)

upon like a policeman on his beat, were out of reach. What was taken for granted during my teenage years, was no more. Even the central terminal area had changed, as had the ticket counters and baggage areas.

One of the results of the major rebuild was the construction of a new deck. It was located at the very end of the west concourse, beyond where its predecessor had been. The new deck was built next to the administrative operations tower. This tower very much resembled the control tower although it was not as tall. The current deck is on level 3 of the building, above the gate area, yet below the tower. It is accessible by walking to the end of the wing and taking the elevator or the stairs. Even though it is considerably smaller than its predecessor, it has a nice enclosed area which has some wooden benches, full ceiling-to-floor windows on three sides, and ATC communications of the tower piped in. In addition, there is an outside deck which is open. In some ways the new deck is better in that there is no chain-link fence to get in the way of taking photographs, it is higher than the old one and is slightly closer to the primary runways. It is again possible to enjoy the sights, smells and sounds.

The newer south concourse has undergone some changes too since it was opened in the mid-1960s. The familiar terrazzo

Convair CV-580 was converted in June, 1969 and served with North Central until the merger with Southern Airways to become Republic Airlines 10 years later. She is seen here from the old observation deck at CLE.  
(Author's photo)





floor also succumbed to carpeting. United reduced CLE from a regional hub at its peak in the early 1970s, to a station during the 1980s and moved operations to Concourse B approximately seven years ago. Continental has since replaced United as both the largest carrier and the primary tenant of the concourse. Other changes to the south concourse include the replacement of many windows with solid walls. I believe some of the glass that was removed, was used in a major renovation about four years ago that included building additional gates in what once was the "banjo" area at the southern-most terminus of the wing.

The "banjo" originally housed five or six gates in a circular structure, hence the name. Sometime around 1994 this area was expanded and squared off to accommodate additional waiting areas. Gates 53 and 54 were in the banjo and both were excellent locations to watch the servicing activities around UA's 737s that operated to the airport back when each Mainliner had a name painted beneath the cockpit windows. The airplanes pulled in close to the original banjo gates and the NSA hangar was visible beyond that. Another feature of the banjo was an upstairs, semi-circular area with windows through which you could see the activities outside. Next to the deck, this was another location on my rounds at the airport. Although there were no seats in this area, it did provide excellent viewing and some photographic opportunities. When CO moved in, this area was sealed off and became their operations area for the CLE hub. A tower was built above the original domed structure in 1990 and the stairs leading to this area have disappeared from public view. The recent construction appears to place CO's aircraft further from the building and the viewing is not as good.

I no longer live in Cleveland but I have the opportunity to come back three or four times each year and I try to spend some time on the observation deck before boarding the flight home. Each time I walk down the west concourse toward the current observation deck, I am in my mind walking along the roof of the old structure, passing very close to those wonderful green wooden benches on which I would sit for hours with my "Jetsream" radio tuned to the tower, observing all the activity of a major metropolitan airport. These same runways and taxiways once served aircraft and airlines



that have since, like myself, departed home. If I listen very closely I can almost hear the Darts of an Air Canada Viscount as it taxis out for its morning flight to London (Ontario) and Toronto, and the silhouette of an approaching 737 at a distance can almost be mistaken for a North Central 580 inbound from DTW.

Two views from the old observation deck: (top) Saturn DC-8-61 (ex-United). (below) Eastern DC-9-31 seen at the west concourse. Note the two United 727 and DC-8 in the background at the south concourse. (Author's photos)



# So long, so long, you old pelican

## Farewell to a fellow collector and good friend

I tried to come up with a snappy "eye-catching" title for this column. It was going to be something like "Good-bye and good luck," or "Gone, but not forgotten" or "Whatever became of Good Old . . . ?" The column was going to be about airlines which have called at Baltimore-Washington International Airport, but for one reason or another have stopped serving this market.

Then I got Diane Koran's e-mail message with the sad news that our friend, Captain Richard L. Koran (AA retired) had died at 0230 hours on May 26, 2000. As she said, Alzheimer's Disease had taken Dick away from us, in stages but so quickly, over the past three to four years.

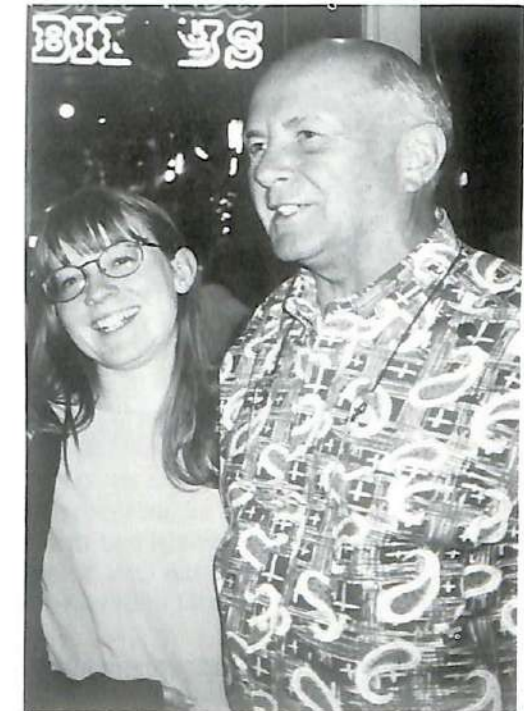
The "old pelican" in the headline comes from the last line (as I recall it) from the movie "The High and the Mighty." In that film, adapted from Ernest K. Gann's novel of the same title, John Wayne and Robert Stack have just barely wrested a DC-4 from a water landing after a mid-Pacific misadventure. Wayne, playing the much older and more-experienced First Officer, has just been instructed by the crusty, cigar-chomping Operations Manager to "Get a good night's sleep, we'll talk in the morning." Wayne says "Good night" and walks into the terminal through the

Hollywood mist. The Ops Manager says to his receding back "So long - so long you old (or ancient) pelican."

Dick spent his airline career with American on routes that were primarily over land. He earned his "pelican" title with the United States Air Force reserve when he commanded a C-97 on several trans-Atlantic deployments. That is how you got to be an old pelican, flying those lumbering reciprocating-engine behemoths over wide expanses of water. Both the Atlantic and the Pacific count for membership.

I had heard of Dick for about a year before he contacted me. In 1982, while I was working at Montreal's Dorval Airport, Braniff International went out of business - the first time. That is when I decided to begin collecting airline pilot cap badges. I wanted to recreate the 1965 Boeing Commercial Aircraft Company advertisement that featured the crew insignia (mostly cap badges) of 55 airlines flying Boeings. I started asking crews passing through for contacts that might lead to the acquisition of "hat brass." An American Airlines Flight Engineer, Harry Clark, passed my name and address on to Dick.

His first letter and our first "deal" came in January 1984. He introduced me to the World Airline Hobby Club and proposed a trade including a Worldways Canada wing for him and an Altair Airlines wing for me. I had gotten the Altair cap badge from a



Colorado Springs 1997: Dick Koran and Julia Dolan outside Bronco Billy's gaming establishment.

DC-9 pilot who was in Montreal training on Air Canada's simulator. That line was beginning to expand into obscurity and he had offered me a wing as well, but at the time I was looking only for cap badges. Dick made me a convert. Heck, he made me a zealot. From that point on I was on the trail for ALL front-end insignia. I had to save space some way, so I limited the display to flight deck crew only. There are some flight attendant wings I WISH I had gotten (Quebecair white and blue enamel and Air 2000 in red enamel, to name but two). But by then the line had been drawn. Now, 18 years after I started collecting, I find myself trying to consolidate wings into



Orlando, 1991 - The Three Musketeers: Dick Koran (American Airlines) Charlie Dolan (U.S. Customs) and Oleg Basilovich (Aeroflot) started a great (although somewhat shady) tradition: the disposing of illegally imported products - they ate and drank them! About the only phrase that could be translated from English into Russian, they found out later, was "Next year no sausage. It's illegal". (All photos Charlie Dolan)



frames that have a common theme - European carriers, Canadian carriers, freight carriers - this with the objective of saving wall space. I am getting close to having 800 pieces on display.

Before the year was over, Dick had managed to bid trips that included RON trips to YUL (Montreal Dorval) and we able to meet and swap lies and insignia. On one occasion I took Dick and his first and second officers to the Service Aerien hangar on the field, where Capt. Jacques Aubrey gave us a grand tour of a Canadair 215 water bomber. We followed that with a visit to a very Quebec brasserie (brewery) for steaks and brew. On other trips to the Great White North I would meet Dick at the crew hotel and we would either head out for a meal or he'd come to my house to see how the collection was progressing. If we could swing it, I'd take a break the following morning from where I was working and head down to Gate 32, where his 727 was parked. He'd get a few cups of coffee sent up to the flight deck and we'd continue the conversation from the night before. I often wonder what the passengers thought was going on up there. Some of the jokes were side splitters and it must have seemed that NOBODY should have been having that good a time that early in the morning. After I transferred back to the States, Dick would bid BWI RON stops and we continued the meetings with a southern flair. On one trip he had such a long layover that we were able to catch dinner the night he arrived and then he and I visited the B&O Railroad Museum and the USS Torsk (a submarine) and Lightship Chesapeake the next morning.

Dick was always ready with an answer for a difficult-to-identify wing or was able to provide a name and address of someone who would know. He would include photocopies of new wings in his collection with each letter. I have recopied them and have also

#### ERRATUM

I put some misinformation in Vol. 24, No.3 concerning the United Airlines pilot wing. I said that the carrier is trying to distance itself from the propellor age and has removed the three-blade prop from its uniform insignia. So, what did I do? I showed a wing with the prop displayed as big as an elephant.

The correct wing for that uniform issue is shown here. It came off a computer scan and I hope it will show up well. I was not the high bidder for this item on eBay. The wing has the basic UAL design, but the shield in the center has straight edges only and is flat across the top. The colors are red, white and blue in the shield, from top to bottom. The wings are frosted silver. There is no apparent hallmark and the reverse is in a very dark oxydized silver. This is a pin back.

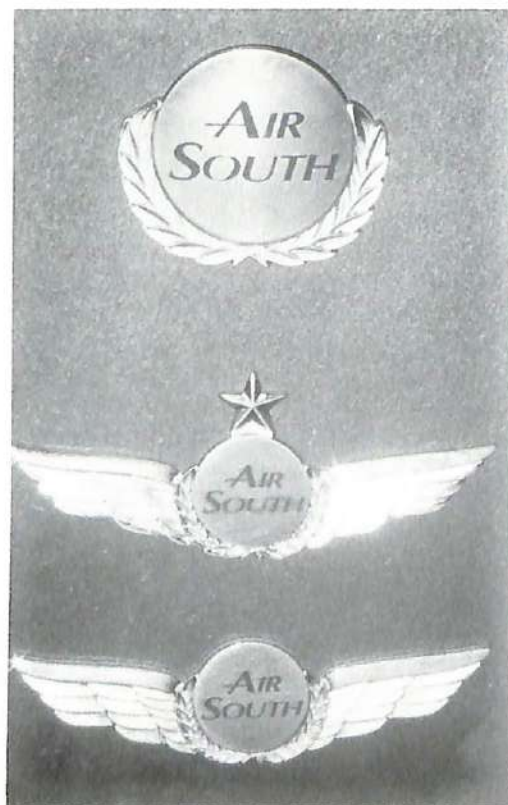
A better photo of this wing can be seen on page 214 of Phil Martin's book "Pilot Wings of the United States, 1913-1995, Civil and Commercial." It is published by Beach Cities Publishing Co., Long Beach, CA, USA 90809-1051.



photocopied each of his columns so I'd be able to cut and paste and cross index a file to help me with researching for articles and making sure what I was buying or getting in trade. There is no doubt that in this way Dick will be contributing to the Wings and Things column for many years to come. It was an honor to be asked by Diane and Joop to take over from Dick in 1966. I sure hope I will be able to match his level of expertise and keep the articles interesting.

Dick introduced me to so many members of the WAHS, now friends of long-standing and some co-contributors to the CAPTAIN'S LOG. They are too many to mention and I'd be at risk of omitting one or two, so I will not attempt to call the roster. But all are good friends I have come to know through Dick. We partied with the Russians at Orlando, Orange County, Washington and Phoenix. Those events stretched long into the morning as jokes had to be translated several times over to reach all ears. I remember Diane tracking down the Russians' baggage, which had been cleverly concealed in a hotel storage room and had been reported "missing." I remember Beth Taylor, Diane and Karen shopping for "goodies" to give the Russians for their wives back home. After listening to the great presentation by Capt. Al Haynes at the Orange County convention, we all awoke to a real-life emergency known as the Landers earthquake. I have a video of the Korans and the Taylors in front of the hotel just after the event. Several minutes later (as the tape proceeds) I have footage of all of us trembling in the second large quake of the morning, which hit during brunch. All are great memories.

At this time our thoughts are with Diane and Julie. We can only imagine their loss. As for Dick, So long so long, you old pelican - I am going to miss you, guy.



#### AIR SOUTH

Founded in 1993, Air South was a low-fare carrier based in Columbia, South Carolina. The fleet included seven leased 737, three with U.S. and three with Irish registrations. The wings and the cap badge are in gold-color metal. The centre disk is very highly polished. The cap badge has a single screw post and the wings are clutch back. The airline ceased operations in September 1997.

## DICK KORAN (1935 - 2000)

It is with great sadness that I have to inform you of the death of our long-time former Wings & Things editor Dick Koran. He passed away peacefully at Clearwater, Florida, on May 26, three months before his 65th birthday.

It is difficult to even estimate the influence Dick has had on the WAHS, the CAPTAIN'S LOG and the wing-collecting hobby around the world. He had friends everywhere. Friends who could always count on him for advice and whom he was always more than happy to help.

Over the years he built up an enviable collection of flight crew wings and he generously shared photographs of these and details about their background freely with readers of the Log and with anyone else who asked.

Dick published his first Wings & Things column in the Spring 1982 issue of the Log and I always read them with much pleasure, even though I am not a wing collector myself. I found the background he provided fascinating. When I became editor of the Log, I was always amazed at how clean his copy was, and at the high quality of the photographs he provided. He maintained this high standard right until his final column in the Spring 1996 issue, a total of 56 columns of invaluable and lasting information. By then he had become too ill to continue and he turned the column over to his good friend and fellow-collector, Charlie Dolan, the column's current editor.

I will always remember the Airliners International conventions I spend in his company and the company of his wife, Diane. He was always "a barrel of laughs" as the expression goes, always full of life and with a long line of stories that not only made you personally feel good, but also gave you the warm feeling you were with a man who truly loved people.

Richard Lenzke Koran was born in Racine, Wisconsin, on August 16, 1935. After serving two years in the U.S. Air Force, he graduated from the University of Wisconsin-Milwaukee with a degree in Journalism. He worked for McDonnell Douglas in St. Louis, Missouri and Phoenix, Arizona, and for Beechcraft in Wichita, Kansas, before joining American Airlines as a pilot in 1965. He flew the BAC 111, 707, DC-10 and the 727, retiring as a Captain on the 727 in September 1994.

Following his service in the USAF, Dick served with the National Guard in St. Louis, Phoenix and Wichita, retiring as a Lieutenant-Colonel from the 127th refueling unit of the Wisconsin Air National Guard based in Milwaukee, where he had flown the KC-97G aerial tanker, a sister to the civil Stratocruiser.

Dick was a member of the Quiet Birdmen, the World Airline Historical Society, The Florida Aviation Historical Society and the Grey Eagles (the organization of retired AA pilots).

It is a pity that Dick will never know how big a void he leaves in the lives of his wife Diane and daughter Julie, in that of the members of his extended family and in that of the airline memorabilia collecting fraternity around the world. He will be missed by all.



Dick's funeral took place in Racine, Wisconsin, on June 2.

Dick, good friend, Requiescat in Pace - Rest in Peace.



#### A Thank You from Diane

Diane Koran has asked me to print the following:

"Dear WAHS Members,

"Words cannot express my appreciation for the kind cards and notes I've received from so many of you regarding Dick's death. The beautiful, ever-blooming rose tree the Society sent for Dick's funeral was such a special tribute to him that it's been planted at his graveside and will be well-tended by his sister, who lives in Racine.

"Dick was very proud to have been a member of the WAHS and valued the lasting friendships he made with so many other members. He especially enjoyed writing Wings & Things for the Captain's Log for those many years - it was a 'labor of love' for one of the things he loved the most - aviation - in any way, shape or form, and it gave him great pleasure to know his column was enjoyed by so many others.

"I thank you all for being part of Dick's life . . . and for being his friends.

"Sincerely, Diane Koran"





**Left:** Collection and dioramas, all scales, winner: Boeing "Strat Pack" of unbuilt Stratocruiser variants (these are two of them), 1/144 scale by Jack Purcell, Dearborn, MI. **Right:** Large prop and jet, all scales & Judges Best of Show and Most Popular Model: PAA Boeing Stratocruiser with white crown livery, 1/72 scale, by Dana Kopher, Lafayette, CO. (Photos by Joop Gerritsma)

## Results of the AI 2000 Photo & Model Contests

By **GERRY COLE**

**AI 200 Contest Director**

The number of entries in both the photo and the model contests was higher than it has been in a few years, says . The winners are:

### PHOTO CONTEST

(75 entries by 16 photographers)

#### Color enlargement (print):

1. Northwest 747s - Jason Meyer, Brooklyn Park, MI (see front cover)
2. Corsair 747 on approach at Martinique - Don McComb, Miami, FL
3. DIA Tower view with Delta 757 - Paul Andes, Littleton, CO.

Color slide: Delta L-1011- Walter Wilson, Alexandria, VA.

Salon Print: BA 747 at night - Kevin Horton, Phoenix, AZ.

Spirit of Flight: Corsair 747 on approach at Martinique - Don McComb, Miami, FL

### MODEL CONTEST

(57 entries by 11 builders)

#### Large prop and jet, all scales:

1. PA Boeing Stratocruiser with white crown livery, 1/72 scale - Dana Kopher, Lafayette, CO
2. AA 727-200, 1/72 scale (KMC kit) - Charlie Coward, Phoenix, AZ.

#### Small prop, 1/100 scale and smaller:

1. P-3 Orion "Tanker 22" (red/white livery), 1/144 scale - Ken Miller, Campbell, CA.
2. Eastern Electra (Minicraft kit), 1/144 scale - Rick Guilbault, Detroit, MI.

#### Medium jet, 1/126 to 1/149 scale:

1. Fine Air DC-8 - Michael Bolden, Minneapolis, MN.
2. Eastern 757-200 - Charlie Coward, Phoenix, AZ.
3. Ex-TWA CV-880 - Ken Miller, Campbell, CA

#### Small jet, 1/150 scale and smaller (all three in 1/200):

1. Braniff Ultra 747 (orange) - Kenneth Bright, Houston, TX.
2. United 747-100 (white crown, black titles livery) - Richard Fedorco, Aurora, CO.
3. Mexicana DC-10 (purple livery, DRAW decals) - Michael Bolden, Minneapolis, MN.

#### Vacuform and Scratchbuilt, all scales:

1. AA Fokker 100 (Welsh kit) - Rick Guilbault, Detroit, MI.

#### Conversions, all scales:

1. Southwest 737-700, 1/144 scale (Minicraft kit) - Bill Parker, Phoenix, AZ.

#### Collection and dioramas, all scales:

1. Boeing "Strat Pack", collection of Stratocruiser variants, 1/144 scale - Jack Purcell, Dearborn, MI.

#### Flights of Fancy (hypothetical aircraft and/or markings), all scales:

1. Ecuatoriana 737-800, 1/144 scale - Rick Guilbault, Detroit, MI.
2. AA "Retro livery" 777-223, 1/200 scale - Charlie Coward, Phoenix, AZ.
3. TWA n/c 777-200, 1/200 scale - Bill Parker, Phoenix, AZ.

#### Judges Best of Show and Most Popular Model:

1. PAA Stratocruiser, 1/72 scale, Dana Kopher, Lafayette, CO.



(All four photos by Peter Reed)

### NAME THE PLANE CONTEST

Presented by Keith Armes.

Players must identify aircraft of which only a minuscule part is shown, or airports hardly anybody has ever heard of. The winners are:

1. Don Levine with all 12 questions correct. He received a two-year subscription to Airliners magazine
2. Jeff Johnson who received Terry Waddington's DC-10 book.
3. Scott O'Leary, a one-year subscription to Airliners.

### TRIVIA CONTEST

Presented by Jim "JET" Thompson.

The traditional Trivia Contest was presented by Jim JET Thompson. Three people answered all 10 questions correctly and the two tie breakers were used to determine first, second and third places.

1. Bill Stubkjaer. His prize was a collection of three video tapes.
2. Capt. Al Minich, who won the books The Martinliners and Boeing Jetliners.
3. Linda Richardson. Her prize was a Gorgi model of a BOAC Comet 4.

These are the questions. See how many you can answer correctly without having to look up the answer first.

1. When the 747's were introduced in 1970, which airline gave room names to each cabin in the plane? Such as Kabuki Room, Bougainville Room and Kamehameha Room.

- A. Continental B. Pan American C. Western  
D. National E. United

2. Which airline was the first to operate the Swearingen Metroliner? A. Commuter Airlines B. Air Wisconsin C. Mississippi Valley AL D. Soonair E. Borrego Springs

3. In mid-1929 which airline operated the largest fleet of Ford Tri-Motors? A. Maddux Airlines B. National Air Transport C. Northwest Airways D. T.A.T. E. S.A.F.E. way

4. West-German airline Contactair was the first airline to fly this commuter aircraft? A. BAe J-31 Jetstream B. DO-228 C. ATR-42 D. BN-2A E. SD3-30.

5. Which airline offered "A Taste of Europe flying in the USA ..." in 1975? A. TWA B. Pan Am C. United D. Northwest E. National.

6. What was the 1st scheduled route operated by All American Aviation on May 12, 1939? A. PIT-LBE B. PIT-AOO C. PIT-JST D. PIT-FKL E. PIT-HLG.

7. What was the first European airline to order the Douglas DC-2? A. KLM B. Swissair C. Air France D. Lufthansa E. SAS

8. What was the first British airliner to have a pressurized cabin? A. Avro Tudor B. Viscount C. Vanguard D. Handley Page Hermes E. Brabazon

9. Which airport was the world's fastest growing, in terms of cargo volume, in 1999? A. Indianapolis B. Rickenbacker (Columbus) C. Memphis D. Frankfurt E. Cairo

10. What was the 1st airline to operate out of Phoenix Sky Harbor Airport? A. Scenic Airways B. Western Air Express C. Standard Airlines D. Varney E. Universal.

#### Tie breakers:

1. How many C-46 Commandos were built?
2. In the 1999-2000 issue of International Airline Guide, how many airline 3-letter codes are listed in the back?

And now for the answers:

Answers to #1 to #10 are all A.  
Tie breaker 1 - 3,180 aircraft; Tie breaker 2 - 4,070 airline codes.



# AROUND THE WORLD

## of Airline Schedules

Copyright 2000  
George W. Cearley Jr.

The schedule column in this issue of the *Captain's Log* features Southwestern U.S.A. local service airlines including Pioneer and its predecessor, Essair, Central, Trans-Texas and Texas International.

Essair was founded in 1939 and began flying over a route from Houston to Amarillo via Austin, San Angelo, Big Spring and Lubbock. Essair applied for CAB certification, but this was challenged by Braniff Airways. Essair suspended operations on July 19, 1939. Finally, in November 1943, Essair became the first local service airline to be certificated by the CAB. On August 1, 1945, Essair inaugurated flights between Houston and Amarillo via Austin, San Angelo, Abilene, Lubbock, using Lockheed 10 "Electras," over its new Air Mail Route 64. Essair changed its name to Pioneer Air Lines on May 15, 1946. That year seven former military C-47's were acquired and converted to DC-3 passenger configuration. As a result of a decision by the CAB in the Texas-Oklahoma Case on November 27, 1946, Pioneer was awarded the following new routes: 1) Houston - Bryan - Temple - Waco - Dallas and 2) Dallas - Ft. Worth - Mineral Wells - Cisco/Eastland/Ranger - Abilene - Sweetwater - Big Spring - Midland. Lamesa was added as a stop between Midland, and Lubbock and Plainview as a stop between Lubbock and Amarillo.

**Essair Lines**  
FLYING THE RANGE  
WESTERNS TO THE WORLD  
Economy Safety Speed  
AMARILLO-LUBBOCK-ABILENE  
SAN ANGELO-AUSTIN-HOUSTON

**PIONEER Air Lines**  
Passengers Air Mail - Express  
SCHEDULES EFFECTIVE MAY 24, 1947

# Central Airlines

NEW BUSINESS To New Places FOR YOUR STATION Via Central's New Service

255 COMPLETE SCHEDULES

Effective June 5, 1955

21	5	33	3	37	23	31	1	24	32	2	22	36	34	4	6
PM 3:30	PM 4:00	PM 4:30	PM 5:00	PM 5:30	AM 6:00	AM 6:30	AM 7:00	AM 7:30	AM 8:00	AM 8:30	AM 9:00	AM 9:30	AM 10:00	AM 10:30	AM 11:00
PM 1:00	PM 1:30	PM 2:00	PM 2:30	PM 3:00	PM 3:30	PM 4:00	PM 4:30	PM 5:00	PM 5:30	PM 6:00	PM 6:30	PM 7:00	PM 7:30	PM 8:00	PM 8:30
PM 9:00	PM 9:30	PM 10:00	PM 10:30	PM 11:00	PM 11:30	PM 12:00	PM 12:30	PM 1:00	PM 1:30	PM 2:00	PM 2:30	PM 3:00	PM 3:30	PM 4:00	PM 4:30

ICST: Central Standard Time

# CENTRAL

GENERAL OFFICES 6125 Camp Bowie Boulevard, Ft. Worth, Texas. KEITH KAHLER—President and General Manager  
DONALD EHRHART—Vice President; Administration

ALL DC-3 EQUIPMENT

34	4	32	2	302	24	31	1	301	23	33	3
PM 3:30	PM 4:00	PM 4:30	PM 5:00	PM 5:30	AM 6:00	AM 6:30	AM 7:00	AM 7:30	AM 8:00	AM 8:30	AM 9:00
PM 1:00	PM 1:30	PM 2:00	PM 2:30	PM 3:00	PM 3:30	PM 4:00	PM 4:30	PM 5:00	PM 5:30	PM 6:00	PM 6:30
PM 9:00	PM 9:30	PM 10:00	PM 10:30	PM 11:00	PM 11:30	PM 12:00	PM 12:30	PM 1:00	PM 1:30	PM 2:00	PM 2:30

ICST: Central Standard Time

## BEECH BONANZA Planes - NEW LOW FARES

Central was founded in March 1944, certificated by the CAB in 1946 and inaugurated its first flight on September 15, 1949 between Ft. Worth, Dallas, Oklahoma points, and Wichita using 11 three-passenger Beechcraft Bonanzas; DC-3's replaced the Bonanzas in 1950-51. Keith Kahle was the airline's president and one board member was actor James Stewart.

**PIONEER Air Lines**  
SCHEDULES EFFECTIVE OCTOBER 12, 1948

**PIONEER Air Lines**  
SCHEDULES EFFECTIVE FEBRUARY 1, 1951

**PIONEER Air Lines**  
SCHEDULES EFFECTIVE JUNE 29, 1952  
FLY NEW PIONEER PAGEMASTERS

**PIONEER Air Lines**  
SCHEDULES EFFECTIVE APRIL 1, 1953  
the Southwest is near when you fly PIONEER U.S. AIR MAIL ROUTE 64

**Continental Air Lines**  
Effective From April 1, 1955  
NOW ONE GREAT AIRLINE  
PIONEER AIR LINES  
CONTINENTAL AIR LINES

**CENTRAL AIRLINES**  
ALL FLIGHTS OPERATED WITH 24-PASSENGER DC-3 EQUIPMENT U.S. INSPECTED!  
609 CAMP BOWIE BLVD. • FORT WORTH, TEXAS

**CENTRAL AIRLINES**  
I'll See You Tonight  
EFFECTIVE APRIL 1, 1952  
"Flying Your Way Every Day"

**CENTRAL AIRLINES**  
"Flying Your Way Every Day"  
EFFECTIVE SEPTEMBER 19, 1952

**CENTRAL AIRLINES**  
BRIEF CASE SCHEDULE  
WHEN TIME IS IMPORTANT, FLY CENTRAL!  
"I'll See You Tonight"  
SERVING THE HEART OF AMERICA

**CENTRAL AIRLINES**  
NEW FLIGHT SERVICE FOR  
DENVER  
COLORADO-SPRINGS  
LIBERAL (Hugoton Gas Field)  
WICHITA  
OKLAHOMA CITY  
ENID  
BORGER  
AMARILLO  
OKLAHOMA • TEXAS • ARKANSAS  
KANSAS • MISSOURI • COLORADO

On February 17, 1948, as a result of a decision in the Arizona - New Mexico Case, Pioneer was awarded new routes to New Mexico: 1) Amarillo - Clovis - Roswell - Las Cruces - El Paso; and 2) Lubbock - Clovis - Tucumcari - Las Vegas - Santa Fe - Albuquerque. The new routes added 766 miles to the system for a total of 2,183 route miles. Lubbock - Albuquerque service began May 1, 1948, followed by Amarillo - El Paso flights on June 1. In 1949 headquarters were moved from Houston to Dallas Love Field. Amarillo - El Paso service was suspended by the CAB in 1950. In 1952 nine Martin 202's were acquired from Northwest and were placed in service that June. Under CAB pressure the Martins were pulled off the line and replaced by DC-3's in 1953. However, the Martins again served Pioneer's routes in 1954-55 prior to the airline's merger with Continental on April 1, 1955. Pioneer was the first local service airline to operate larger twin-engine aircraft as the Martins and Convairs.

Pioneer's buffalo logo was based on the buffalo nickel and the logo and Pioneer paint schemes were designed by Marvin Krieger of Dallas. The Martins carried a dark blue fuselage stripe, a white crown, red titles and a white buffalo on a dark blue tail.

A Ft. Worth - Dallas - Paris - Texarkana service was added in 1951 and suspended by 1954. Central was awarded a route by the CAB in 1954 from Tulsa to Little Rock via Fayetteville, Ft. Smith and Hot Springs, and a route from Dallas and Ft. Worth to Kansas City via Ft. Smith, Fayetteville and Joplin. In 1955 Central was given permanent certification by the CAB and the same year a Ft. Smith - Fayetteville - Harrison - St. Louis route was awarded. On December 3, 1956, Central inaugurated service on a new route from Oklahoma City to Denver via Enid, Liberal, Guymon, Lamar and Colorado Springs, and over a second route from Amarillo to Wichita via Borger, Guymon and Liberal.



**CENTRAL AIRLINES**  
EFFECTIVE FEBRUARY 1, 1959

STAYING & CONVENIENT  
TAKE THE FAMILY ALONG  
AT 1/2 FARE  
ON FLIGHTS DEPARTING  
BETWEEN  
MONDAY NOON AND  
THURSDAY NOON

SEPTEMBER 1959  
**CENTRAL AIRLINES**  
SALUTES FORT WORTH

FORT WORTH, TEXAS - City of the Month

**CENTRAL AIRLINES**  
FEBRUARY 1, 1960

CONNECTS WITH THE JETS

DON'T DRIVE - FLY CENTRAL AIRLINES

**NEW RADAR CONVAIR SERVICE**

TO

- DALLAS
- FORT WORTH
- PARIS
- FORT SMITH
- ST. LOUIS
- JOPLIN
- KANSAS CITY
- TOPEKA
- SALINA
- HUTCHINSON
- WICHITA
- LAWTON FT. SILL
- OKLAHOMA CITY

Central Airlines serves 50 cities in

ARKANSAS • COLORADO  
MISSOURI • OKLAHOMA  
KANSAS • TEXAS

**NEW RADAR CONVAIRS AIR CONDITIONED**

TO

- DALLAS
- FORT WORTH
- PARIS
- FORT SMITH
- ST. LOUIS
- JOPLIN
- KANSAS CITY
- TOPEKA
- SALINA
- LAWTON FT. SILL
- OKLAHOMA CITY

Serving

ARKANSAS • COLORADO • MISSOURI  
OKLAHOMA • KANSAS • TEXAS

**TRANS-TEXAS AIRWAYS**

**B-800 PASSENGERS — MAIL — FREIGHT — EXPRESS B-800**  
FORT STOCKTON—SAN ANGELO—BROWNWOOD—FORT WORTH—DALLAS—PALESTINE—HOUSTON

ALL FLIGHTS DAILY				20	21	28	29
10	11	22	24	AM	PM	AM	PM
AM 7:00	AM 8:01	PM 2:30	PM 3:31	LV FORT STOCKTON	CST Lv	AM 12:54	PM 8:14
AM 8:13	AM 9:14	PM 3:43	PM 4:44	M SAN ANGELO	AM	PM 11:51	PM 7:11
AM 9:27	AM 10:28	PM 4:57	PM 5:58	LV SAN ANGELO	AM	PM 11:41	PM 7:01
AM 10:41	AM 11:42	PM 6:11	PM 7:12	M BROWNWOOD	AM	PM 10:57	PM 6:17
AM 12:24	AM 1:25	PM 7:25	PM 8:26	LV BROWNWOOD	AM	PM 10:52	PM 6:12
				M FORT WORTH	AM	PM 10:00	PM 5:20
				LV FORT WORTH	AM	PM 9:50	PM 5:10
				M DALLAS	AM	PM 9:30	PM 4:50
				LV DALLAS	AM	PM 8:20	PM 4:40
				M PALESTINE	AM	PM 8:34	PM 4:54
				LV PALESTINE	AM	PM 8:20	PM 4:40
				M HOUSTON	AM	PM 7:25	PM 3:45
				LV HOUSTON	AM	PM 7:25	PM 3:45

**B-810 HOUSTON—VICTORIA—SAN ANTONIO—UVALDE—EAGLE PASS B-810**

ALL FLIGHTS DAILY				16	18	34	35
15	17	31	33	AM	PM	AM	PM
PM 1:30	PM 2:24	AM 7:45	AM 8:39	LV HOUSTON	CST Lv	PM 8:04	PM 2:18
PM 2:28	PM 3:14	AM 8:39	AM 9:29	M VICTORIA	AM	PM 7:10	PM 1:25
				LV VICTORIA	AM	PM 7:05	PM 1:20
				M SAN ANTONIO	AM	PM 6:20	PM 12:35
				LV SAN ANTONIO	AM	PM 6:10	PM 12:25
				M UVALDE	AM	PM 5:33	PM 11:48
				LV UVALDE	AM	PM 5:28	PM 11:43
				M EAGLE PASS	AM	PM 4:52	PM 11:17
				LV EAGLE PASS	AM	PM 4:32	PM 10:57



In early 1959 Central began service over a new route from Amarillo to Plainview and Lubbock, and headquarters moved from Meacham to Amon Carter Field in Ft. Worth. Central, in 1960 was awarded new routes in the Kansas - Oklahoma Local Service Case, with new destinations of Manhattan/Ft. Riley, Salina, Goodland, Hays, Hutchinson, Great Bend, Dodge City, Garden City, Tri Cities (Kansas), Ft. Leonard Wood (Missouri), and Pueblo, Colorado. New authority was also granted from Amarillo to Kansas City via intermediate points. On March 20, 1961, new Convair 240 flights were inaugurated with first service from Dallas to Lawton/Ft. Sill, and Oklahoma City. The Convair color scheme was designed by Marvin Krieger who had created the Pioneer liveries.

**FLY CENTRAL**

new!  
January 1

convenient  
ONE-STOP\*  
service  
DALLAS  
to  
ST. LOUIS

Effective January 1, 1965

**Fly CENTRAL**

THE DART-CONVAIR COMING IN 1965  
INTRODUCING CENTRAL AIRLINES  
NEW QUICK REFERENCE SYSTEM  
FLIGHT SCHEDULE

Effective January 2, 1966

**CENTRAL AIRLINES**

1967

**CENTRAL AIRLINES**  
Effective February 1, 1967

NEW ONE STOP  
JET POWERED SERVICE  
OKLAHOMA CITY - DENVER

**CENTRAL CENTRAFRONTIER CENTRIFRONTIER CENTIFRONTIER CENTFRONTIER CEFRONTIER CFONTIER FRONTIER AIRLINES**

**DAILY SYSTEM SCHEDULES EAST AND SOUTHBOUND**

Effective May 20, 1951

	57	61	601	42	51	10	44	53	53	603	46	55
	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
EL PASO (MST) Lv						6:13						
MARFA (CST) Lv						6:25						
PECOS Lv						8:57	8:37					
FORT STOCKTON Lv						9:10	9:12					
FORT STOCKTON Lv						10:16						
DEL RIO Lv						10:39						
EAGLE PASS Lv						11:06						
UVALDE Lv						11:39						
SAN ANTONIO Lv						9:37						
MC CAMEY Lv						10:22						
SAN ANGELO Lv						7:10					5:30	
BROWNWOOD Lv						7:53					6:13	
FORT WORTH Lv						8:40					7:00	
FORT WORTH Lv						8:45					7:05	
DALLAS Lv						9:03					7:23	
DALLAS Lv						9:20						8:30
TYLER Lv						9:58						8:08
TYLER Lv						10:01						8:11
PALESTINE Lv						10:37						9:47
LUFKIN Lv						10:40						9:50
BEAUMONT Lv						11:21						10:31
BEAUMONT Lv						6:30						6:40
GALVESTON Lv						7:01						7:11
GALVESTON Lv						7:04						7:14
HOUSTON Lv						7:24						7:34
HOUSTON Lv						7:40						6:00
SAN ANTONIO Lv						8:10						6:30
VICTORIA Lv						8:30						6:50
VICTORIA Lv						8:33						6:53
HOUSTON Lv						12:34						7:15
BEAUMONT Lv						12:37						7:18
BEAUMONT Lv						1:27						7:22
BEAUMONT Lv						8:55						7:47
BEAUMONT Lv						8:58						7:50
CORPUS CHRISTI Lv						9:22						8:12
CORPUS CHRISTI Lv						9:27						8:17
ALICE Lv						9:52						8:57
MISSION Lv						10:37						9:19
HARLINGEN Lv						10:59						9:41
HARLINGEN Lv						11:02						9:44
BROWNSVILLE (CST) Lv						11:18						10:00

SCHEDULES EFFECTIVE JULY 10, 1952

**TRANS-TEXAS Airways**

COMPLETE SYSTEM SCHEDULES effective September 20, 1951

Fly the route of the Starliners

Fly the route of the Starliners

In 1965 Central began converting its fleet of Convair 240's to Rolls Royce Dart-powered Convair 600's. The first propjet flights were inaugurated December 1, 1965, between Dallas, Lawton and Oklahoma City. A new logo and color scheme were introduced in 1965-66. Also two DC-9's were ordered for 1966 delivery, but the aircraft never went to Central. Central merged into Frontier in October, 1967.

Left: Timetable from May 1951 showing east and southbound services with DC-3's. Center and right: Timetables from September 1951 and July 1952, each showing TTA destinations served at the time over Air Mail Route 82.



Schedules effective June 28, 1953

Fast, comfortable 28 seat DC-3 "Super Starliners" used on all flights.

Schedules effective April 29, 1956

Schedule effective December 1, 1957

FLY TTA TO THE COTTON BOWL

Schedule Effective FEBRUARY 1, 1958

Fly TTA to the Houston Fat Stock Show

Schedule Effective JULY 1, 1959

SALUTES MISSISSIPPI with new direct service from HOUSTON to NATCHEZ and JACKSON

Effective MARCH 1, 1966

Prepare to be pampered

Domestic and International Gate Times Effective Feb. 1, 1963 - MAR. 31, 1963

FORMERLY TTA

TEXAS INTERNATIONAL

IT'S A WHOLE NEW AIRLINE

Domestic and International Gate Times Effective APRIL 1, 1963

Texas International Airlines

Domestic and International Timetable December 1, 1972

In June 1953 new routes were inaugurated with flights from Dallas to Tyler, Texarkana, Hot Springs, Little Rock, Pine Bluff, Stuttgart, Helena and Memphis; and Shreveport, El Dorado, Camden, Pine Bluff, Little Rock. Later in the year a Dallas - Shreveport - Pine Bluff - Memphis service with intermediate stops was begun. In Fall 1955 a new route extension was added from Shreveport to Lake Charles and Lafayette. The year 1959 marked the addition of more new routes: Houston - Alexandria - Natchez - Jackson, Memphis - Little Rock (nonstop), Memphis - Little Rock - Monroe - Alexandria - Houston (via intermediate points), Dallas - Shreveport - New Orleans (with stops en route), and Houston - Rio Grande Valley nonstops.

In 1965 Convair 240's were converted to Rolls Royce Dart-powered Convair 600's with first propjet services March 1, 1966 between Dallas and Houston. The propjet Convairs were christened "Silver Cloud 600." First pure jet services with the DC-9-14 "Pamper Jet" were introduced October 30, 1966 between Dallas - Houston, Dallas - Beaumont - Houston and Dallas - Beaumont - Lake Charles. TTA began serving Monterrey, Mexico in December 1966 and Tampico and Veracruz January 1967. In 1969 TTA changed its name to Texas International. On June 1 that year new Houston - Denver nonstops were added, then, on January 15, 1970 Dallas - Albuquerque - Los Angeles trips were begun. Houston - Denver - Salt Lake City service was also inaugurated in 1970. A new red, white and blue color scheme, new logo and titles were introduced in the early 1970's. Houston - Mexico City nonstop service began December 1, 1972.

Schedule Effective APRIL 1, 1961

Schedule Effective JULY 1, 1961

Quick Reference Gate Times

FLY NEW TTA

NEW CONVAIR NON-STOP

DALLAS-AUSTIN  
ABILENE-AUSTIN  
DALLAS-ABILENE  
AUSTIN-HOUSTON  
HOUSTON-DALLAS  
SAN ANGELO-AUSTIN  
CORPUS CHRISTI - HOUSTON  
EL PASO-MIDLAND-ODESSA

TRANS-TEXAS airways

Effective January 1, 1968

Texas International Airlines

DOMESTIC & INTERNATIONAL TIMETABLE MAY 15, 1974

Texas International Airlines

Domestic & International Timetable Summer, 1977

New Peanuts Fares:

\$80 Dallas/Ft. Worth - Los Angeles

\$15 or \$25 between Houston Hobby or Intercontinental and Dallas/Ft. Worth

Now everybody can fly for Peanuts.

Texas International Airlines

Domestic & International Timetable June 15, 1978

Now Kansas City for Peanuts. No strings.

Texas International Airlines

SYSTEM TIMETABLE APRIL 1, 1979

Baltimore/Washington for Peanuts

New non-stop service from Dallas/Ft. Worth and Houston, \$69

Plus new non-stop service between Houston and St. Louis, \$43

CONTINENTAL AIRLINES

SYSTEM TIMETABLE Effective June 1, 1982

Together we're even better.

On April 1, 1961, Trans-Texas inaugurated its first Convair 240 service between Dallas - Beaumont/Pt. Arthur - Galveston - Houston, and Dallas - Beaumont - Lake Charles. On April 30 Convair flights were extended: Dallas - Texarkana - Hot Springs - Little Rock, and on July 1: Houston - Harlingen, and Houston - Victoria - Corpus Christi - Harlingen. A new quick reference timetable was introduced and October 1961. TTA inaugurated new flights in 1963 as a result of CAB awards in the Southwestern Area Case. First flights were inaugurated October 15, 1963 and new cities served included Abilene, Albuquerque, Amarillo, Big Spring, Carlsbad, Clovis, Bryan, Hobbs, Lubbock, Roswell, Santa Fe, Temple and Waco. These were former Pioneer and Continental destinations.

The timetable at left shows the new early 1970's titles, logo and aircraft color scheme. New reduced or discount "Peanuts" fares were introduced in 1977. No meals were served, just soft drinks and peanuts. In 1978 Kansas City - DFW nonstops were added, as well as Dallas - Las Vegas service. With deregulation new nonstops were added between Washington/Baltimore and Dallas and Houston, and between Houston and St. Louis. Also new services were inaugurated between Houston and Merida, Cancun, Cozumel. In 1982 Texas International and Continental merged. By this time Texas International was also serving Ft. Lauderdale, Cleveland, Mobile, Pensacola, Hartford, Minneapolis/St. Paul, Omaha and destinations along the west coast of Mexico.



# Mark Fidler shoots in Florida

**M**ark Fidler of Pembroke Pines, Florida is the featured photographer in this issue of the CAPTAIN'S LOG. He has sent a nice selection of photos for us to enjoy. Make special note of the American Airlines 757 in 40th anniversary Astrojet colors. This was the color scheme used by AA in 1959, when transcontinental jet service became a reality with the delivery of the 707. Then there is the Carnival Airlines 737-400 in the livery of its previous operator, Pegasus Airlines of Turkey. Except for the name, the aircraft is in full Pegasus livery, including the winged pegasus on the tail.

The 727 of Pan Am-2 shows the winglets that a few of these aircraft were equipped with.

Taken at MIA (as were the previous three photos) is the 767 of Eurofly in Alitalia livery. Eurofly is the charter affiliate of the Italian flag carrier.

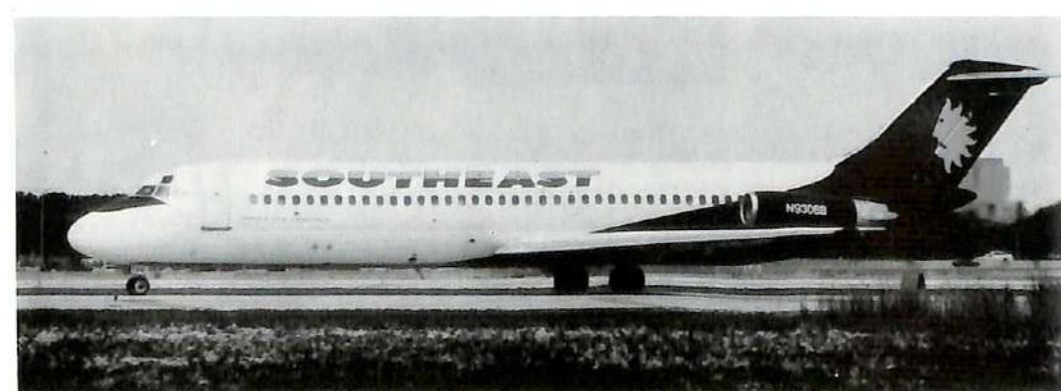
The other photos were all taken at FLL (Fort Lauderdale, FL).

The "Sun King" on the tail of the Southeast DC-9 seems a little sad about not being on the tail of a National Airlines aircraft. The "sad face" appearance is the result of the location of the rudder hinge in relation to the face.

The next two photos show the old and the new liveries of Canadian charter airline Air Transat, with the L-1011 representing the old and the Airbus A330 the new "white whale" livery. The airline's web site ([www.transat.com](http://www.transat.com)) is included in the narrow red cheatline under the "sat" part of the name.

I'll show you some more photos by Mark in the next issue, along with some vintage stuff.

By now I am getting pretty tired of the BORING, DULL and UNIMAGINATIVE, all-white color schemes on today's airliners. How about getting a letter-writing campaign going to see if we can end this deplorable practice?



**Left:**  
FINNAIR Boeing 757-200  
OH-LBS, msn 27623/792 (FLL)

**Below:**  
AMERICAN AIRLINES Boeing 757-223  
N679AA, msn 29589/842  
In 1959 Astrojet livery (at MIA).



**Opposite page:**  
AIR TRANSAT Lockheed L1011-100  
C-GTNL, msn1073 (at FLL)  
In the airline's former livery.  
AIR TRANSAT Airbus A330-243  
C-GGTS, msn 250 (at FLL)  
In the airline's current livery.  
CARNIVAL AIR LINES Boeing 737-400  
TC-AFM, msn 26279/2221  
in full Pegasus Airlines livery  
except for the name (at MIA).  
SOUTHEAST McD. Douglas DC-9-32  
N930BB, msn 47521/629 (FLL)



**Center:**  
CANADA 3000 Boeing 757-28E  
C-FOOE, msn 24369/226 (FLL)

**Above:**  
SUN PACIFIC INT'L Boeing 727-214  
C-GOKF, msn 20162/715  
Leased from Kelowna Flightcraft  
of Canada (at FLL).

**Left:**  
ROYAL AIRLINES Airbus A310-304  
C-GRYI, msn 432 (at FLL).



**Right:**  
PAN AM (2) Boeing 727-2J0  
N364PA, msn 21107/1172  
With QWS winglets (at MIA).



EUROFLY Boeing 767-31B (ER)  
EI-CRF, msn 25170/542 (at MIA)  
In full Alitalia livery except for  
the name.



**Above:**  
CONDOR Boeing 767-300(ER)  
D-ABUH, msn 26987/553 (FLL).

**Right:**  
TRANS GLOBAL Boeing 737-46B  
EI-CRC, msn 24124/1679 (FLL).



MIDWAY AIRLINES Airbus A320-231  
N304ML, msn 373 (at FLL)



Air West's 84 passenger DC-9 a popular jet used by  
this airline throughout the western states.  
W-820  
Extachrome by Clifford B. Ellis



Air West's Fairchild F-27 40 passenger Prop Jet.  
W-821  
Extachrome by Clifford B. Ellis

## Is "Quality" returning to the airline business?

As I sit down to write on the first day of Spring 2000, AAL has not gone out of business yet, even though they have actually begun to put a little "quality product" back into the airline flight service business.

I am not a religious man but I do pray they'll succeed. I am aware that many people more knowledgeable than I are saying that the idea of adding perhaps three inches of seat pitch back there spells economic disaster, but I hope not. Yes, it may reduce the number of tattooed bananas in chartreuse undershirts heading to Disney, but it will at least attract me back to flying commercially once again. And willing to pay a reasonable difference.

I mean, after all, our industry is being panned mercilessly. In the ethics (!) column in a recent New York Sunday Times magazine, it said "... when you buy an airline ticket, you purchase more than a chance to recreate the confinement of a galley slave on a Greek trireme at the Battle of Salamis." And in a 'Fortune' article in March "... I'm in a window seat that is exactly one inch narrower than I am. My knees are in my nose. The last time I was this cramped was when I had an MRI in 1993. Continental has done everything it can to remind the coach passenger that we are all nothing in the eyes of God." I love good writing, but I don't like seeing my favorite subject panned like that.

Enough, however, as we want to get on to the cards, don't we?

Joop asked for a two-parter having to do with smaller, older U.S. regional air carriers and I am happy to oblige. But I promise we will get on to some other subject, region or carrier next time, okay?

I have tried not to duplicate any of the cards shown previously to give you as broad a range of hopefully interesting cards to view as possible.

Let's head west to east and commence with two superb airport cards by Ellis, #116593 and #116594 of Air West's DC-9 and F-27, both 4x6 4c chromes. Clean and neat as a whistle, eh? Just one happy face of PSA to show you today, this 727-100 tak-

ing off from California to fly to California, as you will recall. A 3 1/2 x 5 1/2 4c chrome co. card, numbered 1-354-6/77, which, I imagine, means it was issued in June, 1977, which seems like an awfully long time ago.

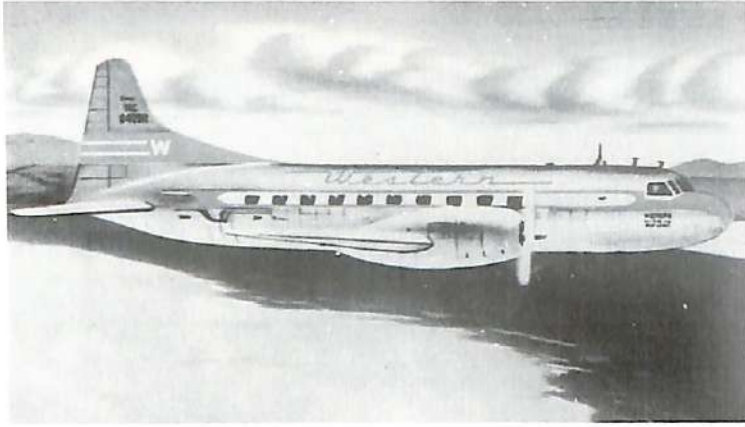
Off to WAL, beginning with a great real B&W photo



Another California flight for PSA -  
the nation's leading intra-state airline.







**WESTERN'S  
FAMED CONVAIR-LINER**

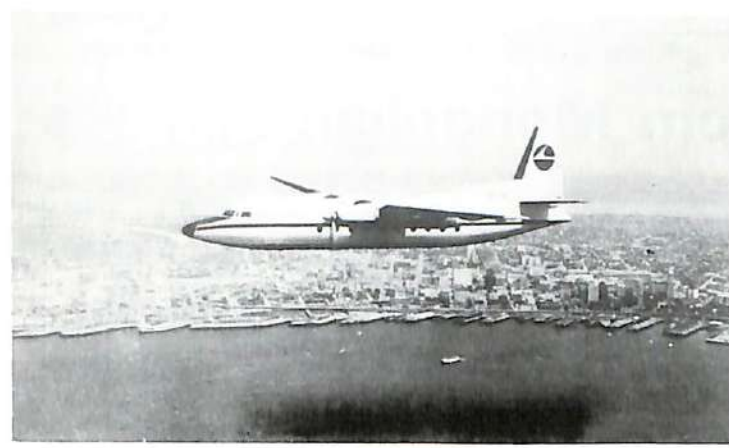
Shown over a typical western scene is aviation's outstanding post-war air transport—flown by Western Air Lines. America's oldest airline, WAL serves more than forty cities in thirteen states and Canada.



L-78

**INTERNATIONAL AIRPORT, LOS ANGELES CALIFORNIA**  
Not far from the Pacific Ocean, and occupying vast space in the southwest part of Los Angeles is the International Airport. It is planned to be the largest and most modern air terminal in the world.

Color photo by Bill Hedges

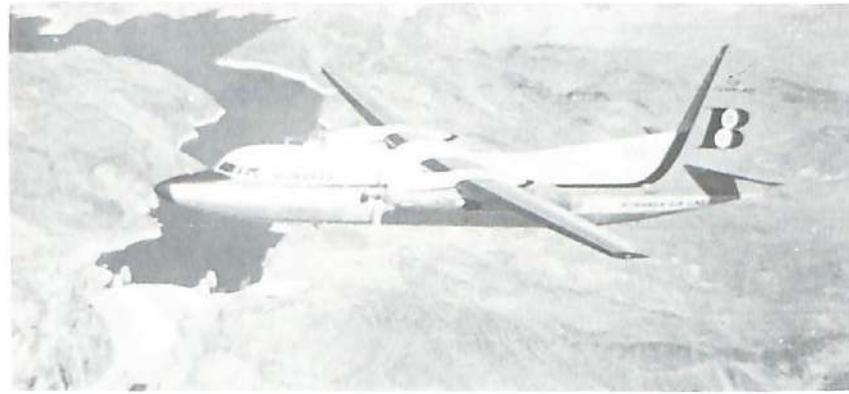


**WEST COAST AIRLINES' FAIRCHILD F-27**  
Seattle Washington and America's first "Jet Age" airliner. WEST COAST AIRLINES serves 57 cities in Washington, Oregon, Idaho, Utah, Montana, California and Calgary, Alberta, Canada.

**WEST COAST AIRLINES' DC-9 FANJET**  
"Suddenly in twenty years, West Coast is a great new airline." All Jet-Powered throughout the Northwest. West Coast serves 60 cities in Washington, Oregon, Idaho, Utah, Montana, California and Calgary, Alberta, Canada.



**AMERICA'S FIRST JET-AGE TRANSPORT**, the 40-passenger Fairchild F-27 Propjet — first flown by West Coast Airlines — is seen over Mt. Rainier. Mt. Rainier is 14,408 feet, fourth highest peak in America, and one of a chain of a dozen majestic mountains of volcanic origin which appear along WCA's coastal route.



**Bonanza Air Lines F-27A "Silver Dart"** — 300 MPH jetprop airliner built by Fairchild. Powered by two Rolls Royce Dart RDA-7 jetprop engines. Bonanza serves major cities in Arizona, California, Nevada and Utah.

**FS 770 HOOVER DAM AND LAKE MEAD**  
A spectacular view of the world's highest dam with Fortification Mountain in the background. This mighty wedge of concrete at the throat of Black Canyon now harnesses the once, treacherous Colorado River and forms the world's largest man-made lake. Dam's height 727 ft. above bed rock, crest 1,244 ft. and 650 ft. thick at the base.

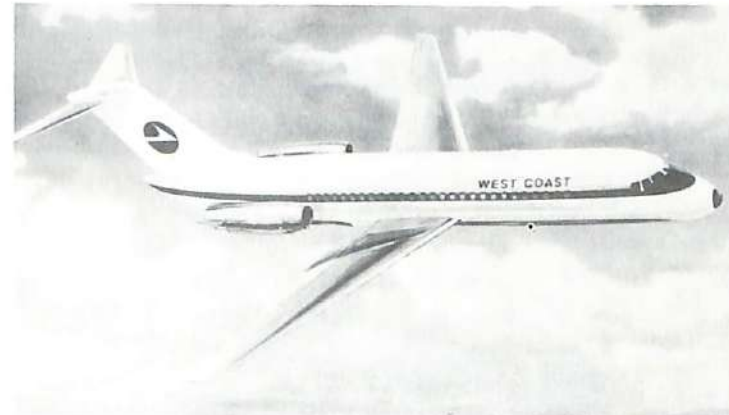
Photo by William Belknap



Now two large-size cards (4 x 8 1/2) 4c co. cards from a set that I have wanted to show for some time, Bonanza's F-27 (N149L) and DC-9-10 (N945L). The F-27 was shot over Hoover Dam a split second before the similar 3 1/2 x 5 1/2 airport card, ICS-42332L2-2. I will never forget racing out of a pueblo-type terminal (probably ABQ) when I heard the take-off roar; it was Bonanza's new DC-9, the first one I ever saw. Quite a thrill.

**Bonanza Air Lines DC-9 Fan/Jets** — 560 MPH pure jet airliner built by Douglas. Powered by two Pratt & Whitney JT8D-5 Fan/jet engines. Bonanza serves major cities in Arizona, California, Nevada and Utah.

CV-240 airport card, appropriately titled Los Angeles 1949. The aircraft, N8410H, has '49er' emblazoned in two locations. N8409H is next on a terrific 3 1/2 x 5 1/2 linen card, flying left to right. It was published in 4c by Elmo M. Sellers of Los Angeles in the same time frame, presumably as a co. card. One more of WAL's Convairs is shown in this great old LAX 3 1/2 x 5 1/2 4c chrome, L-78, a "mirro-krome," put out by H.S. Crocker Co. The mailing date is 1957. Note those beautiful AAL sixes in the background, plus a UAL DC-6 and DC-3.



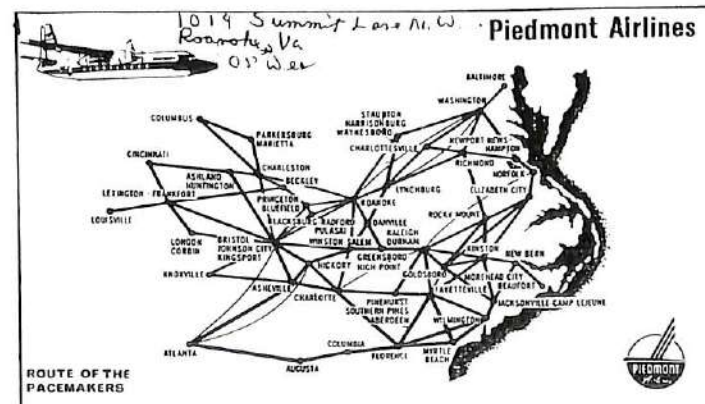
Over to West Coast Airlines to show two 3 1/2 x 5 1/2 4c chrome cards in two liveries on their F-27, both published by Crocker again, followed by definitely a co. card in 3 1/2 x 5 1/2 4c of a DC-9 drawing in their final livery.

Back east, I wanted to show you this 2c route map of Piedmont's, with some line art of their F-27 and logo, mailed in 1964. And two further 3 1/2 x 5 1/2 4c chrome cards of their F-27 (N2701R) in flight right to left (Plastichrome P.34078) and at rest on the ground at Norfolk (Plastichrome P.49004).



**FLY PIEDMONT AIRLINES F-27 PROPJET**  
Along the "Route of the Pacemakers"  
Pressurized - Air Conditioned - Radar Equipped

**NORFOLK MUNICIPAL AIRPORT**  
Norfolk, Virginia  
This modern airport provides air transportation for a great number of travelers entering and leaving the Tidewater area.





# Pride of place: Stickers from Mongolian Airlines

The yearly trek to the World Travel market in London took place in November and, for once, produced some real good items.

#1 and #2 must take pride of place - two stickers from Mongolian Airlines! The first is blue on clear plastic and the second one is blue on white.

#3. Another new airline was Nouvelair of Tunisia, who fly MD-83s from Monastir. It is in blue and black, with a yellow "sun," also on clear plastic.

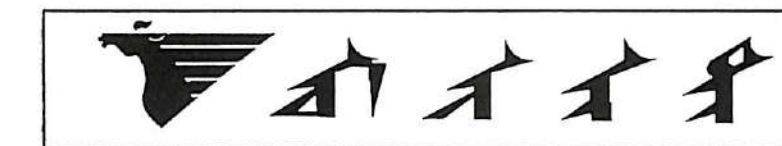
#4. To complete the WTM section, I am showing you this South African Airways "Noah's Ark"-type sticker. I don't remember their crew looking like this in my days at LHR. The issue is multi-colored and I presume serves to advertise the attractions of the Kruger National Park in the country.

#5 and #6 are both from Lithuanian Airlines, a prolific issuer of stickers for the size of the airline - I have 37 different ones, an average of four new ones for each year of the fewer than nine years of its post-Soviet existence. Both these two are intended for distribution mainly in the U.K., with the airline's Heathrow Airport address listed on them. Both are multi-colored on a silver background and #5 seems to indicate it is O.K. to fly Lithuanian.

DAVE CHERKIS, as always, has come up with more fine issues:

#7 is a nice 25th anniversary issue issued last year by TAROM of Romania to mark 25 years of service between Bucharest and New York. The airline was actually founded as a joint Soviet-Romanian enterprise named Transporturi Aeriene Romane Sovietice (TARS) in 1946 and was given its present name in 1954, when it was taken over completely by the Romanian government. The printing is in red and blue on white.

#8 is from Air France for their Rennes office, in blue on white, except for the right bar in the logo, which is red.



#9 is a newish BIL from Southwest Airlines thanking us for not being a bin hog. It comes in black on white, with a multi-colored pig.

#10 is basically blue and white for the Star Alliance network of airlines - the only problem is finding enough copies of this sticker to include one in the file for each airline in the network.

BILL DEMAREST is another regular contributor.

#11 is for the new Norwegian airline Color Air who fly 737's from Oslo. It is in blue (fuselage), grey (name, wings and horizontal tailplane) and white.

#12 for City Bird of Brussels depicts one of their MD-11s. The top part is a photograph and the surrounding areas are in green, yellow and white.

#13 is Bill's final one for this issue. It shows the 737-800 of Transavia of Holland in their new colors of green on white. The background is a somewhat cloudy blue sky.

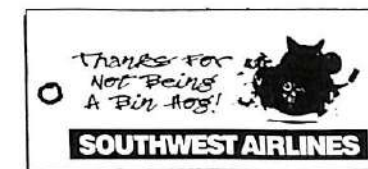
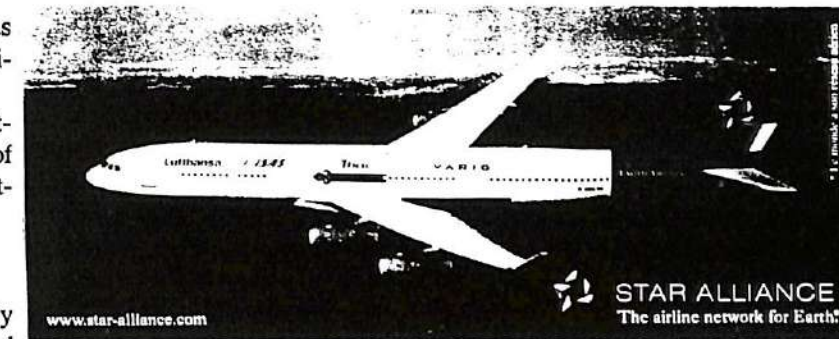
BARRIE JAMES of Switzerland has again come up with some trumps with no fewer than three new airlines for me:

#14 is for Novair of Sweden who fly 737s and TriStars (and soon also A330s) from Stockholm. Colors are blue on white with mustard in the logo, alternating with blue.

#15 is from Air One who fly 737s from Rome and comes in white on blue, with gold inside the "O" of "One."

#16 is for Airlink of Perth, Australia. The airline is a subsidiary of Qantas and the aircraft are in white with the red tail and white kangaroo of the parent company. The background is grey-blue. Was this sticker issued by British Aerospace, rather than the airline?

#17. Finally from Barrie comes the only 1998 World Cup soccer sticker I have ever seen, from Tunisair. Colors are white text on purple, with red in the faces, the soccer balls and the logo on the right (on white). I can't wait to see what Barrie finds next!



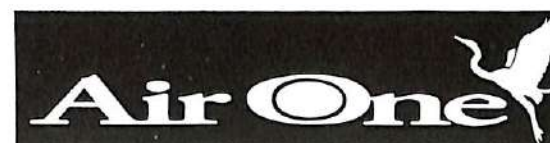
#9



#10



#12



#15



#16



#13



#17



#14



JOHN HORVATH is a new contributor with:

#18 from Airbus, showing the A340-300 in Olympic Airways house colors on a yellow background.

#19. Also new from Airbus is this A340-300 showing Air Tahiti Nui with its exotic color scheme of blue (front of fuselage), aqua-green (rear of fuselage) and white (bottom of fuselage). All against a white background.

VICENTE PALAZZO OF Argentina has sent

#20 of LAPA to mark their new service to Atlanta with their 767-300. Multicolored.

NEVILLE RITCHIE of Hamilton, New Zealand, is another new contributor.

#21 is an oldie from the national carrier, NAC in blue on yellow. It is not gummed.

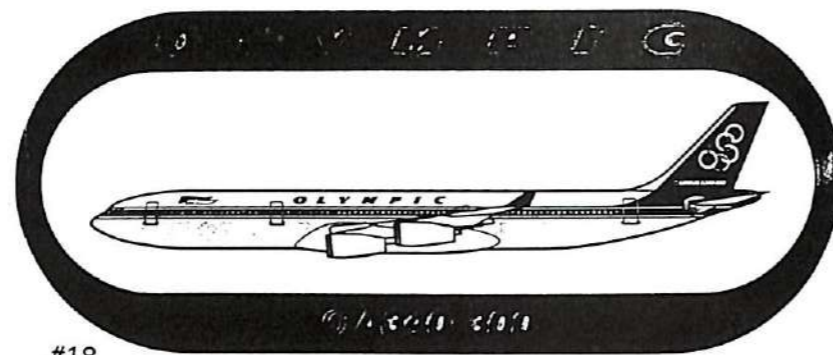
#22. A new BIL from Ansett. It is the first I have seen for the 2000 Summer Olympics in Sydney. It is in blue on white with the airline's two-color blue and yellow logo and the Southern Cross in white.

#23 is from Siam Kampuchea (S.K. Air) and is huge: 10 1/2 inches wide by 4 1/2 inches deep (26 1/2 x 11 1/2 cm). The airline flew a 737, but was short-lived before being absorbed by the government, along with several others, to form Royal Air Cambodge. It is in navy blue on yellow with a yellow on orange logo.

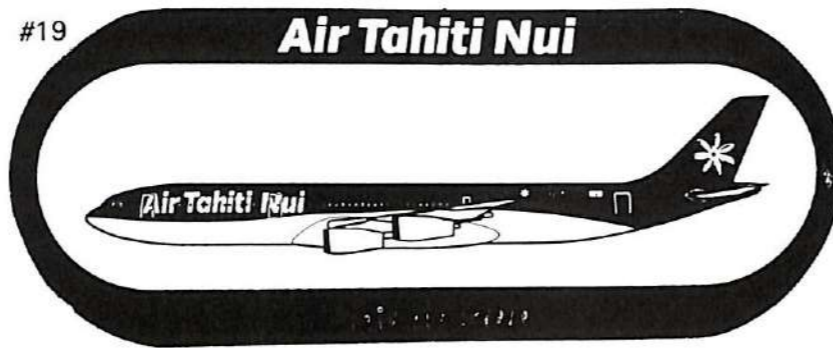
#24 is another offering from Tunisair, in blue and pink on orange, with the name and horizontal lines in the logo in the bottom block in white. This one also comes with a dark green or dark blue background and also has a German "Lieber Gleich" alternative to the French "je prefere" (I prefer).

Quite old items still turn up from time to time. Two in point are:

#25 in black and red on a grey background is from Dan Air London, which ceased operations in NOV 92.



#18



#19



#22



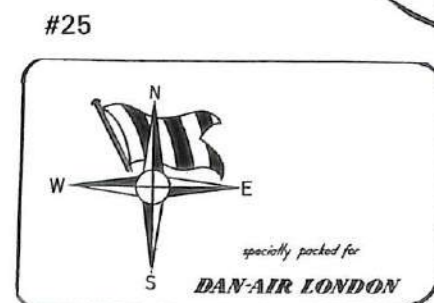
#20



#24



#23



#25



#23

#26 in red, white and blue, this TriStar 500 sticker comes from British Airways. BA retired its TriStars in 1986.

## GOLDEN OLDIES

The Golden Oldies this time are some nice old gummed labels from Brazil.

#27 is from VASP, multicolored and featuring their Junkers-Ju 52/3m. VASP started operating DC-3s in 1946 and this sticker is therefore most-likely pre-World War II.

#28 is from Panair do Brasil but also carries the name Pan American Airways System. The Commodore flying boat has the PAA logo on the nose and the flying boats in the air appear to be a cross between the Commodore and the Douglas Dolphin with its long nose.

#29. Another Panair label, but from a lot later. It pictures the Douglas DC-7C and to me is one of the nicest DC-7 labels around. The aircraft is blue and white, DC-7C in red, white titles across the bottom and black and white outer border. Very pretty.

#30 comes from REAL, also multicolored and showing a DC-3. Since REAL was founded in 1946 and the DC-3 is in the original livery, it places this sticker in the late 1940s.

#31 is from VARIG and shows the Lockheed L-10 Electra. The airline acquired a fleet of Electras in 1943 since no spare parts could be obtained during World War II for its fleet of German aircraft.

## FINALLY, WHO KNOWS WHO THESE AIRLINES ARE ?

Who can identify the three stickers marked A, B and C? I can't find an Air North that started operations in 1960, although there are plenty of Air Norths. Neither can I find an Air North with a logo as shown in B. Judging by the palm tree in the logo, the airline was probably based in the Caribbean, or perhaps in Hawaii?

Finally, which Air West issued this large sticker? It measures 11 1/25 x 3 inches (28 1/2 x 2 3/25 cm).



A



B



C



#26



#27



#28



#31



#30



#29



## The Tudor Enigma is still alive, 50 years later

Younger generation and American readers may never have heard of the Avro Tudor. Even those who know anything about it, might wonder why it captured everyone's imagination more than 50 years ago. It had only limited production followed by a chequered career marred by a series of accidents that drew lurid press attention.

The Tudor caught the imagination (and national pride) of British aviation enthusiasts because it was the nation's first post-war four-engined, pressurized civil airliner. It was to replace the Lancastrians and Haltons (converted Lancaster and Halifax bombers respectively of World War II vintage) and the Avro Yorks, the latter having a new boxy fuselage with Lancaster wings and tail.

There were to be two main types of the Tudor. Both used the wing of the Avro Lincoln bomber (a post-WW II development of the Lancaster) and four Rolls Royce Merlin engines. The Mark 1, designed for trans-Atlantic services, had a short fuselage for 24 seats or 12 sleeper seats (imagine making money with a DC-4-sized airplane with so few passengers!). The Mark 2 was for the "Commonwealth" routes of BOAC. It had a fuselage the length of a DC-7 and was to be a luxurious 40-seater, but a maximum of 60 could be carried in high-density layout. Initially, 79 Tudors were ordered by BOAC, British South American Airways, South African Airways, Qantas and FAMA (Argentina) of both types combined, even before the first prototype had been built. BOAC cancelled its order in favour of the Canadian-built Canadair Four, after it had demanded 343 design changes during three years of negotiations. SAA and Qantas cancelled then too and bought Lockheed 749 Constellations instead, while the FAMA order was cancelled when the airline became part of Aerolineas Argentinas in May 1949. BSAA faded from the scene after it had lost two Tudors in the feared "Bermuda Triangle." The airline was absorbed by BOAC in 1949.

A feature that would be unthinkable now, in these days of standardization, and stretches and shortenings of the same design, was that the Tudor models not only had different fuselage lengths, but also a different diameter, with the Mark 2 being wider.

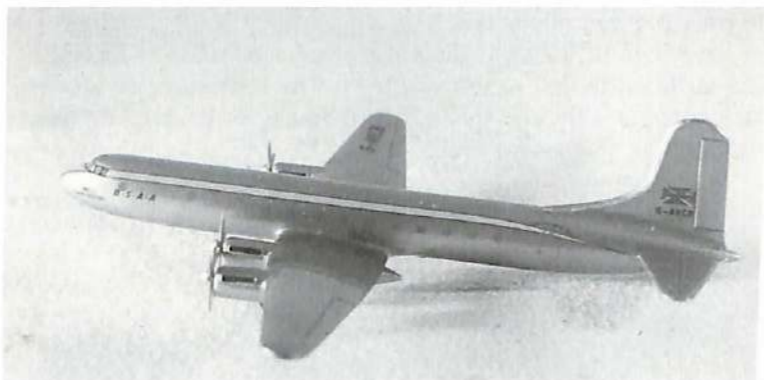
One of the first modifications after test flights was to enlarge the fin and rudder to provide more directional stability, the new high tail becoming a distinguishing feature. It made handling this large "tail dragger" tricky in cross winds.

BSAA pressed on with the Tudor. It had the Mark 1 lengthened by six feet (1.83 m) in front of the wing to seat a more-economical 32 passengers. This then became the Tudor Mark 4. (The Tudor 3 was a VIP version of the Mark 1.) It also replaced the square windows of the Mark 2 with fewer round ports to create the Tudor Mark 5.

Passenger service with the BSAA Tudor 4 started on 30 SEP 47 and ended on 17 JAN 49 after two had disappeared over

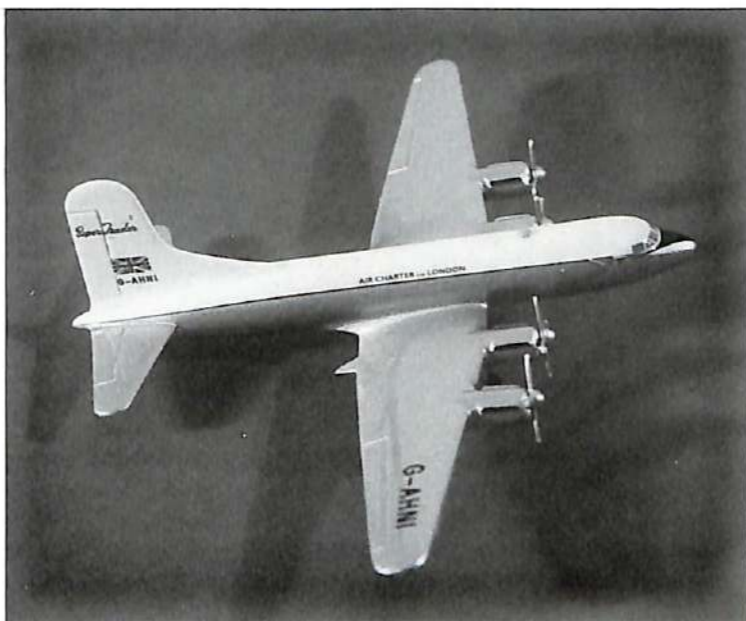


Avro Tudor 4 (above) and Tudor 5 (below), both of British South American Airways, in 1/200 scale by Heathrow Models.



Wooden 1/72 scale Avro Tudor 5 in the Anthony Lawler Collection. This is a former RAF recognition model finished in British South American Airways livery.

the Atlantic in circumstances that still excite Bermuda Triangle fans. The remaining Tudors were still used for some time for freight services only, and several, including the Marks 1, 2, 4 and 5, earned distinction by making a major contribution to the Berlin Airlift of 1948/49. But all were withdrawn and stored afterward.



Tudor 4B "Super Trader" of Air Charter, 1/200 scale by Heathrow Models.

In 1953, Freddie Laker bought nine short-fuselage Tudor freighters that had been in storage, for his Air Charter company. Three were modified with uprated engines and 42 seats and were operated under contract to the British War Office on troop flights, carrying British troops to the far reaches of the Empire. Four others were modified to become Super Trader 4B freighters with a large cargo door in the aft port fuselage. They were flying throughout Europe and even on charters as far as the Pacific for several more years.



The model subjects are the die-cast metal, 1/200 scale Tudors by Heathrow Models for Collectors Aircraft Models. Heathrow began by offering the Vickers Viking I, mentioned in a previous column. It is an excellent model and the BOAC Hermes IV they have added since looks good in photos, though I have not seen an example of it yet. They also market the military Varsity, Valetta and Hastings.

Heathrow has now added four Tudors: a BOAC Mark 1, BSAA Mark 4, BSAA Mark 5 and an Air Charter Super Trader. They have the same kind of high-glass finish as the Viking, with generally good details. This time, however, Heathrow is off in its dimensions. The tails of the Tudors were tall, but those on the models are awesome! To be scale, the top of the fin should be 1.18 inches (3 cm) from the tail plane, instead of 4 inches (more than 3 1/2 cm), and the dorsal fin is too big. On mine I filed the fin down and repainted without too much damage, and it improved the look. The wing is also wrong. The aspect ratio should be 7.85/1 instead of about 6.67/1. The wider wing puts the trailing edge back too far, close to the tail. Provided you don't look down on the model, you can live with this. The cockpit windows of the Mark 5 are wrong. Because of its wider fuselage, the Mark 2 and Mark 5 had a windshield with seven panes instead of the six on the Mark 1 and Mark 4. These errors may be minor, but they spoil the authenticity of the model. It is a pity that in coming out with this historically-interesting and seldom-modeled aircraft, Heathrow could not live up to their usual standards of accuracy, especially at about \$150 (U.S.) a piece.

### THE ANTHONY LAWLER COLLECTION

Many of you may have seen the feature in Airways International magazine on the fine collection of WAHS member Anthony Lawler. He has put together a magnificent collection of airliner models of all vintages. Many come from manufacturers and airlines, and they include metal, wood and plastic construction, some of them revealing interiors. The Airways article (in the May 2000 issue) is worth a look. It will make any collector salivate.

### OTHER TUDORS

Lawler's collection includes a BSAA Tudor 5, a wooden model that be-

Dacre Watson of England sent this postcard showing an artist's impression of a FAMA (Flota Aerea Mercante Argentina) Tudor 6. The airline merged into Aerolineas Argentinas in 1949 and the order for six Tudors was cancelled and the aircraft were not built. The postcard is dated 20 JUN 51. Dacre says he found it in a fleamarket in Buenos Aires two years ago. Before its demise, FAMA operated DC-3s, DC-4s and CV-240s. The Tudors would have replaced the DC-4s on trans-Atlantic services.

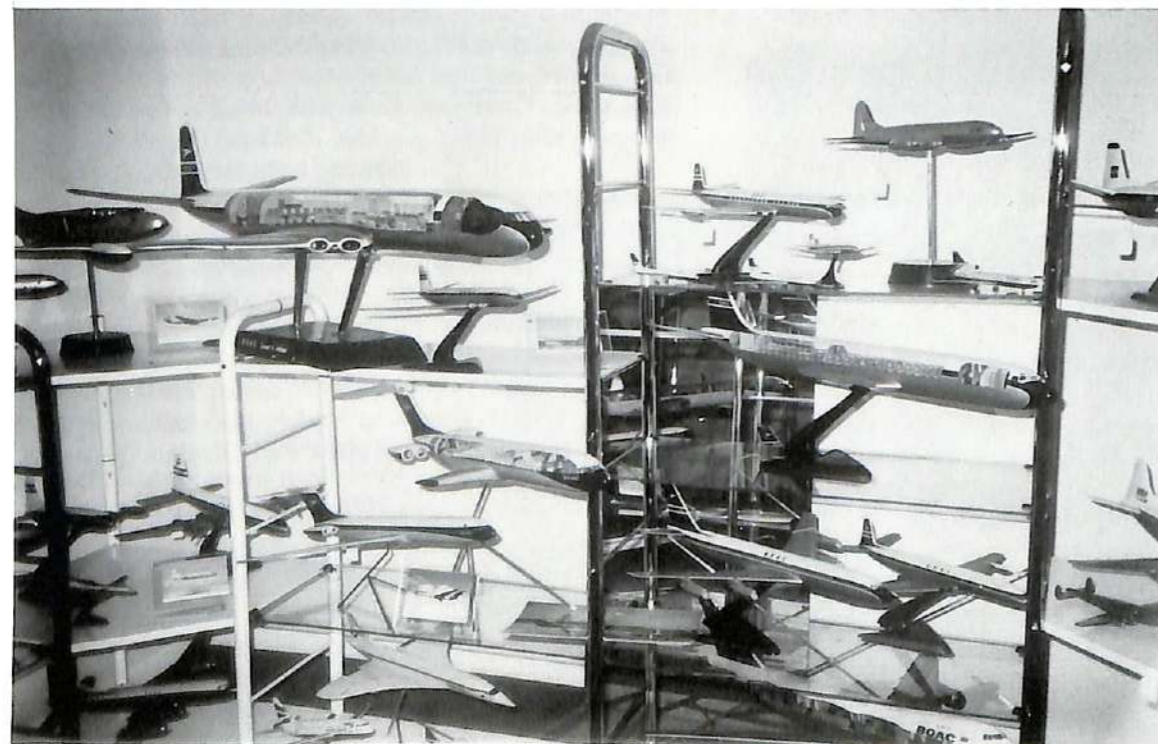
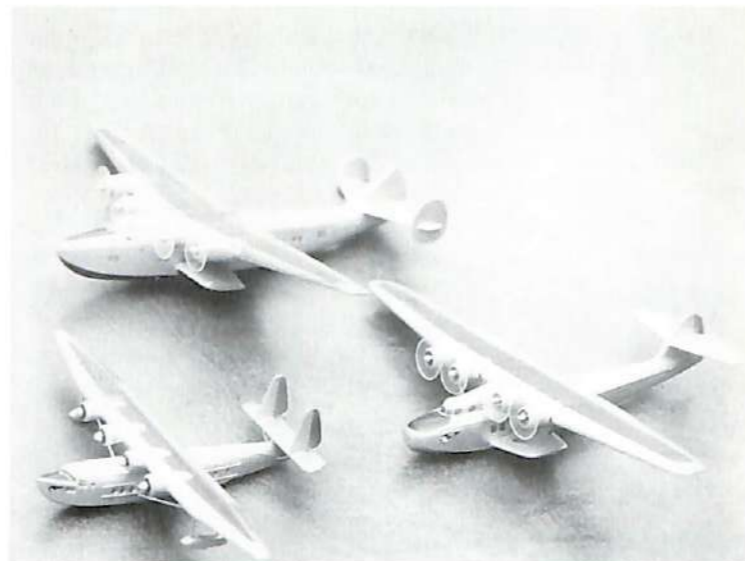


gan life as a black RAF recognition model but was later professionally-painted. Somewhere among the lower strata of my unbuilt kits is a 1/72 scale vacuform Tudor 4 kit I may live long enough to get to. Perhaps someone out there has already built one for us to see. If there is, please send a photograph my way and I will include it in a future column.

For those who like excellent solid perspex models professionally built, Bob Dros of Bel Air Models in Amsterdam has added the BSAA Tudor 4 to his range. Bob's models are 1/72 scale with excellent accuracy and finished to museum quality. I have illustrated my DH.91 Albatross previously, and I also own a DH.86 in Qantas livery. Because of demand for his 1/72 scale models, Bob is discontinuing his 1/200 scale range. Some of these are amazing. I thought his three Clippers (S-42, M-130 and B-314A) are marvellous for their size. I added some PAA decals from the old 1/144 scale Boeing 307 issue as a final touch. The 1/72 scale range of propliners includes many fascinating 1920s and 1930s types, including all the Fokkers and many British, American, German and French types.

#### FAREWELL TO BIG FOOT

For many years, Dean Slaybough has offered a range of kits and decals as Sasquatch Scale Models. He has made available types of airliners that no one else produced, and some conversion kits that helped modelers create variants of some of the familiar subjects. Sasquatch was a small family operation that always gave friendly and personal service. Dean has battled deteriorating health for a while and now has decided to retire. The business has passed on to CBS Models of Depart, Texas, another outfit I have had good experiences with. Sasquatch made some valuable contributions to modelling, particularly in the area of commuter airliners. Dean will be missed, and we wish him happy years in retirement.



Top: 1/200 scale Clippers by Bel Air: Boeing 314A (top), Sikorsky S-42 (bottom left) and Martin M-130 (bottom right).

Above: 1/72 scale Qantas de Havilland DH 86 by Bob Dros of Bel Air Models of Amsterdam.

Left: Part of the Anthony Lawler collection of airliner models, showing BOAC types.

## 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 Lockheed L-188 Electra. This is the third major book about this aircraft in three years, but the author has come up with a fresh look and with much "new" material. The author worked for 35 years as a Flight Test Engineer at Lockheed and speaks from a lot of personal experience on the Electra, and it shows. The development its technical aspects are looked at, using drawings from the maintenance manual and close-up photographs.

The "whirl mode" that destroyed two aircraft, killing 97 people, and the \$35-million fix through the LEAP (Lockheed Electra Action Program) process, are discussed.

The military P-3 Orion and other military models are described and illustrated, as are "special purpose" Electras, such as weather and hurricane research model, an Airborne Early Warning and Control (AWACS) version for the U.S. Customs Service to find drug smugglers on the high seas, and the cargo and fire-bomber conversions in the type's later years.

There are short profiles on current Electra operators. One of the several appendices presents significant dates in the development and history of the aircraft.

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

### DOUGLAS DC-6 AND DC-7

#### Airliner Tech, Vol. 4

By Harry Gann

Published by: Specialty Press  
Further details, see above.  
Year of publication: 1999.  
ISBN 1-58007-017-5.

Written by the former top public relations official at Douglas, this book presents a detailed technical description of two of the most-significant post WW2 reciprocating propliners. The book opens with a review of the Douglas airliners from the Cloudster of 1921 to the DC-4, DC-5 and Super DC-3 before going into an

authoritative and detailed technical description of the two post-WW2 propliners, which were among the best in the market. The operation of the troublesome Wright turbo-compound engines on the DC-7C did not escape Gann's attention, and neither did the first DC-7 proposal, a civil version of the military C-74 Globemaster I. It was ordered (and later cancelled) by Pan American and would have carried 108 passengers and a crew of 13. Large numbers for a 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. American Airlines and BOAC showed interest, but it was not built. It would have had a swept-back vertical tail. Gann shows it with an artist's impression of a quick-change model and a three-view of an all-cargo model.

The many photographs from the Boeing Historical Archive show both types in the liveries of original and later operators, with the majority printed over the full page width. Shots of the passenger cabin and a lounge are a nostalgic reminder of how much fun flying as a passenger was before "sardine seating."

This is a "do not miss it" book for the true propliner enthusiast. (JG)

### Airbus A340

#### Airliner Tech, Vol. 3

By Scott E. Germain

Published by: Specialty Press  
Further details see above.  
Year of publication: 2000.  
ISBN 1-58007-002-7.

Airbus and Boeing have been waging an air war for years for the market for large airliners. The four-engined A340 is an entry in this battle, and competing with the 767 and 777.

As with the previous two titles on this page, the focus is on the technical aspects of this new European jetliner and the author, who is an A320 pilot for "a major airline" obliges in great detail. Designed solely on computer, the A340 shares commonality with earlier Airbus aircraft and especially with the near-identical two-engined A330.

Germain also looks at earlier Airbus models, from the A300 to the A320, and traces the A340's development from the B11 proposal of the late 1970s and the TA11 (TA=twin aisle) of 1980 to what would become the present A340 and he looks at the future A340-500 and -600 and the A3XX.

The modular production process and the choice of engines are described. Photographs show the A340 in the liveries of its operators, of the production line and close-ups of details. An appendix compares the different

## From our reading room

models of the A340 with each other and with the 777-200 and -300, the 747-400 and the MD-11. The author decodes the acronyms used by Airbus, such as CIDS for Cabin Intercommunication System, ECAM for Electronic Centralized Aircraft Monitoring and many others.

A worthy addition to the "Airliner Tech" series. (JG)

### Douglas DC-10

#### Great Airliners No. 6

By Terry Waddington

Published by: World Transport Press, P.O. Box 521238, Miami, FL 33152-1238  
Hardcover, 144 pages, 8 1/2 x 11 inches, 280 color photos, all but a few over the full page width, a number of technical and interior cabin photographs and drawings, three-views etc.  
Year of publication: 2000.  
ISBN 1-892437-04-X

Douglas DC-10 is the third "Waddington book" in this series, after the DC-8 and the DC-9 and is arranged in the familiar "Great Airliners" format: a detailed overview of how the DC-10 was conceived, via a series of paper projects, such as the D-956-13 of 1965 with a double deck fuselage and including a full-service dining room with 20 separate tables for four diners each; the D956-12 and -23 for 500 passengers; the twin-engine D-966-1 in the class of the Airbus A300, but with a greater range; a widebody DC-8 called the DC-10-84, and others.

The author highlights the battle by Douglas (McDonnell Douglas) with Lockheed and Boeing to sell the DC-10, the first orders that launched the aircraft, the production and test flights are detailed, and several proposed future projects (including another DC-10 Twin). There is plenty of detail in text and photographs, about DC-10 operations by the major airlines and there is ample photographic coverage of many small and later users.

Winglets, now normal features on large and small jetliners, were tested on the wing of a Continental DC-10 by Douglas in 1981, were never adopted because of increased wing bending and the need to strengthen the outer wing.

Proposed future versions of the basic DC-10 were the Super DC-10-10 with more-powerful engines, and also called the DC-10-EEE (Economy, Ecology and Efficiency) and the stretched DC-10-62. The KC-10 air-to-air tanker and several other (proposed) military versions are detailed.

This book in the Great Airliners series makes you thirst for the next volume, and the next, and the ... (JG)





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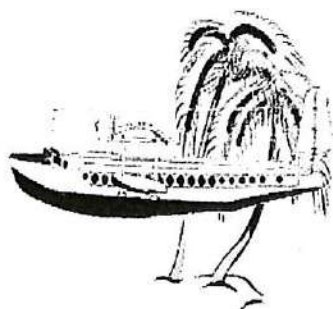
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